AIRPZ - Airport Zone

This chapter contains policies and rules which manage activities and development in the Airport Zone. For subdivision in the Airport Zone, see the Subdivision Chapter (SUB-WORK).

This chapter works alongside the Design Guide for the Airport Zone, in Appendix 22.

Relationship with the *Working Zones*

The management approach for the Airport Zone works in conjunction with the other *Working Zones.* The *Working Zones* of the Kāpiti Coast are the urban areas where *business activities* are the primary activity undertaken. Other activities which are complementary to and support *business activities* are also undertaken in the *Working Zones* and these may include cultural, community, civic, recreational, entertainment, education, religious and *residential activities*. A high level of amenity is envisaged for the *Working Zones*.

Together, the *Working Zones* chapters manage the following issues:
- business distribution and consolidation
- a *centres* hierarchy and the intensification of *centres*
- amenity and local character
- *residential activities* in *Working Zones*
- built and urban form in *Working Zones.*

District-wide policies that set out *Council*'s approach to managing *business activities* in all areas and *zones* across the District are set out in the Business Activities Chapter. Rules and standards relating to *business activities* in other zones will be located in the relevant chapters (i.e. Rural Zones Chapters, Residential Zones Chapter).

Many areas in the *Working Zones* are characterised by overlays as shown on the District Plan maps. Chapters relating to overlays (i.e. —Hazards and Risks, Historic and Cultural Values and Natural Environment Values) also contain relevant provisions applying to the *Working Zones*.

Zone and precinct framework for the Working Zones

Together, the *Working Zones* include a variety of business areas that have specific characteristics or are proposed for specific *development*. The zoning framework for the *Working Zones* supports a *centres*-based approach to managing *business activities* across the District. Within some *Working Zones*, smaller specific precincts are identified to manage location specific issues and desired outcomes. Location specific rules, and in some cases a *structure plan*, apply to *zone* and precinct areas.

The *zone* and precinct framework for the *Working Zones*, as identified on the District Plan Maps, is summarised as follows:

1. **Paraparaumu Sub-Regional Centre**

    a. ***Metropolitan Centre Zone***, including:

i. *Precinct A* (A1 and A2);
ii. *Precinct B*; and
iii. *Precinct C*; and the

b. **Mixed Use Zone** at:

i. Ihakara Street West Precinct;
ii. Ihakara Street East Precinct;
iii. Kapiti Road; and
iv. Paraparaumu North Gateway Precinct;

2. **Town Centre Zone**, including:

a. Ōtaki Main Street;
b. Ōtaki Rail;
c. Waikanae;
d. Paraparaumu Beach; and
e. Raumati Beach;

3. **Local Centre Zone**, including:

a. Paekākāriki;
b. Raumati South;
c. Kena Kena;
d. Meadows Precinct;
e. Te Moana Road;
f. Mazengarb Road;
g. Waikanae North Development Zone Precinct 6 — Mixed Use; and
h. Ngārara Zone - Waimeha *Neighbourhood Development Area*;

4. **Hospital Zone**;

5. **General Industrial Zone**, including:

a. Ōtaki South Precinct; and

6. **Airport Zone**, including:

a. Airport Core Precinct;
b. Airport Mixed Use Precinct;
c. Airport Buffer Precinct; and
d. Airport Heritage Precinct.

Strategic Context

The Primary Objectives that this chapter implements are:
- DO-O1 - Tangata Whenua;
- DO-O3 - Development Management;
- DO-O20 - Well-functioning Urban Environments;
- DO-O7 - Historic Heritage;

- DO-O11 - Character and Amenity Values;
- DO-O13 - Infrastructure;
- DO-O14 - Access and Transport;
- DO-O15 - Economic Vitality; and
- DO-O17 - Open Spaces / Active Communities.

DO-O1	Tangata Whenua

To work in partnership with the *tangata whenua* of the District in order to maintain *kaitiakitanga* of the District's resources and ensure that decisions affecting the natural *environment* in the District are made in accordance with the principles of Te Tiriti o Waitangi (Treaty of Waitangi).

DO-O3	Development Management	**Amended** 01 Sep 23 PC2

To maintain a consolidated urban form within existing urban areas and a limited number of identified growth areas, and to provide for the *development* of new urban areas where these can be efficiently serviced and integrated with existing townships, delivering:

1. urban areas which maximise the efficient end use of energy and integration with infrastructure;
2. a variety of living and working areas in a manner which reinforces the function and vitality of centres;
3. an urban environment that enables more people to live in, and more businesses and community services to be located in, parts of the urban environment:

    a. that are in or near a *Centre Zone* or other area with many employment opportunities; or
    b. that are well serviced by existing or planned public or active transport; or
    c. where there is high demand for housing or for business land relative to other areas within the urban environment;

    while accommodating *identified qualifying matters* that constrain development;

4. resilient communities where development does not result in an increase in risk to life or severity of damage to property from natural hazard events;
5. higher residential densities in locations that are close to centres and public open spaces, with good access to public transport;
6. management of development in areas of special character or amenity in a manner that has regard to those special values;
7. sustainable natural processes including freshwater systems, areas characterised by the productive potential of the land, ecological integrity, identified landscapes and features, and other places of significant natural amenity;
8. an adequate supply of housing and areas for business/employment to meet the needs of the District's anticipated population which is provided at a rate and in a manner that can be sustained within the finite carrying capacity of the District;
9. management of the location and effects of potentially incompatible land uses including any interface between such uses; and
10. urban environments that support reductions in greenhouse gas emissions and are resilient to the current and future effects of climate change.

DO-O20	Well-functioning Urban Environments	**Added** 01 Sep 23 PC2

A well-functioning urban environment that enables all people and communities to provide for their

social, economic, and cultural wellbeing, and for their health and safety, now and into the future.

DO-O7	Historic Heritage

To protect *historic heritage* in the District for the social, cultural and economic wellbeing of the Kapiti Coast community and future generations, including:

1. supporting the contribution of *historic heritage features* and their values to the identity, character and amenity of places and landscapes;
2. recognising and protecting *tangata whenua historic heritage*, including *Waahi Tapu and Other Places and Areas Significant to Māori;* and
3. providing for appropriate use and *development* of natural and physical resources with *historic heritage* values, while ensuring any adverse environmental *effects* are avoided, remedied or mitigated.

DO-O11	Character and *Amenity Values*	**Amended** 01 Sep 23 PC2

To recognise the unique character and *amenity values* of the District's distinct communities, while providing for character and *amenity values* to develop and change over time in response to the diverse and changing needs of people, communities and future generations, resulting in:

1. residential areas characterised by the presence of mature vegetation, a variety of built forms and *building* densities, the retention of landforms, and the recognition of unique community identities;
2. vibrant, lively *metropolitan* and *town centres* supported by higher density residential and mixed use areas;
3. *local centres*, village communities and employment areas characterised by high levels of amenity, accessibility and convenience;
4. productive rural areas, characterised by openness, natural landforms, areas and corridors of *indigenous vegetation*, and *primary production activities*; and
5. well managed interfaces between different types of land use areas (e.g. between living, working and rural areas) and between potentially conflicting land uses, so as to minimise adverse *effects.*

DO-O13	Infrastructure

To recognise the importance and national, regional and local benefits of *infrastructure* and ensure the efficient *development*, maintenance and operation of an adequate level of social and physical *infrastructure* and services throughout the District that:

1. meets the needs of the community and the region; and
2. builds stronger community resilience, while avoiding, remedying or mitigating adverse *effects* on the *environment*.

DO-O14	Access and Transport

To ensure that the transport system in the District:

1. integrates with land use and urban form and maximises accessibility;
2. improves the efficiency of travel and maximises mode choice to enable people to act sustainably as well as improving the resilience and health of communities;
3. contributes to a strong economy;
4. avoids, remedies or mitigates adverse *effect*s on land uses;
5. does not have its function and operation unreasonably compromised by other activities;
6. is safe, fit for purpose, cost effective and provides good connectivity for all communities;

and
7. provides for the integrated movement of people, goods and services.

DO-O15	Economic Vitality

To promote sustainable and on-going economic development of the local economy, including the rural sector, with improved number and quality of jobs and investment through:

1.
   a. encouraging *business activities* in appropriate locations within the District, principally through differentiating and managing various types of *business activities* both on the basis of the activity, and the potential local and strategic *effect*s of their operation;
   b. reinforcing a compact, well designed and sustainable regional form supported by an integrated *transport network*;
   c. enabling opportunities to make the economy more resilient and diverse;
   d. providing opportunities for the growth of a low carbon economy, including clean technology;
   e. minimising *reverse sensitivity effect*s on *business activities*, including *primary production activities* ; and
   f. enhancing the amenity of *Working Zones*;

while:

2.
   a. ensuring that economic growth and development is able to be efficiently serviced by *infrastructure*;
   b. encouraging commercial consolidation and the co-location of community services and facilities primarily within the *Paraparaumu Sub-Regional Centre* and *Town Centres*; and
   c. managing contamination, pollution, odour, noise and glare, associated with *business activities,* including *primary production activities*.

DO-O17	Open Spaces / Active Communities

To have a rich and diverse network of *open space* areas that:

1. is developed, used and maintained in a manner that does not give rise to significant adverse *effect*s on the natural and physical *environment*;
2. protects the District's cultural, ecological and *amenity values*, while allowing for the enhancement of the quality of *open space* areas;
3. supports the identity, health, cohesion and resilience of the District's communities; and
4. ensures that the present and future recreational and *open space* needs of the District are met.

Provisions in other chapters of the Plan may also be relevant.

Policies

AIRPZ-P1	Airport Zone Precincts

Subdivision, use and *development* will provide for aviation, business and employment opportunities through the efficient utilisation of *land* for aviation and associated activities, and providing for appropriate non-aviation *business activities*, in accordance with the Airport Precincts, as follows:

1. the efficient use of the Kāpiti Coast Airport for aviation purposes will be safeguarded and aviation and aviation related activities will be provided for within the 'Airport Core Precinct';
2. a range of activities will be provided for to support *aviation activities* and provide for non-aviation commercial and other employment opportunities, with limited *retail activities* in the 'Airport Mixed Use Precinct' where the nature and scale of activities does not have adverse *effects* on the role and function of the District's *centres*;
3. *historic heritage*, including the airport control tower and the museum, will be protected in the 'Airport Heritage Precinct'; and
4. aviation and *business activities* within the Airport Zone will be buffered from adjoining residential, rural and open space zoned *sites* by the 'Airport Buffer Precinct' to ensure:

    a. the amenity of adjoining *sites* is protected;
    b. public access routes and Cycleway, Walkway and Bridleway (CWB) linkages are provided;
    c. the ancestral connection of *tangata whenua* with the Kapiti Coast Airport *land* is recognised;
    d. *stormwater* is managed;
    e. *open space* is provided; and
    f. ecological and conservation values are protected and enhanced.

AIRPZ-P2	Operational Safety and Efficiency in the Airport Zone

The function of the Kāpiti Coast Airport as a significant transport *infrastructure* node will be supported by ensuring that the following principles are achieved:

1. the operational safety of the Airport for recreational and general aviation will be protected from hazards of encroachments by *buildings*, *structures* and trees, inappropriate *development* within flight paths and associated safety margins and glare from *buildings*;
2. the continued use of the Airport for weather monitoring activities will be provided for and the operational requirements of weather monitoring will not be compromised by other activities on surrounding Airport land; and
3. the amount of noise permitted from the use of the Airport for aviation purposes will be regulated to avoid unreasonable exposure of residents to noise through air *noise* boundaries, a night time curfew and limitations on aircraft engine testing.

AIRPZ-P3	Built Form and Design in the Airport Zone

Subdivision, use and *development* will be well-designed and respect its setting by ensuring that:

1. the visual impact, including the bulk, form, massing and colour of *buildings* (excluding *minor buildings*), from Kapiti Road and the extension of Ihakara Street, public *open spaces*, adjoining residential *sites* and from all *roads* and walkways accessible to the public *road* network will be managed and an overall design cohesiveness will be achieved while still maintaining an individual presence;
2. visual impact of car parking areas wil be managed;
3. visual connections to Kapiti Island and the Tararua Ranges will be maintained;
4. Crime Prevention Through Environmental Design (CPTED) principles will be implemented, where appropriate;
5. *water* and energy efficiency measures are integrated into design;
6. restrictions on the timing of *development* will be implemented to manage traffic *effect*s; and
7. the impact from stormwater run off on surrounding *waterbodies* will be minimised and natural values will be protected and enhanced, through a *stormwater* management plan.

AIRPZ-P4	Activities in the Working Zones

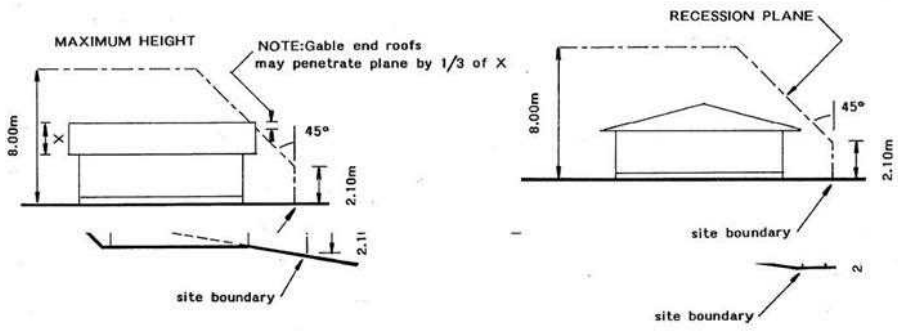
Business activities are the primary *land* use and function of the *Working Zones*. The location, scale, size and design of *subdivision*, use and *development* in the *Working Zones* will be undertaken with regard to the following principles:

1. local and on-site *amenity values* are maintained and enhanced;
2. local built identity and character values are retained;
3. connectivity and access within and to the *Working Zones* is enhanced;
4. opportunities for transport choice and efficiency are maximised, including integration with public and community transport;
5. built form is compatible with the surrounding *environment*;
6. facilities are integrated within the *centre* or other *Working Zones*; and
7. *temporary events* will be enabled in *centres* where they are consistent with the scale, role and function of the *centre*.

Rules

AIRPZ-R1	Any activity that is a *permitted activity* under the rules in this chapter.
Permitted Activity	**Standards** 1. The activity must not cause offensive or objectionable odour, *dust* or smoke at or beyond the *boundary* of the *site* on which it is occurring. 2. The maximum *height* of any fence (above *original ground level*) on the perimeter *boundary* of the Airport *Zone* shall be 2 metres, except along the legal *road frontage* where the maximum *height* shall be 1.8 metres. 3. Any fencing associated with internal boundaries of the “Airport Buffer Precinct” must be visually permeable unless required to screen outside storage. 4. The maximum *height* of any *curtilage* fence (above *original ground level*) shall be 2 metres, except along the airport *road* frontage where the maximum *height* shall be 1 metre and within the Airport Core Precinct where chain link fencing shall have a maximum *height* of 3 metres where required to comply with aviation safety requirements. **Note:** Refer to the Airport Zone Design Guide (Appendix 22) for standards on fencing and screening. 5. Any lighting shall be directed so that spill of light will be contained within the *boundaries* of the *site*. Light level from the activity must not exceed 10 lux, measured 1.5 metres from the inside *boundary* of any adjoining residential *site*. This standard does not apply to street lighting on *roads*, or airport navigation, control and safety equipment. 6. All lighting must comply with all relevant Civil Aviation Authority requirements. 7. Outdoor rubbish and general storage areas must be suitably screened in accordance with the design guidelines in Appendix 22 to ensure that they are not visible from streets or public spaces. 8. *Subject sites* must be maintained so that they are clear of all rubbish, except *waste* materials which are temporarily stored pending disposal elsewhere, and all materials (including goods, machinery, vehicles, boxes, crates, pallets and *waste* material) must be stored in a neat and tidy manner.
AIRPZ-R2	Any activity which is not specified as a *permitted, controlled, restricted*

	discretionary, discretionary, non-complying or prohibited activity in the rules in this chapter.
Permitted Activity	**Standards** 1. The activity complies with all *permitted activity* standards in this chapter.
AIRPZ-R3	*Buildings* and land use activities. *Measurement criteria* apply to activities under this rule.

Permitted Activity	**Standards** 1. No *building* (excluding *minor buildings* shall create a nuisance of glare to *aircraft operations*. 2. New *buildings* (excluding *minor buildings*) must be finished in neutral, *recessive* colour tones that do not visually dominate their surroundings or are obtrusive. Colour schemes must be submitted to the *Council.* 3. All *buildings* (excluding *minor buildings*) must fit within a *height in relation to boundary envelope* which is made up of recession planes which commence at a point 2.1 metres above the *Residential Zone boundary* and inclines inwards at an angle of 45 degrees. *Measurement Criteria*: a. The *height in relation to boundary* envelope must be measured from a point above the *original ground level* at the boundary (including restrictive covenant areas of cross lease properties). b. Residential chimneys, electricity transmission towers, masts, radio, television and telecommunication antenna and aerials are excluded from the *height in relation to boundary* envelope. c. Where there is a right-of-way or an access strip/leg adjoining the allotment boundary, the height in relation to boundary envelope shall be measured from a point 2.1 metres above a point midway across the right-of-way or access strip/leg.  4. Noise from any activity other than *aircraft operations* or engine testing must meet the relevant *permitted activity* standards in the Noise chapter. 5. Within the Airport Heritage Precinct, new *buildings* (excluding *minor buildings*) and *additions* to existing *buildings* (excluding *minor buildings*) must be set back 5 metres from the *boundary* with Kāpiti Road. 6. Within the Airport Mixed Use Precinct, new *buildings* (excluding *minor buildings*) and *additions* to existing *buildings* (excluding *minor buildings*) must be set back 15 metres from the *boundary* with Kāpiti Road. 7. A report for each proposed *building* or *development* must be prepared by a suitably qualified person demonstrating how the *development* will achieve *hydraulic neutrality* so that peak flows from the *subject site* in a 1 in 5 year, 1 in 10 year and 1in 100 year design rainfall event do not exceed the pre-development peak flows for the same design rainfall event, and must be provided to *Council.*
AIRPZ-R4	Within the Airport Core Precinct, *aviation activities* and aviation service activities, including *retail activities* and activities *ancillary* to *aviation activities*.

Permitted Activity	**Standards** 1. *Retail activities* shall be located within or adjacent to the main airport terminal building and primarily serve aviation users. 2. The maximum *height* of any new *building* or *structure* from *original ground level* shall be: a. 25.0 metres for a single control tower in the Airport Core Precinct; and b. 15.0 metres for any other *building* in the Airport Core Precinct. 3. *Ancillary* activities to *aviation activities* are limited to meeting room facilities located within the main airport terminal building.
AIRPZ-R5	Within the Airport Mixed Use Precinct, the following activities: 1. *Aviation activities* and aviation service activities; 2. One hotel/motel activity; 3. *Industrial activities;* 4. *Trade/Wholesale;* 5. *Commercial* (including logistics or distribution uses) and *retail activities*, provided that *retail activities* are limited to: 6. *Retail activity ancillary* to *industrial* or warehousing activities; 7. *Home Improvement Retail* activities; 8. *Automotive and Marine supplier* activities; 9. *Small-Scale Convenience Retail* activities; 10. *Small-Scale Commercial Services* activities; 11. *Retail activity* permitted by the definition of *Service Station*; 12. *Retail* of farm machinery and equipment; or 13. *Large Format Retail* activities. *Measurement criteria* apply to activities under this rule.
Permitted Activity	**Standards** 1. The maximum *height* of any new *building* or *structure* from *original ground level* shall be 15.0 metres for any *building* that is used for industrial, logistics or distributional purposes, and 12.5 metres for all other purposes. Provided that the maximum *height* shall be 10.0 metres within 50.0 metres of any Rural or *Residential Zone* or within 50.0 metres of the southern side of the Kāpiti Road reserve. 2. The maximum area covered by *buildings* or impermeable surface area is 75%. The remaining 25% must be permeable to water and landscaped. 3. A *landscaping* scheme must be provided to Council showing the position of proposed *landscaping*, size and species of plantings. This will need to demonstrate: a. that the proposed *landscaping* will enhance the public space and, where appropriate, screen car-parking areas in line with the provisions in the design guide; and b. that, in all precincts except the Airport Buffer Precinct where restricted *water* supply is permitted, the proposed *landscaping* can be achieved without the need for irrigation from the public potable *water* supply.

	4. Any *retail activity* associated with any non-retail activity must not exceed 15% of the *gross floor area* of the non-retail activity, or 150m^2 *gross floor area*, whichever is the lesser. 5. The total area for *Large Format Retail* activities must not exceed 10,000m^2 *gross floor area*. 6. There shall be no limit on the floor area for *Automotive and Marine Supplier* activities. 7. The total area for *Home improvement retail* activity must not exceed 17,000m^2 *gross floor area*. 8. The total area for *Small-Scale Convenience Retail* activity must not exceed 1,500m^2 *gross floor area*. However, an additional 800m^2 *gross floor area* shall be permitted if the total *gross floor area* of all *development* within the Airport Zone exceeds 200,000m^2 *gross floor area*. 9. The total area for *Small-Scale Commercial Services* must not exceed 1,200m^2 *gross floor area*. However, an additional 700m^2 *gross floor area* shall be permitted once the total *gross floor area* of all development within the Airport Zone exceeds 200,000m^2 *gross floor area*. *Measurement Criteria*: When measuring *gross floor area* for the purposes of the standards above, include: a. covered yards and areas covered by a roof but not enclosed by walls Exclude: a. uncovered stairways; b. floor space in terraces (open or roofed), external balconies, breezeways or porches; c. roof *car parking*, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; d. *car parking* areas; and e. floor space of interior balconies and mezzanines not used by the public. 10. For both *Small-Scale Convenience Retail* and *Small Scale Commercial Service* activities, a maximum of 8 such individual activities shall be located in a single “node” (i.e. in adjoining tenancies) or single integrated development. There shall be a minimum of 100 metres between such nodes. 11. The Airport owner must provide a yearly monitoring report to the *Council* (or longer period at the discretion of the *Council*) to assist it to monitor compliance with the above standards.
AIRPZ-R6	Within the Airport Buffer Precinct, recreation, conservation, and *water* management activities and activities permitted in the Natural Open Space Zone (except production forestry). *Measurement criteria* apply to activities under this rule.
Permitted Activity	**Standards** 1. The maximum *height* of any new *building* or *structure* from *original ground level* shall be 4 metres. 2. The maximum *gross floor area* for any *building* is 30m^2. 3. The total *gross floor area* of *buildings* must not exceed 300m^2.

	Measurement Criteria: When measuring *gross floor area* for the purposes of the standards above, include: a. covered yards and areas covered by a roof but not enclosed by walls Exclude: a. uncovered stairways; b. floor space in terraces (open or roofed), external balconies, breezeways or porches; c. roof *car parking*, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; d. *car parking* areas; and e. floor space of interior balconies and mezzanines not used by the public. 4. *Buildings* must be associated with *permitted activities* within the "Airport Buffer Precinct" or utilities required to serve the Airport Zone.
AIRPZ-R7	Within the Airport Heritage Precinct, heritage and associated and supporting activities.
Permitted Activity	**Standards**
AIRPZ-R8	Weather monitoring equipment and other meteorological facilities, installations, or equipment to measure, collect and distribute meteorological information on Section 1 SO 36625.
Permitted Activity	**Standards**
AIRPZ-R9	*Residential activities* for those whose employment requires residence within the Airport Zone. *Residential unit measurement criteria* apply to activities under this rule.

The highlighted text in this rule relates to matters addressed by the transitional consenting provisions. See the District Plan Guidance on out-of-scope consent triggers - 30 November 2026 for further information on how those provisions apply.

Permitted Activity	**Standards** 1. *Residential activities* must: a. be *ancillary* to a *permitted activity* on-site; b. not include more than one *residential unit* per *site* (as determined by the *residential unit measurement criteria*); c. not be greater than 70m² in total floor area per *site*; d. *residential buildings* must be acoustically insulated and ventilated to comply with the requirements of NOISE-R14; and e. be limited to accommodation for a caretaker or other person whose employment requires that they live on the *site* where they are employed. 2. No residential accommodation for those whose employment requires

	residence within the Airport Zone shall be sold or otherwise disposed of except in conjunction with the associated industrial *building*. The *residential building* may, however, be removed from the *site*.
AIRPZ-R10	*Residential activity* (excluding *visitor accommodation* which is not *temporary residential rental accommodation*) in the Airport Mixed Use Precinct located to the west of the Airport Core Precinct and outside of the *Airport Noise Effects Advisory Overlay* as identified on the District Plan Maps that has obtained *subdivision* consent for the *residential activity*.

The highlighted text in this rule relates to matters addressed by the transitional consenting provisions. See the District Plan Guidance on out-of-scope consent triggers - 30 November 2026 for further information on how those provisions apply.

Permitted Activity	**Standards** 1. The activity must meet the General Residential Zone *permitted activity* standards for *residential activities*.
AIRPZ-R11	*Earthworks*, except in Area Y shown on the Precinct Plan. The following are excluded from this rule: 1. *extractive industries*; 2. the removal or replacement of underground fuel storage tanks; and 3. "*earthworks*" as defined in and regulated by the *NESCF*.
Permitted Activity	**Standards** 1. *Earthworks* must not be undertaken: a. within 20 metres of a *waterbody*, including *wetlands* and *coastal water*, except that this standard shall not apply in respect of activities associated with the formation or maintenance of the watercourse or *stormwater* control; and b. within *fill control areas* unless provision is made to drain the total sub catchment contributing to the flood control area and that the *stormwater* can be drained in less than four hours. 2. In all other areas, no *earthworks* shall involve the disturbance of more than 100m^3 (volume) of *land* and shall alter the *original ground level* by more than 1.0 metre, measured vertically, in any 10 year period. Except that this *earthworks* standard shall not apply in respect of *earthworks* associated with approved *building* (excluding *minor building*) developments, provided that the *earthworks* do not extend more than 2.0 metres beyond the foundation line of the *building* in any 12 month period. 3. *Earthworks* for *road* maintenance activities within road reserves are exempt from complying with Standards 1 and 2 above. 4. The Accidental Discovery Protocol, set out in HH-Table 1, must be followed. **Note:** The *resource consent* requirements for the removal or replacement of underground fuel storage tanks fall under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011, and the relevant regional plan(s).

AIRPZ-R12	*Buildings* and *structures* in the area marked on the Airport Precinct Plan as Proposed Runway 12/30. **Criteria for notification** The written approval of persons will not be required and applications under this rule will not be served on any person or notified.	**Amended** 01 Sep 23 PC2

Controlled Activity	**Standards** 1. There must be no above ground *buildings*, *structures*, facilities or uses which are inconsistent with the use of the area as an imperative use runway.	**Matters of Control** 1. *Subject site* layout and design including location of *building(s)* (excluding *minor buildings*) and *building curtilages*, *landscaping,* carparking, fencing and surface treatments. 2. The extent of consistency with the Design Guidelines for the Airport Zone in Appendix 22. 3. The *Council's Land Development Minimum Requirements*. 4. The extent of consistency with the Crime Prevention Through Environmental Design principles in Appendix 6. 5. The imposition of *financial contributions* in accordance with the Financial Contributions chapter.

AIRPZ-R13	New *buildings* (excluding *minor buildings*) *Criteria for notification* The written approval of persons will not be required and applications under this rule will not be served on any person or notified. *Measurement criteria* apply to activities under this rule.	**Amended** 01 Sep 23 PC2

Controlled Activity	**Standards** 1. Within the Airport Mixed Use Precinct, any *development* where the cumulative *gross floor area* in the Precinct does not exceed 102,900m^2. *Measurement Criteria*: When measuring *gross floor area* for the purposes of the standards above, include: a. covered yards and areas covered by a roof but not enclosed by walls Exclude: a. uncovered stairways;	**Matters of Control** 1. *Subject site* layout and design including location of *building*(s) and *building curtilages*, *landscaping*, carparking, fencing and surface treatments. 2. External design, colour, finish and appearance of *buildings*. 3. Within the area marked "*curtilage*" on the District Plan Maps, the desirability of maintaining views of, and a visual connection to, part of the primary runway from the cab of the control tower in the Airport Heritage Precinct. 4. The installation of *water saving devices* and energy efficient

	b. floor space in terraces (open or roofed), external balconies, breezeways or porches; c. roof *car parking*, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; d. *car parking* areas; and e. floor space of interior balconies and mezzanines not used by the public. 2. As part of the first *development* within the Airport Zone an Environmental Management Plan (EMP) must be prepared jointly by a suitably qualified landscape architect and ecologist in consultation with a *stormwater* engineer, the Council and the representatives of local *tangata whenua*. 3. The EMP shall aim to ensure the development and protection of healthy *wetlands* and streams, and their integration with public access, visual screening, and *stormwater* management. It shall include but not be limited to, the following matters: a. the identification and protection of threatened *wetland* plant and fish species; b. the design and management of *wetland* systems to ensure ecological objectives are achieved; c. the design and management of watercourses to ensure corridors are maintained for movement of *freshwater* fish; d. the design of *waterbodies* to discourage flocking waterfowl that may increase the risk of bird strike at the airfield; e. the integration of waterways	technologies. 5. The provision of communal *open space*. 6. The extent of consistency with the Design Guidelines for the Airport Zone in Appendix 22. 7. The *Council's Land Development Minimum Requirements*. 8. The extent of consistency with the Crime Prevention Through Environmental Design principles in Appendix 6. 9. The imposition of *financial contributions* in accordance with the Financial Contributions chapter. 10. The expected traffic generation from the Airport Zone. 11. The *effects* on the *transport network* and *State Highway* 1 within the District, and the timing of any improvement works on the *transport network* and *State Highway* 1.

with *stormwater* management systems to ensure *water* quality is maintained and ecological values are protected;

f. integration of public access including cycleways, walkways and bridleways required to give effect to the objectives and policies, including the provision of public access along any open streams;
g. integrated planting for shelter, screening and public *open space*;
h. timeframes to complete any works required by (a) through to (f);
i. monitoring and reporting to the *Council* and *tangata whenua* on the achievement of the EMP's intended outcomes; and
j. the ongoing maintenance of the Airport Buffer Precinct.

4. The EMP will have two parts. The first part will relate to the Buffer Precinct. It will be formulated at the outset of *development* and in concert with a Stormwater Management Plan to ensure integration. The second part will relate to staged development of the Airport Core and Airport Mixed Use Precincts.
5. As part of the first *development* within the Precinct a Stormwater Management Plan must be submitted to, and approved by the *Council*, that addresses the issues raised in the Design Guide, the EMP, and the *Land Development Minimum Requirements*. The Stormwater Management Plan must demonstrate how *hydraulic neutrality* for the *subject site* will be achieved, and will identify the forms of low impact *stormwater* technology to be utilised for the *subject site's development*, e.g.

including swales, rain gardens, roof runoff *water* tanks among others.

6. Subsequent *developments* within the *subject site* must comply with the minimum requirements specified in the EMP detailed in 2-4 above and the *Stormwater* Management Plan detailed in 5 above.

Note: The approval of applications for resource consent will be subject to the imposition of a consent notice or other permanent encumbrance on the title of the land to ensure ongoing compliance with the EMP and the *Stormwater* Management Plan.

Note: The management of *wetlands* and *waterbodies* is to be in accordance with Greater Wellington Regional Council publications: “Mind the Stream”; “So you’re thinking about a pond”; “Understanding the Wet in Wetlands” and the Council’s “Wharemauku Stream Community Freshwater Plan”.

7. The following thresholds apply to all *development* within the Airport Mixed Use Precinct:

    a. for any *development* that exceeds a cumulative *gross floor area* of 43,050m^2, a *transport assessment* must be carried out which considers the impact of the cumulative *development* of the area on the safety and efficiency of the *transport network*. The assessment must include (but not be limited to) the following matters:

        i. the proposed staging of the operation of the *development;*
        ii. traffic and transport generation pre- and post-development operation;

	iii. *transport network* upgrades; iv. the design of off-site roading links and intersections; v. the route and design of internal airport *roads*; vi. public safety measures; and vii. environmental and community impacts. b. for any *development* that exceeds a cumulative *gross floor area* of 62,500m^2 a further *transport assessment* must be carried out which considers the impact of the cumulative *development* of the area on the safe and efficient operation of the *transport network*. The assessment shall address the same factors as specified in standard 7 a) above. *Measurement Criteria*: See above for *gross floor area.* **Note:** Irrespective of the above thresholds, any activity which results in a cumulative *gross floor area* of *development* in the Airport Mixed Use Precinct of more than 102,900m^2 shall be a *restricted discretionary activity* under AIRPZ-R18 and shall require a further *transport assessment*.		
AIRPZ-R14	New airport *roads* **Criteria for notification** The written approval of persons will not be required and applications under this rule will not be served on any person or notified.		**Amended** 01 Sep 23 PC2
Controlled Activity	**Standards** 1. All *roads* must comply with the relevant *permitted activity* standards in the Transport chapter.	**Matters of Control** 1. The route, design, and standard of construction of the *road*, including pedestrian footpaths, cycle paths, *landscaping*, *stormwater* runoff, *earthworks*, preservation of	

		viewshafts to the Tararua Ranges and Kāpiti Island, safety and the provision of access for public transport. 2. Compliance with Council's *Land Development Minimum Requirements*. 3. The imposition of *financial contributions* in accordance with the Financial Contributions chapter. 4. In respect of any proposed new intersection with *Council roads*, the preparation of a traffic management plan. 5. The extent of consistency with Council's Subdivision Best Practice Guide.	
AIRPZ-R15	*Earthworks* that do not comply with the *Permitted Activity* Standards, and which are not otherwise listed as a *controlled activity*. The following are excluded from this rule: 1. *extractive industries*; 2. the removal or replacement of underground fuel storage tanks; and 3. "*earthworks*" as defined in and regulated by the *NESCF*. **Criteria for notification** The written approval of persons will not be required and applications under this rule will not be served on any person or notified.		**Amended** 01 Sep 23 PC2
Controlled Activity	**Standards**	**Matters of Control** 1. To the extent of non-compliance with the *permitted activity* standards. 2. The extent of consistency with Council's *Land Development Minimum Requirements* and Subdivision Best Practice Guide.	
AIRPZ-R16	*Earthworks* within Area Y on the Precinct Plan, subject to those proposed *earthworks* being the subject of an approval under the Heritage New Zealand Pouhere Taonga Act (2014). The following are excluded from this rule: 1. *extractive industries*; 2. the removal or replacement of underground fuel storage tanks; and 3. "*earthworks*" as defined in and regulated by the *NESCF*. **Criteria for notification** The written approval of persons will not be required and applications		**Amended** 01 Sep 23 PC2

	under this rule will not be served on any person or notified.	
Controlled Activity	**Standards**	**Matters of Control** 1. The extent of consistency with the Council's *Land Development Minimum Requirements* and Subdivision Best Practice Guide.
AIRPZ-R17	Activities which do not comply with one or more of the *permitted* or *controlled activity* standards, and are not listed as *discretionary, non-complying* or *prohibited activities.*	
Restricted Discretionary Activity	**Standards** 1. The permitted activity standard for *height* and *building coverage* shall not be exceeded by more than 20%.	**Matters of Discretion** 1. Consideration of the *effects* of the standard not met. 2. Measures to avoid, remedy or mitigate adverse *effects*. 3. Cumulative *effects*. 4. Effects on the vitality and viability of the Metropolitan Centre of retail activities exceeding retail gross floor area standards in AIRPZ-R5.
AIRPZ-R18	Any activity which results in the cumulative *gross floor area* of development in the Airport Mixed Use Precinct being greater than or equal to 102,900m^2 but less than 282,450m^2. *Measurement criteria* apply to activities under this rule.	
Restricted Discretionary Activity	**Standards** 1. For any *development* that exceeds a cumulative *gross floor area* of 102,900m^2, a *transport assessment* must be carried out which considers the impact of the cumulative *development* of the area on the safe and efficient operation of the *transport network*. The assessment must address the factors identified in AIRPZ-R13 Standard 7. *Measurement Criteria*: When measuring *gross floor area*, include: a. covered yards and areas covered by a roof but not enclosed by walls Exclude: a. uncovered stairways;	**Matters of Discretion** 1. The expected traffic generation from the Airport Zone. 2. The *effect*s on the local *road* network and *State Highway* 1 within the District, and the timing of any improvement works on the local *road* network and *State Highway* 1. 3. Economic *effects* including *effects* on the vitality of *centres*.

	b. floor space in terraces (open or roofed), external balconies, breezeways or porches; c. roof *car parking*, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; d. *car parking* areas; and e. floor space of interior balconies and mezzanines not used by the public	
AIRPZ-R19	The construction of intersections from Airport *land* onto *legal roads*.	
Restricted Discretionary Activity	**Standards**	**Matters of Discretion** 1. The *effect*s of the increased traffic on Tahi Road and Toru Road on the amenity of the adjacent General Residential Zone. 2. The *effect*s of the increased traffic on the local *road* network
AIRPZ-R20	*Earthworks* within Area Y on the Precinct Plan, that are not, at the time of application, the subject of an approval under the Heritage New Zealand Pouhere Taonga Act (2014). The following are excluded from this rule: 1. *extractive industries*; 2. the removal or replacement of underground fuel storage tanks; and 3. "*earthworks*" as defined in and regulated by the *NESCF*.	
Restricted Discretionary Activity	**Standards**	**Matters of Discretion** 1. The likely *effect*s of the *earthworks* on any sites of significance in terms of archaeological values or specific importance to *tangata whenua*.
AIRPZ-R21	Any activity which does not comply with one or more of the *restricted discretionary activity* standards.	
Discretionary Activity		
AIRPZ-R22	One only *supermarket* with a maximum *gross floor area* of 3,000m^2. *Measurement Criteria*: When measuring *gross floor area*, include: a. covered yards and areas covered by a roof but not enclosed by walls Exclude: a. uncovered stairways; b. floor space in terraces (open or roofed), external balconies, breezeways or	

	porches; c. roof *car parking*, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; d. *car parking* areas; and e. floor space of interior balconies and mezzanines not used by the public.
Discretionary Activity	
AIRPZ-R23	*Offensive trades*.
Non-Complying Activity	
AIRPZ-R24	The keeping of free flight birds.
Non-Complying Activity	
AIRPZ-R25	Any *retail* or *commercial activity* (excluding *industrial activities*) that is not a *discretionary activity* or a *prohibited activity*, and is not a *permitted activity* under Rule AIRPZ-R4 or AIRPZ-R5.
Non-Complying Activity	
AIRPZ-R26	Any *development*, not being a *prohibited activity*, which results in the development in the *Airport Zone* exceeding 339,400m^2 *gross floor area*. *Measurement Criteria*: When measuring *gross floor area*, include: a. covered yards and areas covered by a roof but not enclosed by walls Exclude: a. uncovered stairways; b. floor space in terraces (open or roofed), external balconies, breezeways or porches; c. roof *car parking*, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; d. *car parking* areas; and e. floor space of interior balconies and mezzanines not used by the public.
Non-Complying Activity	
AIRPZ-R27	Any above ground *development* within the area defined on the Kāpiti Coast Airport Aerodrome *Designation* Map as Runway 12/30, which is inconsistent with the use of that area for imperative landings and other limited uses.
Non-Complying Activity	

AIRPZ-R28	One only *department store*.
Non-Complying Activity	
AIRPZ-R29	*Supermarkets* other than as provided for in AIRPZ-R22.
Non-Complying Activity	
AIRPZ-R30	More than one store of between 151m^2 and 1,500m^2 *gross floor area* that retails groceries or non-specified food lines. *Measurement Criteria*: When measuring *gross floor area*, include: a. covered yards and areas covered by a roof but not enclosed by walls Exclude: a. uncovered stairways; b. floor space in terraces (open or roofed), external balconies, breezeways or porches; c. roof *car parking*, lift towers and machinery rooms on the roof having a floor area of not more than 200m²; d. *car parking* areas; and e. floor space of interior balconies and mezzanines not used by the public.
Non-Complying Activity	
AIRPZ-R31	Department Stores other than as provided for as a non-complying activity in AIRPZ-R28.
Prohibited Activity	