Appendix 22

DESIGN GUIDELINES FOR THE AIRPORT ZONE

1. The aim of the design guidelines is to encourage a high and consistent level of design throughout the Airport Zone. The guide has been written by Kapiti Coast Airport Holdings Ltd (KCAHL) and the Council and reflects the design aspirations of (KCAHL) for the land, as well as the design standards that the Council requires in relation to the development of the site.

2. Some of the criteria within the guide go beyond what the Council can require in relation to its functions under the Resource Management Act. However, these criteria are important design considerations and are required by (KCAHL) as the landowner of the site. To clarify, text written in italics will not be considered in relation to resource consent applications.

PURPOSE

3. All new development within the Airport Mixed Use Precinct is a controlled activity in terms of the site layout and the external design and appearance of buildings and landscaping treatment.

4. The Design Guidelines are intended to achieve the design integrity, quality and economic and environmental sustainability of the Precinct desired by (KCAHL) for the short and long term future.

5. These guidelines will be used as an '… other matter … relevant and reasonably necessary to determine the application' under section 104(1)(c) of the Resource Management Act 1991.

6. Note development will also need to comply with the requirements of the District Plan.

DESIGN STATEMENT

7. Resource Consent applicants for new development in the Airport Mixed Use Precinct will be required to present a Design Statement demonstrating the extent to which the development is consistent with the Design Guidelines.

8. The Design Statement should:

   - Demonstrate how the development responds to the Design Guidelines;
   - Describe any significant features of the development site and its context; and
   - Explain how the development relates to its immediate surroundings and the contribution it makes to the site and wider context.

9. If aspects of a development are inconsistent with the Design Guidelines, the Design

Statement should explain the design rationale and give reasons how the proposed design meets the objectives of the Design Guide and why variation is warranted.

10. The Design Statement should include:

    - Photographs of the site and its surroundings
    - Plans and elevations, including details showing the curtilage of the lease.
    - Perspectives and other illustrations as appropriate

DESIGN OBJECTIVES

11. Manage the visual impact of large scale buildings and car parking areas seen from Kapiti Road and the proposed extension of Ihakara Street, public open spaces, adjoining residential properties and from main pedestrianised areas within the Airport Mixed Use Precinct.

12. The new development is to reinforce an identity and sense of place for the Airport Mixed Use Precinct by enhancing economic, social, cultural and community character and its amenities.

13. Strengthen any Kapiti Road or other KCDC design guidelines.

14. All buildings are to have an overall design cohesiveness in relation to building bulk, massing, height and architectural form whilst still maintaining an individual presence.

15. The overall site is to achieve hydraulic neutrality.

16. Incorporating public access routes, recreational spaces, cycle and walk ways where appropriate throughout the Airport Mixed Use Precinct.

17. The successful implementation of Crime Prevention through Environmental Design principles (CPTED). CPTED principles encourage:

    - Natural surveillance from occupied areas of buildings, for example windows overlooking footpaths and parking lots, using traffic as a surveillance tool;
    - Natural access control, for example avoiding design features that provide access to the roof;
    - Natural territorial reinforcement, for example seating within open space to encourage people to use these spaces.

BUILDING LOCATION

Set Backs and Height Controls

18. All new buildings fronting Kapiti Road should generally be aligned and setback 15.0 metres from the southern boundary of Kapiti Road. Buildings on all other roads in the Airport Mixed Use Precinct are to have variable setbacks with the exception of main pedestrianised streets and high profile corner sites where zero set backs can be evaluated. No open air manufacturing or storage shall occur in any front yards.

19. Buildings along main pedestrianised streets are to be higher density and have continuity in built form with no building set back from the road boundary. These buildings will be required to provide a continuous canopy for pedestrian cover over the footpath so to encourage public activity and higher yield. The canopy must be designed as an integral part of the building design and provide adequate protection from rain and sun while not impeding adjacent vehicular activities.

20. Where sites abut a storm water retention zone, adjoining residential property, open space or buffer precinct, building facades are to include building detail to diminish building bulk and solid expansiveness.

21. The maximum building height in the Airport Mixed Use Precinct is restricted to 15.0 metres for industrial, logistical and distributional purposes, and 12.5 metres for other activities, and setback 2.1 metres and 45 degrees height to boundary off perimeter zone boundary adjoining residential. Provided that the 10.0 metre height limit applies within this precinct within 50.0 metres of any boundary with Kapiti Road or with the Rural or Residential Zones.

EXTERNAL DESIGN AND APPEARANCE

Building Aesthetics

22. Buildings that follow identifiable architectural typologies (i.e. Mediterranean, Colonial etc) will not be acceptable. Exposed tile roofs are not acceptable.

23. All commercial buildings shall be of a contemporary modern design using high performance materials. Tenants branding shall be integral in the design to ensure the building has a sense of identity and should comply with the Design Guidelines relating to signage.

24. Where set backs are required, main entrances to commercial buildings must express a business-like identity in the form of canopy, recess, overhang or other architectural features.

25. Where possible plumbing and drainage services are not to be exposed to the outside of the building. Down pipes must be concealed from the street unless specifically incorporated into the buildings' overall design.

26. Expansive areas of large blank walls such as exposed concrete tilt-slab and pre-cast panels along the Airport Buffer Precinct, Kapiti Road, or the extension of Ihakara Street through the site, visually prominent areas and main pedestrianised streets, are to be broken up with architectural features e.g. window recesses, patterned or pre-stressed concrete etc, or landscaping, in such a way to minimise impact and to complement the overall building design.

27. All retail buildings on main streets shall:

    - Be of a contemporary design with an emphasis on providing a unified street façade that conveys the tenant's individual identity.
    - Have an architectural style of clean lines and simplicity.
    - Ensure ground floor facades and shop fronts establish an open relationship with the street and encourage pedestrian activity.

- Provide a ground level floor to ceiling height of 3.4 metres (minimum) and include full height silicon butt jointed glazing to all display areas. Pop-out shop fronts will not be permitted.

Building Bulk and Scale

28. With the exclusion to of the main airport hanger, which is a “stand alone” building, all buildings are to have an overall design cohesiveness in relation to building bulk, massing and architectural form.

29. Buildings along Kapiti Road and the extension of Ihakara Street shall relate to the scale and character of adjacent buildings. Building openings, setbacks, façade transparency and specific materials and details should be utilised to diminish bulk and large expansive solid facades. Large bulk should be broken down into smaller elements to reflect the surrounding scale whilst still maintaining a coherent collective building image and an individual appearance.

Materials and Colours

30. The following materials are generally acceptable:

    - Glass
    - Brushed aluminium, stainless steel or similar materials are encouraged and grade type determined by its coastal proximity
    - Composite aluminium cladding
    - Block work
    - Ceramic or porcelain tile
    - Solid plaster work
    - Stone
    - Decorative finishes and solar control elements such as louvres etc
    - Concrete panel and fibre cement board cladding only when used in imaginatively with careful attention to detailing and weatherproofing

31. In addition, materials shall not be used if that creates a glare nuisance.

32. All buildings shall be only high quality durable materials. Exposed, unfinished edges should not be visible.

33. The colour of the bulk of the building facades and roof shall be relatively neutral/recessive in colour. Bold colours should be limited to selected minor elements that are consistent with the overall building design. Colour schemes shall be submitted to Council as part of the resource consent application.

34. Roof cladding to be long run roofing or membrane roofing.

Visibility

35. Building developments along Kapiti Road and the extension of Ihakara Street are to consider its visual impact in enhancing the public character, amenity and the “entrance route” function of Kapiti Road and Ihakara Street.

36. The visual impact of elevations of large format buildings seen from Kapiti Road and other

highly visible areas should be minimised where feasible by sleeving low scale buildings and/or incorporating landscaping features.

37. All roof top mechanical plant, services and communications equipment shall be within the roof envelope, screened or behind parapet walls.

38. All ancillary structures at the front of buildings such as signage, electrical transformers, substations, plant rooms, service areas and collection areas are to be considered an integral part of the building design or well screened from street view.

Signage

39. One free-standing sign will be allowed per activity unless on a corner site where one sign will be allowed per road frontage. A standard dimension and style of sign will be specified and its finishing to be integrated with the building design. Free standing signage must not be designed or located to dominate the road frontage. Its size and scale should follow a consistent approach to other developments and will likely be less than enabled by the District Plan.

40. Signage for individual corporate branding on buildings should be limited to signs on portions of the street façade and not the whole building. The signage must enhance and compliment the building design and must not dominate the parapet or facade and must not project above facades, rooflines and parapets of buildings.

41. Signs may not be painted directly onto screen walls, building facades, roofs, doors or windows other than safety signage and signage illumination must be wall mounted light fittings and/or ground mounted up-lights.

42. Shop-front signage on main pedestrianised streets should be within the length and height of the shop-front opening and be generally illuminated. A 3-dimensional illuminated signage under canopy is permitted.

43. The following signage features and finishes will not be accepted:

    - Flashing or revolving signage
    - Neon, fluorescent or iridescent paint
    - Internally lit signs (light box type)
    - Free-standing sandwich boards, ladder signs, banners and other similar signs and structures with an exception to temporary real estate signs of up to 1.0m^2 in area.
    - Any structure, vehicle, trailer, or container with signage or graphics parked or located for signage purposes.
    - Advertising signage in buffer precincts and storm water retention areas.

Lighting

44. Beyond OLS constraints all primary roads will be lit with general street lighting and also the front of all buildings at night. Security lighting shall also be provided in car parks and service areas. Innovative lighting of building facades, existing specimen tree and landscape elements are encouraged.

45. Lighting provisions for under canopy / verandah lighting is required to footpaths.

46. All light fittings shall consider minimising glare and light pollution to adjoining properties, buildings and streets. Shielding and directing light downwards will help minimise the light pollution to the Kapiti Coast Airport's flight paths.

47. Energy efficient lighting is encouraged. Metal halide (white) lighting is strongly recommended. High pressure sodium (orange) or low pressure sodium (yellow) is discouraged.

48. Exposed batten-type fluorescent fittings will not be encouraged. If fluorescent lighting is to be used it should be either recessed or of the track type in specific locations.

49. Flashing strobe lighting or exposed neon is not permitted.

PEDESTRIAN AND CYCLE ACCESS

Built Environment

50. Footpaths and cycleways will be provided in along all roads as shown in the Master Plan and street cross-sections. Each building property shall provide a 2.0 metre wide concrete footpath that connects to the pathway system.

51. The main pedestrian entrance to each building shall be clearly visible and lit.

52. Bicycle racks or enclosed bicycle parking for employees and visitors shall be provided. Other cycle facilities such as staff showers and lockers are encouraged.

ENVIRONMENTAL MANAGEMENT PLAN FOR THE AIRPORT

53. An Environmental Management Plan shall be submitted to, and approved by Council by the Kapiti Coast Airport owner, prior to the first development being constructed in the Airport Mixed Use Precinct.

54. The Environmental Management Plan shall address:

- Landscaping and screening designed to protect the amenity of properties adjoining the Airport Zone. The use of native plants is encouraged (see the Council's "Native Plant Guide" for information on plant species which are best suited to local conditions).

- Ecology, including a management plan for all waterbodies within the zone, 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 Kapiti Coast District Council's "Wharemauku Stream Community Freshwater Plan".

- Public access routes. The plan shall include details of the location and design of the cycleways, bridleways and walkways. All weather multi-use paths and boardwalks 2.0 — 3.0 metres wide will be provided (paths may need to be wider where bridleways are provided, or grass berms could be used for horses) to give access within the CWB network. The CWB connections will provide public access from Tahi and Toru Roads in

Paraparaumu Beach through to the Wharemauku Stream path on the eastern side of the Kapiti Coast Airport (subject to any Civil Aviation Authority regulations), and will also link in with Kapiti Road. It is envisaged that one of these routes, between Tahi and Titoki Road, will provide bridle access.

- Landscape treatment of any areas used for stormwater management.

- Design and location of open space areas within the Airport Mixed Use Precinct. These spaces will be used to provide leisure and/or recreational opportunities for people working within the Airport Zone. In locating and designing these areas consideration will be given to:

  - The accessibility of the space for workers
  - Ensuring that the site is located to have good sunlight access (while proving some shade through landscaping) and located to avoid prevailing winds
  - Is overlooked by surrounding buildings
  - Is appropriately landscaped

- Specific details will be provided on location, species and size of plants. Native species are strongly encouraged, especially along the Wharemauku Stream.

- Irrigation - potable water shall not be used for irrigation, except in the Airport Buffer Precinct where restricted water supply is permitted. The use of drought resistant species is encouraged, as is the use of alternative water supplies e.g. water tanks.

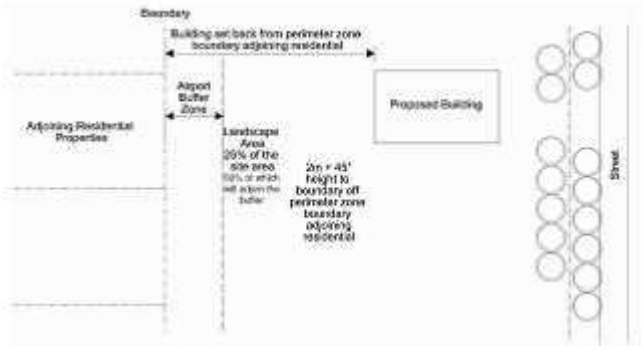
- The on-going maintenance of the landscaped areas.

55. CPTED principles should form an integral part of the landscape management plan, including ensuring good passive surveillance is provided for in relation to the walkways and open spaces, especially at formal and informal entry points.

LANDSCAPING OF INDIVIDUAL SITES

56. A landscaping plan shall be submitted with each resource consent application for new buildings. Landscaping will be designed to enhance public spaces and where appropriate screen or mitigate the views of carparking and outdoor storage areas from public view. The Landscaping Plan shall generally be consistent with the Environmental Management Plan.

57. For sites adjoining the Airport Buffer Precinct or adjoining any open stream to which AIRPZ-R13 standard (3)(f) applies, 50% of the permeable area of the site (12.5% of the total site) must be located where it adjoins the Airport Buffer Precinct and be maintained by each property lessee. Planting within the Landscape Strip will be consistent with the enhancement planting within the Airport Buffer Precinct.



Airport Buffer Precinct / Landscaped Area Schematic

58. No more than 30% of the landscaped area may be covered with porous paving, gravel or hard landscaping.

59. Landscape yards along roads shall be planted with a combination of trees, ground cover, and grass suitable to local climate, soil and wind conditions. Native species should be used. The Council booklet ‘Growing Native Plants in Kapiti’ may provide useful suggestions in relation to appropriate plant species. The guide is available on the Councils website.

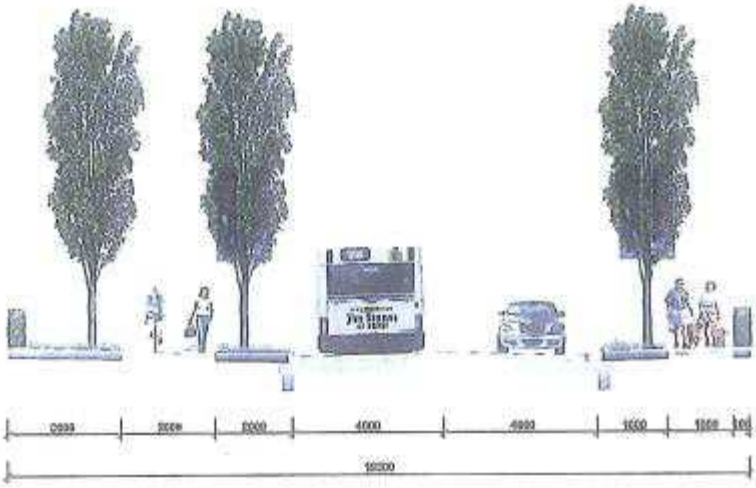
60. The mature height of any trees planted must not exceed the height restrictions detailed in the Airport Zone provisions in the District Plan (excluding the maximum height of 4.0 metres in the Airport Buffer Precinct).

61. Any plant materials or trees that do not survive must be replaced by the property lessee on an ongoing basis.

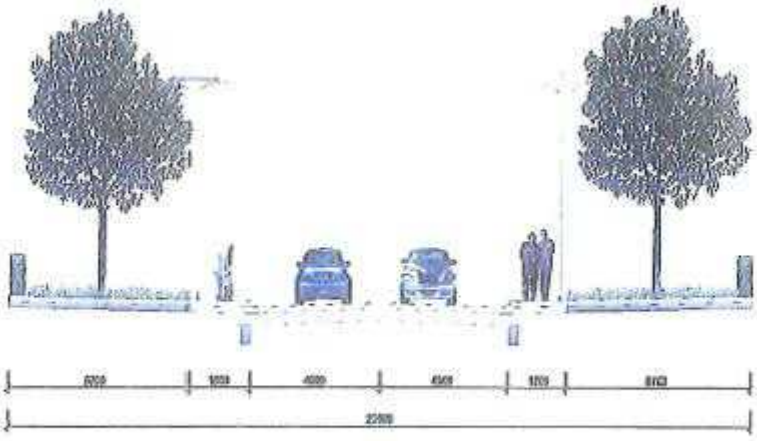
62. It is recommended that drought resistant species are used in landscaping to minimise water usage. Alternative water sources e.g. rain water tanks are encouraged where necessary

Roads

63. Street trees and amenity planting within the road reserve and public areas are proposed. Poplar trees lining the roads will form the dominant axis from the hills to the coast and Kapiti Island. Other lower level street trees will line the north/south roads.



Main Street Section
(Notes: both cycle tracks will be included + illustrated trees are schematic only)



Side Street Section
(Notes: both cycle tracks will be included + illustrated treesare schematic only)

Screening and Fencing

64. Parking and loading, container storage, rubbish and recycling, transformers and all outdoor storage areas shall be screened from adjacent streets, public areas and the Airport Buffer Precinct.

65. Fences are to be visually permeable unless where screening is required for outside storage.

66. Fences, walls and other structures higher than 1.0 metres shall not be located in the front landscape yard. The exception to this is that chainlink or wire security fencing with a maximum height of 3.0 metres is allowed within the Airport Core Precinct, or as otherwise required to comply with aviation safety requirements.

67. Metal fencing will be powder coated black and will be from the edge of the warehouse areas to

the rear boundaries - no fencing will be permitted in the front of site areas.

Lighting

68. Exterior and site lighting shall be kept to the minimum and as needed for safety and security.

69. All light fixtures shall be of a high cut-off type and incorporate a reflector system to minimize glare and light pollution on adjoining properties and streets.

70. All lighting to be shielded and directed downwards to minimise light pollution.

71. Energy efficient lighting is encouraged. Metal Halide (white) lighting is strongly recommended. High pressure sodium (orange) light or low pressure sodium (yellow) light is discouraged.

72. In urban spaces, plazas and pedestrian areas contemporary decorative lighting shall be provided to complement a suite of street furnishings.

73. The quality of light fixtures and lighting poles should match the quality of the building's design and finishes.

74. Lower level pedestrian lights should be used in pedestrian areas.

VEHICLE ENTRANCES, SERVICE AREAS AND PARKING

Car Parking

75. On-grade car parking areas and service lanes are to be managed and concealed as much as possible from street view reducing its impact along Kapiti Road and Ihakara Street and within the Airport Mixed Use Precinct.

76. The use of permeable pavings in car parking areas is encouraged.

77. Car parking areas must be safe and convenient for pedestrians and vehicles within an efficient internal circulation pattern and landscaping to relieve large areas of sealed parking and screen the car parking from public spaces.

78. Safe and secure cycle parking shall be provided for employees and visitors.

Servicing

79. Building's loading and unloading service entrances and lanes are not to dominate the public frontage of Kapiti Road or highly visible streets - ideally they should be located at the side or rear of buildings.

80. Exterior storage and rubbish areas shall be hidden from street view and suitably screened. Rubbish collection will be managed as required.

ART WORK

81. Art work is encouraged as a component in the site layout and building design. Locating and showcasing art work is encouraged to prominent pedestrian areas, amenities and open public spaces within the Airport Mixed Use Precinct.

ENVIRONMENTALLY SUSTAINABLE DEVELOPMENT (ESD)

82. Building and site design should incorporate environmentally sustainable design initiatives and these will be an accepted feature of the external design and appearance of buildings.

83. Low impact stormwater designs such as green roofs, rain gardens, swales and soak pits, and the use of tanks for attenuation and non-potable re-use should, where appropriate, be incorporated into the design of the Airport Zone and individual developments.

84. All building owners are encouraged to co-operate with neighbouring building owners to find synergies to allow exchange of energy/ combine water recycling services etc.

85. The inclusion of the use of non-potable water as an important design consideration. Buildings should be designed to minimise their use of water. This can be done in variety of ways including the use of rain water tanks (this is recommended especially if there is any need for outdoor water use), and the installation of low-flow taps and appliances/machinery. As such, it is important to consider issues such as the installation of rain tanks at the initial design stage.