

**Before an Independent Hearing
Panel Appointed by
Wellington City Council**

In the Matter

of the Resource Management Act
1991

And

In the Matter

of a Notice of Requirement to
designation land for Airport Purposes
at known as the Main Site NOR

And

In the Matter

of a Notice of Requirement to
designation land for Airport Purposes
at known as the East Side Area NOR

**Summary Statement of Evidence of
Matt Clarke
for Wellington International Airport Ltd**

Dated: 19 May 2021

Amanda Dewar | Barrister

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Christchurch 8140
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Phone: 0212429175

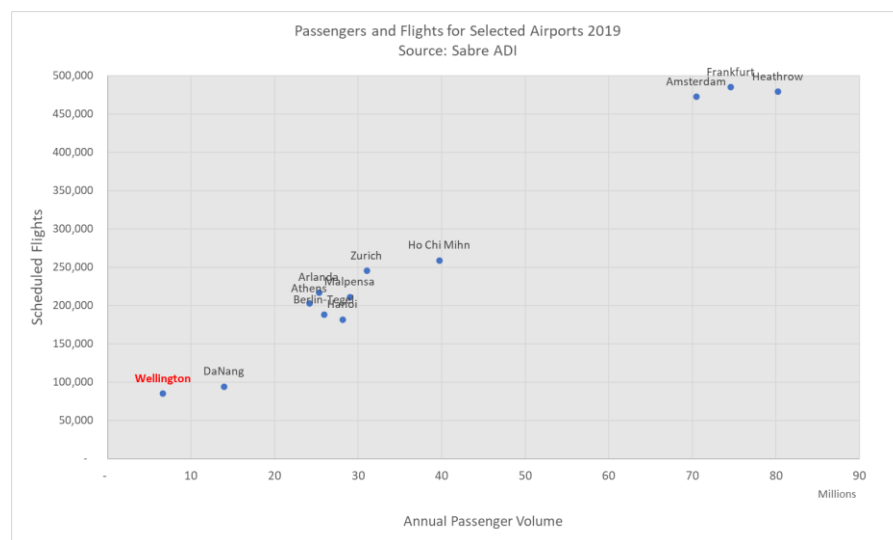
SUMMARY

1. My name is Matthew Clarke. I am the Chief Commercial Officer at Wellington International Airport Limited (WIAL) and have been employed in the Airport industry for 19 years. My qualifications and experience are provided in my statement of evidence dated 5 May 2021.
2. Wellington Airport fulfils a critical role in the city, region and country's essential transport infrastructure. In the year ended March 2020 some 5.2 million passengers used the airport for domestic travel, and 920,000 arrived or departed Wellington on international flights.
3. As an Airport Authority, WIAL is responsible for planning the development of the airport to ensure that it can meet the needs of the population it serves. To this end, activity forecasts and the requirements to accommodate them have been developed with expert input. The plans have been shared with stakeholders and clearly communicated to the Airport's neighbouring community.
4. Taking into account the relevant climate change issues, in light of COVID and the Airport's strong recovery to 87% of pre-covid domestic activity levels, the forecasts have been reassessed by WIAL after consulting our industry experts.¹ The forecasts remain valid for planning the long-term growth requirements of the airport facility.
5. The pandemic has interrupted the growth profile of the airport, however WIAL's analysis, evidence of the recovery and industry expertise indicates that this impact is temporary.
6. Wellington Airport operates on a constrained site and the physical expansion of the areas required to facilitate passenger aircraft will be essential to create the capacity required to meet demand, ease congestion at peak times and ensure that aircraft parking positions are available when they are required.
7. The proposed designations and development anticipated by the NORs are critical to enhance the efficiency of facilitating existing air traffic volumes and to enable Wellington Airport to accommodate growth in passenger volumes.

¹ InterVistas

8. Current activity levels require aircraft to hold at peak times awaiting a free apron space. In total, Air New Zealand's regional fleet had to wait a combined 203 hours at idle power settings waiting for a free position in the year ended February 2021.
9. Since the submission of my brief of evidence the title for Lot 1 Deposited Plan 552938 has been issued. WIAL is now the registered fee simple owner of Lot 1 Deposited Plan 552938, formerly owned by the Miramar Golf Club.
10. WIAL recognises that the effects of climate change and global sustainability are of increasing importance to the community, WIAL's customers and the aviation industry, and WIAL is committed to playing its part in helping New Zealand to achieve our national target of net zero emissions by 2050.
11. The Climate Change Commission in developing a pathway to reaching net zero emissions of long-lived gases by 2050 recognises that aviation, both domestic and international, is essential to New Zealand's way of life and aviation is therefore provided for in all scenarios and pathways to meet the 2030 and 2050 emissions targets.
12. The industrywide response to the Climate Change issue is generating significant activity in the design of new aircraft and the investment in new technology. In a low carbon economy, airports, including Wellington Airport will need the flexibility to accommodate the infrastructural requirements of changes in technology as we move toward meeting our nation's net carbon zero 2050 commitment.
13. The Airport has a strong track record of working with its neighbours to enable the airport activity to coexist alongside its community. The Quieter Homes programme is a visible aspect of this commitment, as is the Air Noise Management Committee and the many community support programmes WIAL invests in. These activities are designed to provide genuine and meaningful mitigations to balance the demands placed on the community by the proximity of the airport to its neighbours.
14. The Regional Public Health evidence references the 2018 WHO Environmental Noise Guidelines for the European Region. Ms Smith comments on noise specific issues raised, however I can provide some context as to the scale of the airports that were used in the studies that informed the Guidelines.

15. The graph below charts the size of the airports referred to by the WHO report by annual passenger volume and scheduled flights. Wellington Airport is also included on the chart for comparison purposes. The only airport I would consider to be comparable in terms of activity levels is Da Nang Airport. This airport serviced 13.9 million passengers in 2019 so is more than twice as busy as Wellington in terms of passenger movements, but far more comparable than the next smallest reference point in the data: Berlin which serviced 25.9 million in the same period.
16. Notably in the WHO report, Da Nang, the only comparable airport in terms of scale returned the lowest level of annoyance as measured by the researchers.



- 17.
18. The developments enabled by the NORs are intergenerational. Whilst their full extent is designed to accommodate 20 years of traffic growth, construction activity on a working airport will be carefully staged over time. WIAL has been thoughtful in its consideration of how best to manage the impacts of the proposed developments on our neighbours. The conditions proposed reflect a balance of the need to accommodate the airport activities of a growing city against the recognised need to achieve this in harmony with the local community.

Matthew Norman Clarke

19 May 2021

ANNEXURE A



**RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy**




R. W. Muir
Registrar-General
of Land

Identifier **973798**
Land Registration District **Wellington**
Date Issued 15 April 2021

Prior References

17852

Estate Fee Simple
Area 12.9030 hectares more or less
Legal Description Lot 1 Deposited Plan 552938

Registered Owners

Wellington International Airport Limited

Interests

Appurtenant hereto is a right of way and rights to power, gas, telephone & water supply and stormwater and sewage drainage rights created by Transfer B800074.1 (Subject to Section 42 (6) Public Works Act 1981) - 1.9.2000 at 2:30 pm

Subject to Section 11 Crown Minerals Act 1991 (affects Lot 2 DP 80630)

Subject to Part IV A Conservation Act 1987 (affects part formerly Lot 2 DP 80630)

K43703 Compensation Certificate pursuant to Section 17 Public Works Amendment Act 1948 by Her Majesty the Queen - 11.11.1958 at 9.00 am (affects part formerly Lot 1 DP 3177)

325869.1 Compensation Certificate pursuant to Section 17 Public Works Amendment Act 1948 by Her Majesty the Queen - 6.4.1979 at 10.59 am (affects parts formerly Lot 1 DP 3177 and part Lot 1 DP 9192)

Appurtenant hereto is a right to sewage drainage and water supply specified in Easement Certificate B473742.9 - 26.10.1995 at 10.17 am (Affects part formerly Section 1 SO 38205)

Appurtenant hereto is a right to propel golf balls created by Transfer B765795.2 - 27.1.2000 at 3.10 pm

Appurtenant hereto is a right to propel golf balls created by Transfer B768097.2 - 10.2.2000 at 3.10 pm

Appurtenant hereto is a right to propel golf balls created by Transfer B772337.2 - 7.3.2000 at 2.00 pm

Subject to sewage and water drainage rights (in gross) over part marked X, sewage drainage rights (in gross) over part marked U and water drainage rights (in gross) over parts marked AB, Y, AA and Z all on DP 552938 in favour of The Wellington City Council created by Transfer B784153.12 - 18.5.2000 at 3.35 pm

The easements created by Transfer B784153.12 are subject to Section 243 (a) Resource Management Act 1991

Appurtenant hereto are rights to propel golf balls created by Transfer B790817.3 - 30.6.2000 at 3.46 pm

Appurtenant hereto is a right to propel golf balls created by Transfer B794153.2 - 24.7.2000 at 3.53 pm

Subject to a drainage right over part marked X on DP 552938 created by Transfer B794153.2 - 24.7.2000 at 3.53 pm

The easements created by Transfer B794153.2 are subject to Section 243 (a) Resource Management Act 1991

Appurtenant hereto is a right to propel golf balls created by Transfer B794153.4 - 24.7.2000 at 3.53 pm

Subject to rights to water and sewage (in gross) over parts marked P, B, C, D, AE and F on DP 552938 in favour of The Wellington City Council created by Transfer B800603.4 - 5.9.2000 at 3.56 pm

Subject to a right to drain water and sewage over parts marked C & D on DP 552938 created by Transfer B805461.2 - 6.10.2000 at 3.50 pm

Identifier**973798**

Appurtenant hereto is a right to propel golf balls and right to drain water and sewage created by Transfer B808381.2 - 27.10.2000 at 3.50 pm

Subject to a sewage and water drainage right over parts marked P and B on DP 552938 created by Transfer B808657.2 - 31.10.2000 at 2.25 pm

Appurtenant hereto is a right to propel golf balls created by Transfer B808657.2 - 31.10.2000 at 2.25 pm

Appurtenant hereto is a right to propel Golf Balls created by Transfer B820000.2 - 30.1.2001 at 1.55 pm

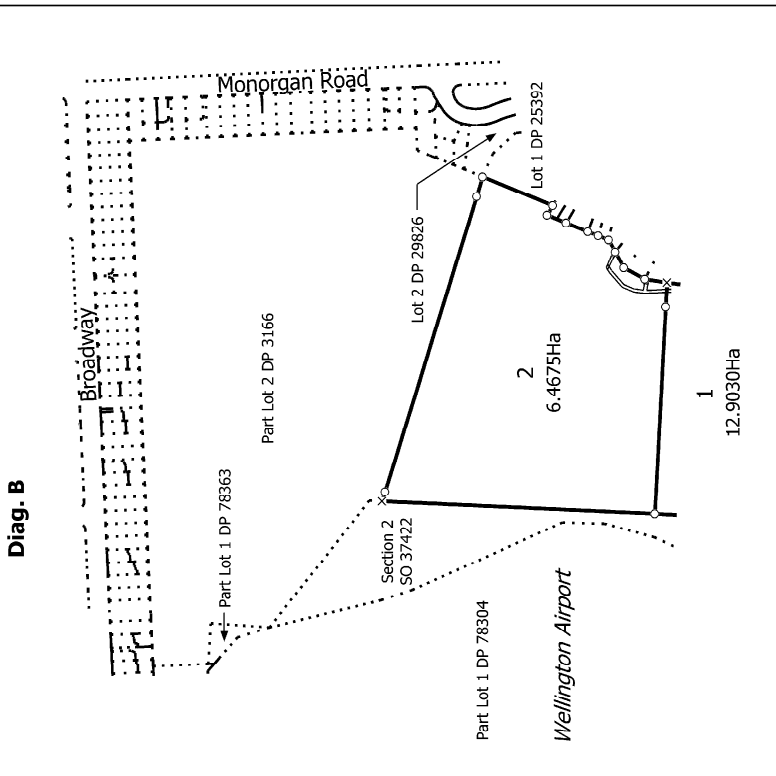
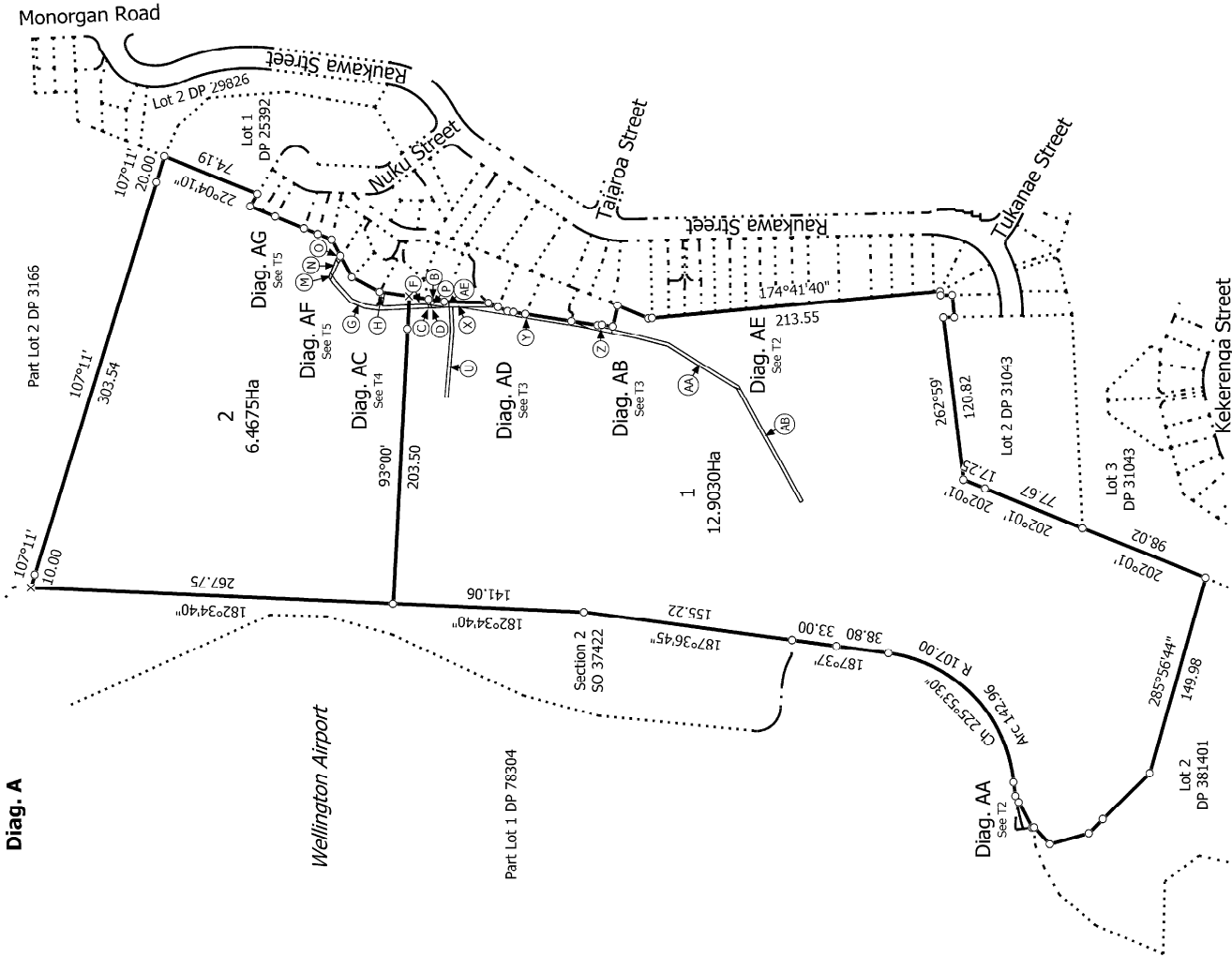
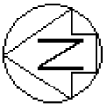
Appurtenant hereto is a right to propel golf balls created by Transfer 5067747.1 - 3.8.2001 at 3:34 pm

Fencing Agreement in Transfer 5105494.3 - 8.11.2001 at 1:23 pm (Affects part formerly in CT WN46C/799)

12035420.4 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 15.4.2021 at 2:16 pm

Land Covenant in Covenant Instrument 12035420.6 - 15.4.2021 at 2:16 pm

12035420.8 Mortgage to Miramar Golf Club Incorporated - 15.4.2021 at 2:16 pm



Amalgamation Condition:
 That Lot 2 hereon, Part Lot 2 DP 3166, Part Lot 1 DP 78363
 and Lot 3 DP 80623 (part RT 17852) be held in the same
 Record of Title (CSN Request 1671167)

*Lot 1 is Subject to Part IV A Conservation Act 1987
 (affects area formerly described as Lot 2 DP 80630)*

T 1/5

Land District: Wellington

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**Lots 1 and 2 Being Subdivision of Part Lot 1 DP 3177, Part Lot 1 DP 9192, Lot 2
 DP 80630, Section 1 SO 38205, Lot 1 DP 51082 and Part Section 4 SO 37422**

Surveyor: Vicki Leigh Webster
 Firm: Becca Limited

Title Plan
 LT 552938
 Approved on: 16/02/2021

