



WELLINGTON AIRPORT

East Side Area Notice of Requirement

Summary of Effects

January 2021

1. INTRODUCTION

Wellington International Airport is an important existing strategic asset to Wellington City and surrounding regions. It provides an important national and international transport link for the local, regional and international community and has a major influence on the regional economy. The Airport is a fundamental part of the social and economic wellbeing of the community.

A major aspect of successfully maintaining and operating an airport is having a robust and appropriate development strategy. Such a strategy generally will include a plan for the airport, the identification and strategies for the protection of land for existing and future airport development and operations, and if possible, the provision of an aircraft noise buffer for the surrounding community.

Aviation is a long-term growth industry. In the short-term there can be high volatility, marked by the introduction (and occasional withdrawal) of new services, airlines and aircraft types. It is susceptible to fluctuations in the price of fuel, as well as other macro-economic movements and global events (such as the impacts of COVID-19), however, over longer periods the growth in air travel is generally consistent. Therefore, and acknowledging the short-term potential volatility, airport planning remains a dynamic and flexible discipline, all the while with a view to ongoing long-term growth.

Accordingly, airport planning requires a long-term view and a commitment to put resources towards planning and protecting for the future.

While not a requirement in the New Zealand legislative context, well managed airports such as Wellington recognise the importance of having a forward-looking master plan in place. A master plan is indicative of potential future development plans at the airport, based on projected airport growth primarily arising from passenger demands and other needs at the time it was prepared.

WIAL has recently released a new master plan.

Passenger forecasts show that passenger numbers are forecast to reach up to 12 million movements per annum by 2040. In order to accommodate this growth, additional aircraft stands, aprons and taxiways will be required, as well as to address an immediate shortfall in aircraft stands during current peak hour operations. Due to the operational needs for such activities to be located within close proximity to the terminal area of the Airport, and to achieve compliance with aviation regulations, expansion of the Airport apron onto part of the Miramar Golf Course is required to accommodate such additional operations.

Details of these plans can be found in the 2040 master plan at www.wellingtonairport.co.nz/wlg2040



Area of adjacent golf course site included in the Wellington Master Plan 2040.

Wellington Airport needs to obtain the necessary authorisations under the Resource Management Act 1991 (RMA) before it can expand its activities onto the adjacent land. Wellington Airport requires planning approval to do this and has filed an application, referred to as a *notice of requirement*, with the Wellington City Council. This report provides a high level summary of the notice of requirement.

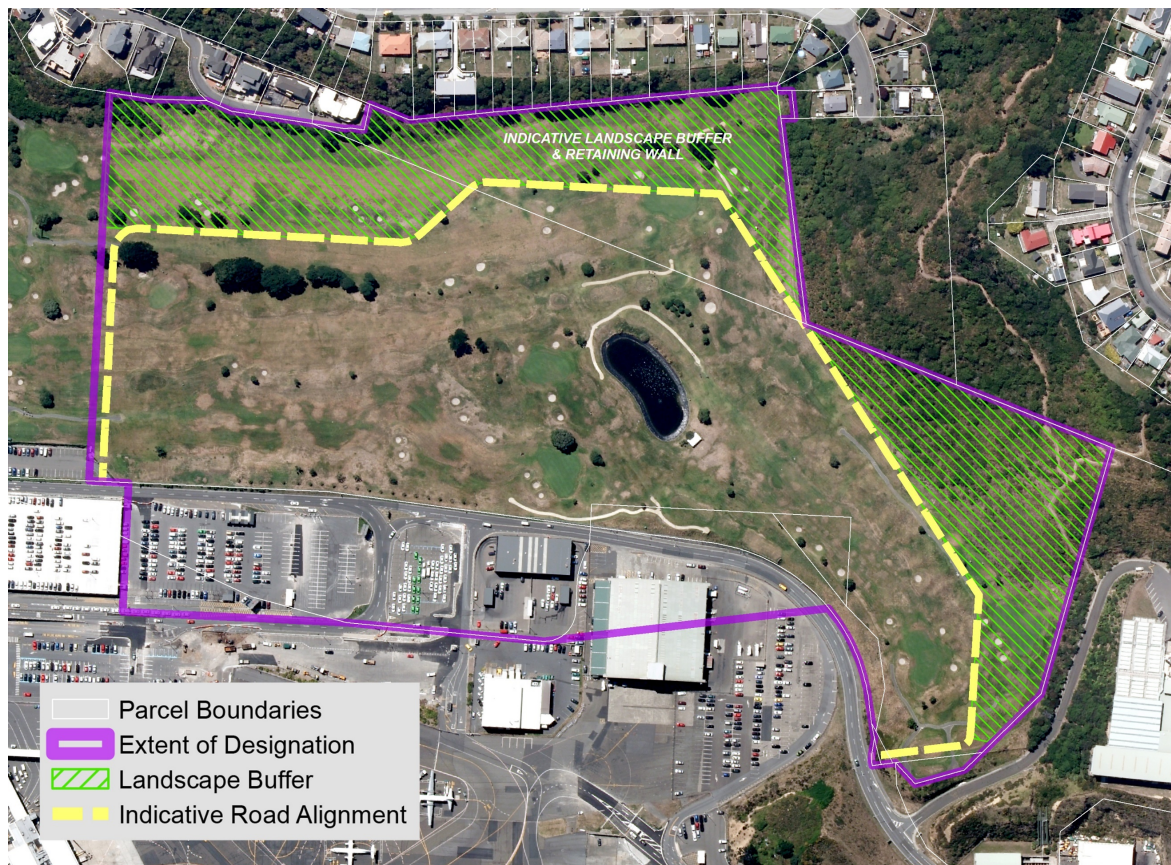
3. THE PROPOSED DESIGNATION

In order to expand airport activities onto the adjacent land, Wellington Airport is proposing to file a notice of requirement to establish a “designation”. A designation is a type of authorisation under the Resource Management Act 1991 which will allow Wellington Airport to use the land for the *operation, maintenance, expansion and development* of the airport.¹ The designation will be included in the Wellington City Plan and will identify what activities

¹ As per the Resource Management (Approval of Wellington International Airport Limited as Requiring Authority) Order 1992).

can occur within the designation and any restrictions or conditions that might be necessary to manage the environmental effects of those activities.

The area of land that Wellington Airport is proposing to designate in the Wellington District Plan is shown below.



Once the designation is established, Wellington Airport will be required to submit an “Outline Plan of Works” to the Wellington City Council before developing the land. The Outline Plan of Works will include information about the development proposed on the land and will include details about:

- The nature and size of activities proposed, including height and shape of structures and where activities and facilities will be sited;
- Any enabling works including earthworks, construction activities and changes proposed to the land;
- Vehicle access, roading and parking;
- Landscaping; and,
- Any other matters that might be relevant to manage the environmental effects of the activity.

The Council will review the Outline Plan of Works and may recommend changes to the activity in order to manage the environmental effects of the work on the surrounding environment.

4. ACTIVITIES PROPOSED WITHIN THE DESIGNATION

The proposed designation will allow Wellington Airport to expand operations at Wellington Airport onto part of the adjacent golf course site. The development of this area will occur incrementally over the next 20 years, and will include the use of approximately 15.6 hectares of land for the following activities:

- Aircraft operations and associated activities, including all ground-based infrastructure, plant and machinery necessary to assist aircraft operations;
- Taxiways, aprons and other aircraft movement areas;
- Navigation and safety aids, monitoring stations, lighting and telecommunications facilities;
- Car parking, roads, accessways, pedestrian ways, stormwater and wastewater infrastructure, utility activities and security fencing;
- All demolition (if required) construction and earthworks activities, including associated structures;
- Landscaping, planting, tracks and trails;
- Ancillary activities, buildings and structures related to the above; and
- Servicing, testing and maintenance activities related to the above.

The figure below shows where these activities might be developed in the future.



The designation will also allow for the construction and maintenance of the above activities. This includes, for example:

- Construction activities (such as earthworks) associated with the formation of taxiways, aprons and other aircraft movement areas;
- The installation of lighting associated with the new aircraft movement areas;
- The staged relocation of Stewart Duff Road and associated services and utilities;
- The development of areas for ground service equipment storage; and
- Landscaping, including the enhancement and maintenance of the landscape buffer area between the expanded operational area and adjacent residential properties to the east.

Wellington Airport is proposing to impose limits on the construction and development of all of the above activities to ensure that the effects on the environment, including adjacent neighbours, are appropriately managed.

5. ENVIRONMENTAL EFFECTS OF THE DESIGNATION

Wellington Airport has sought advice from urban design, landscape, planning and noise experts to help understand the effects associated with expanding the airport activities onto the adjacent golf course land. This includes identifying how the proposal will affect neighbours and what measures we need to put in place to manage these effects.

Positive Effects

Modern and effective airports are essential to a region's economy. They enable a link to the world for people and for trade, provide an important hub for business and economic development, increase business competitiveness and enhance the attractiveness of a location to do business. They also make an important contribution to peoples' wellbeing in that they enable travel to visit family and friends. New Zealand's location and geography makes this role even more crucial. Air transport is the most efficient passenger transport mode between most domestic destinations and all international destinations.

The growth in passenger movements at Wellington Airport is placing significant pressure on existing Airport facilities and expansion of these facilities is required to accommodate this growth. It has been identified that the most efficient and effective way of providing for future growth of the terminal area is to focus expansion south and to the east of the existing terminal. Enabling the expansion of the Airport as is proposed, will facilitate the continued growth of scheduled domestic and international services.

The proposal will also enable Wellington Airport to work towards achieving the best practice separation distances for taxiways and structures. This will also allow for concurrent taxiway and runway operations, meaning that Wellington Airport is able to obtain more efficiency from its existing runway in a configuration that is better able to provide for the projected growth in passengers. Being able to use the runway in this way means fewer delays and more capacity for passengers. There are also enhanced safety benefits accruing from an increased separation distance.

Effects on amenity

The Airport has long been part of the wider Miramar urban environment and has been influential in shaping the urban form. The proposed designation will however, enable the expansion of aircraft operations into an area that has traditionally provided an area of open space between the airport and the adjacent residential activities.

For those residents situated directly adjacent to the land in question there will be change in the current outlook. The proposal will alter the foreground from one of open golf course to a formed and functional aircraft operational area. While for some, this will be a substantial change, it is worth noting that the area will remain open as it will primarily be used as a taxiway and as gate space for parked aircraft.

Wellington Airport is also proposing to retain a green “buffer area” within the eastern and southern margins of the proposed designation area. This buffer is to be planted and new tracks and trails provided to improve the functional use of the area and also to provide a landscaped foreground for the residential properties located along Bunker Way and Kekeranga Streets. The proposed buffer area will be developed and managed in accordance with a Landscape and Visual Amenity Management Plan. This plan will address:

- The type and location of plantings within the buffer area in order to ensure the plantings provide suitable screening along the residential interface with the designation;
- The location and proposed management approach of any public access or recreational activities (i.e. bike tracks) through the buffer area. This may include opportunities to connect with existing trails within the adjacent Open Space Zone, as well as the potential for a public viewing platform;
- Details regarding the façade treatment of retaining walls to reduce their visual impact.



Indicative location of tracks and buffer planting areas.



Examples of retaining wall façade treatment.

Landscape and Visual Effects

To assess the landscape and visual effects of the proposed activities that would occur on the designated land, simulations were produced from six view points surrounding the airport. This included viewpoints from Strathmore Heights, Seatoun Heights, Lyall Bay Beach and the Melrose areas. The simulations include buildings and other development within the terminal area which is not part of this designation proposal. They are intended to demonstrate what could occur at the Airport over time.

From the Strathmore Heights area, views are unlikely to be adversely affected or compromised as modifications arising from the proposed designation will occur within the foreground view which tends to be looked over rather than into. Accordingly, the extensive views from this area are unlikely to be adversely affected. Visual effects from this general area are likely to be moderate to low overall.



View northeast from Walkway, Kekerenga Street

There will be significant changes to the foreground views from some locations along Bunker Way, particularly those areas who have views to the south over the existing golf course. Visual effects from some residential properties may be very high depending on the location and orientation of particular viewpoints. While appropriate mitigation will assist in reducing visual effects, there will be a permanent change to some foreground views. Notwithstanding this, there will be no screening or blocking of views, particularly those more expansive views

extending beyond the immediate foreground. Visual effects in general from within this vicinity arising from the proposal are likely to be high.



View looking south from Bunker Way, Strathmore



Extent of Single Frame View



View looking west from Bunker Way, Strathmore

From distant and elevated locations in the Seatoun Heights area, the change proposed within the southern section of the golf course will be visible. From this general location the main terminal and any future development of that will be more apparent than the proposed expanded airport development within the land subject to the designation.



View from Townsend Road, Seatoun Heights

From the Lyall Bay foreshore and Parade area the designated land will generally not be visible as it will be screened by the main terminal buildings. While certain parts of the development on this land may be visible, it will be viewed in context of the existing airport development and not particularly discernible as a separate visual component.



View from Maranui Surf Club, Lyall Bay

From the Melrose area distant views of the designated land may be visible in the middle ground view. However, there will be no changes to the dominant foreground and background sea and foreshore views which are the main features of the expansive views obtained from this area.



View from Hornsey Road, Melrose

Recreational Effects

The proposed designation will result in the loss of land available to be utilised as part of the current 18 hole golf course. This has been discussed with Miramar Golf Club and the viability of converting the remaining land into a 9 hole golf course has been assessed. It is highly likely that the land retained by the Club will be retained for this purpose.

Wellington Airport is also proposing to establish new tracks and trails within the buffer area of the designation. This may include opportunities to connect with the existing trails within the adjacent Open Space Zone, as well as potential public viewing platforms.

Lighting

New navigational and safety lighting will be required on the designated land to ensure the safe movement of aircraft. Lighting will also be established along the relocated Stewart Duff Drive and in association with any interim car parking established on site.

The Wellington City Council District Plan currently sets limits to control light spill from the golf course land. Wellington Airport is not proposing any changes to these limits, meaning that lighting will be consistent with what is currently permitted in the golf course area. A condition to secure this is proposed as part of the notice of requirement.

Noise

The proposal will enable aircraft operations to occur in an area that is currently used for recreation purposes. As such, there is likely to be a noticeable increase in noise received at the residential properties located closest to the designation. These effects will however

occur over time as Wellington Airport incrementally develops and increases aircraft operations to accommodate forecast growth.

The initial noise effects arising from Wellington Airport's designation will be associated with construction activities associated with the expansion of facilities onto the golf course land. All construction noise will be managed to ensure it complies with best practice New Zealand Construction Noise Standards.

Once the aircraft operational areas have been established, there will be a small increase in noise effects from ground based aircraft operations and associated activities occurring within closer proximity to existing residential dwellings along Raukawa Street, Bunker Way and Kekerenga Street. The predominant source of this noise will be aircraft taxiing between the runway and the proposed new aprons.

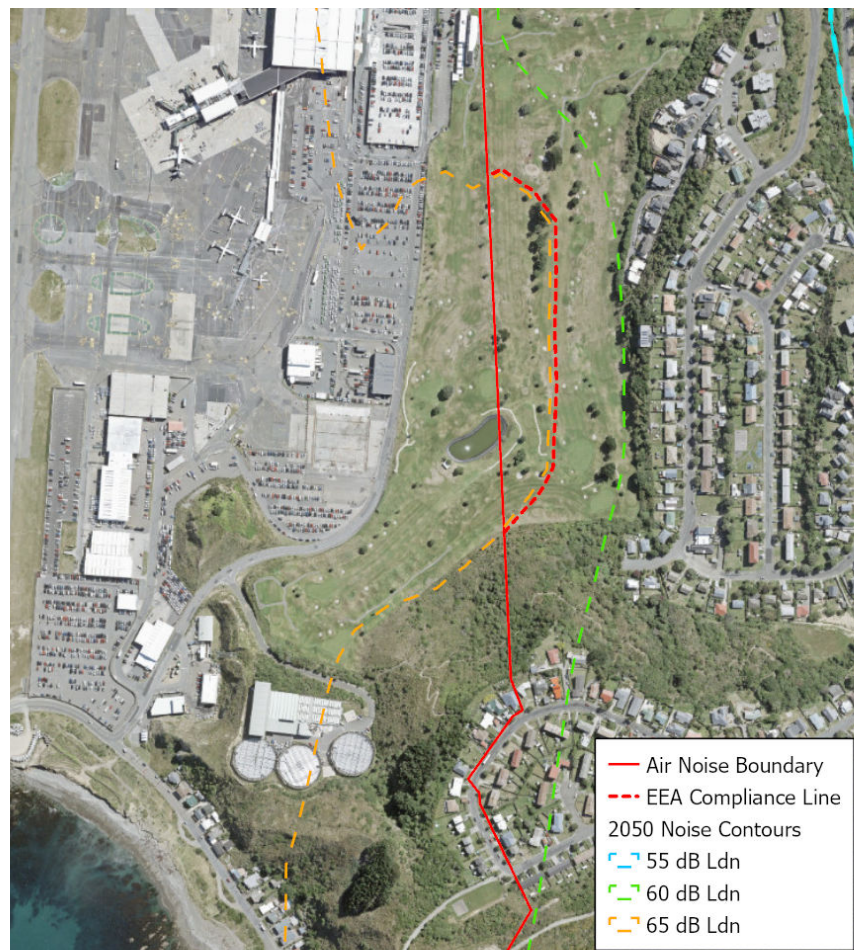
By approximately 2050, the following changes in the noise characteristics have been predicted for the closest residential neighbours:

- An increase of around 5 to 6dB Ldn in noise from aircraft operations (taxiing) compared with current noise levels at Wellington Airport.
- A just perceptible increase (4dB) in noise from Auxiliary Power Units (APUs) operating at the new aircraft stands compared with APU noise from within the current Airport site.
- Wide body aircraft taxiing on the taxiways (up to 12 events per day) would cause a significant increase (10 dB L_{AE}) in single event noise compared with current single event noise from aircraft departures. Night-time restrictions would apply to these activities to avoid sleep disturbance.
- For the year 2050, cumulative airport noise levels of noise levels of 62 – 63 dB L_{dn} are predicted at adjacent residential receivers.
- Sunday noise limit for land based activities would be increased to align with the current permitted Airport land based noise limit. While this would result in an increase in allowable noise, this is considered to be reasonable for an airport environment and would not have a noticeable effect on adjacent residential receivers.

According to the noise assessment report, the noise characteristics described above are all reasonably anticipated adjacent to an existing operational airport. Wellington Airport acknowledges however, that by expanding operations onto the golf course it is increasing the intensity and frequency of noise effects experienced for residential neighbours nearby. To manage these effects, conditions are proposed to be imposed on the designation which will:

- Require noise from aircraft operations to be limited to 65 dB Ldn at a new proposed compliance line within the designation area.

- Restrict the time that APUs can operate on parked aircraft to 15 minutes. This is a significant reduction to what is permitted on the main airport site (which is 90 minutes before departure and 60 minutes after departure).
- Install a permanent noise monitor along the eastern boundary of the site to continuously measure noise effects on the adjacent residential properties and to confirm compliance with the relevant noise limits.
- Prevent aircraft taxiing (using engine power) and using APUs within the designated land between the hours of 10pm and 7am. This will help ensure that sleep disturbance effects are minimised.
- Require any Ground Service Equipment using the designated land and road traffic on the realigned Stewart Duff Drive to comply with a noise limit of 45dB L_{Aeq} overnight at residential properties.



New proposed ANB compliance line within the designation area

Transportation

Wellington Airport is well connected and served by the State Highway and local roading network. Access to the Airport is via two main routes – State Highway 1 to the north and Moa Point Road to the south. Stewart Duff Drive (a private road owned by Wellington Airport) connects these two routes and provides access to both Wellington Airport and the Miramar Golf Club.

As Wellington Airport implements the Master Plan, a length of Stewart Duff Road will be relocated outside of the apron to maintain a road connection between Moa Point and Strathmore.

The generation of airport related road traffic and its effects on the wider transportation network have been reviewed in light of the “Let’s Get Wellington Moving” initiative (LGWM). LGWM is a joint initiative between Wellington City Council, Greater Wellington Regional Council and the NZ Transport Agency to address the city’s existing and future transportation issues. Wellington Airport continues to engage with LGWM as a key stakeholder and continues to share information about passenger forecasts to ensure this growth is accounted for in its future transportation network modifications and upgrades. Notably, it has been announced that by 2029, a mass transport option to the Airport is proposed.

Wellington Airport will continue to remain an active participant in assisting LGWM with the implementation of various proposed measures so that they are rolled out in a manner that aligns as far as can be achieved with the growth imperatives facing the airport and the City.

Construction and Earthworks

Due to the current undulating nature of the golf course site and escarpment area, earthworks will be required before Wellington Airport is able to use the land for airport purposes. Such activities can give rise to temporary noise effects associated with, for example, the use of heavy machinery.

To manage these effects, Wellington Airport is proposing to put in place a range of conditions to ensure that the effects of construction activities are minimised, particularly for directly adjacent residential neighbours. These measures include conditions that will:

- Require Wellington Airport to prepare and submit to the Council for approval a detailed construction management plan prior to works commencing on site. This plan will:
 - Describe how the earthworks will be undertaken and the timing of the works;
 - Describe the measures that will be put in place to manage effects such as noise, vibration, dust and construction traffic movements;
 - Describe how adjoining landowners will be kept informed during the works;
 - Identify key personnel and points of contact during the works.

- Require the design and construction of any earthworks to be certified and supervised by a suitably qualified engineer;
- Require the earthworks to be managed to avoid erosion and stability effects on adjacent land and require remediation if such effects arise;
- Require techniques to minimise any adverse nuisance effects (such as those arising from dust and construction noise) on adjoining activities.
- Ensure accidental discovery protocols are in place should any historic artefacts be found on site.

Climate Change

As part of ongoing consultation on the proposed designation, Wellington Airport has received feedback relating to the impacts of climate change with some members of the community concerned any expansion of the Airport apron could further facilitate such impacts.

The aviation industry is a recognised contributor to carbon emissions, with aircraft emissions equating to about 2% of all global carbon emissions. Domestic aviation contributes to about 1% of New Zealand's total carbon emissions. The new generation of aircraft are on average 20-30% more fuel efficient than the model they replace. A Boeing 787-9 uses 2.5L of fuel per seat per 100 kilometres travelled. Given the high number of people in an aircraft this matches or beats the fuel efficiency of modern compact cars.

Direct flights reduce the fuel travellers use as they no longer have to take an extra flight or alternative route to get to their desired destination. Globally, the International Airport Transport Association (IATA) has made a commitment to reduce the carbon emissions of its 290 member airlines by 50% by 2050, relative to 2005 levels. The airlines are collectively working hard to develop sustainable alternative fuels and aircraft technologies. It is anticipated that these emerging aircraft will be smaller and additional stands and apron space will be required to provide for these types of aircraft at Wellington Airport.

Wellington Airport is supporting airlines in their initiatives to reduce fuel consumption and carbon emissions and is also committed to reducing emissions from its own activities within the Airport site.

Utilities and Services

A number of Council services run through the proposed designation area. As development occurs within the designation, Wellington Airport will need to consider whether these

services need to be relocated. Such work will be completed in consultation with WCC as the owner of these assets.

WCC also holds a designation for wastewater management purposes over the adjacent wastewater treatment plant. This designation extends over part of the land subject to Wellington Airport's notice of requirement. Wellington Airport will need to seek WCC approval before undertaking any work on land subject to this existing designation.

HOW CAN I FIND OUT MORE AND HOW CAN I MAKE A SUBMISSION?

The above summary provides an overview of Wellington Airport's proposed designation over part of the Miramar Golf Club land. A full copy of the notice of requirement is available on the Wellington City Council's website: <https://wellington.govt.nz/have-your-say/public-inputs/public-notices/open/other/requirement-for-designation--wellington-airport-east-site>

Wellington City Council has publicly notified Wellington Airport's notice of requirement. Any person may make a submission on the notice and may wish to speak to their submission at a public hearing. The formal submission period closes 5pm Friday 26 February 2021.

As part of the statutory process, you may make a submission by sending a written or electronic submission to Wellington City Council at consent.submissions@wcc.govt.nz or Resource Consents Team, Wellington City Council, PO Box 2199, Wellington 6140. A submission form is available on the Wellington City Councils website (link above), or upon request to the Council's Planning Help Desk – phone 04 801 3590 or email planning@wcc.govt.nz.

Should you have any further questions to Wellington Airport on the notice of requirement, prior to making a formal submission to the Council, you welcome to email us at planning@wellingtonairport.co.nz.