

Before an Independent Hearings Panel of Wellington

City Council

In the matter of the Resource Management Act 1991 (the **Act**)

And

In the matter of hearing of submissions and further submissions on the Wellington City Proposed District Plan (**PDP**)

**Statement of Evidence of
Jo Lester for Wellington International Airport Limited**

Dated: 5 February 2024

Amanda Dewar | Barrister
P: 021 2429175
Email: amanda@amandadewar.com
PO Box 7
Christchurch 8140

1. INTRODUCTION

Qualifications and Experience

- 1.1** My name is Jo Lester. I hold a Bachelor of Resource and Environmental Planning (with Honours) from Massey University, obtained in 1995.
- 1.2** I am currently employed as the Airport Planning Manager at Wellington International Airport Limited (**WIAL**) that owns and is responsible for Wellington International Airport (**Wellington Airport or Airport**). I have held that position since 2021. Prior to that, I was employed by WIAL in 2019 as the Airport Planner. From 2015 until 2019, I worked as a Senior Policy Advisor in the Resource Management Practice Team at Ministry for the Environment.
- 1.3** My principal role at WIAL is the primary resource management planner of all environmental aspects at Wellington Airport. I have day-to-day oversight and management responsibility for all environmental planning, Resource Management Act 1991 (**RMA**) planning, noise, and monitoring the local, regional and central government legislative and regulatory environment for changes that may impact Wellington Airport operations.
- 1.4** A key focus of my employment for the last four years has been to lead the process of ensuring that the planning framework for Wellington Airport is flexible and enduring, ultimately resulting in the confirmation of the Airport Purpose designations over the Main Site Area (which consists of the main airport holdings), East Side Area (which is currently the southern half of Miramar Golf Course) and Miramar South Area (which is the former Miramar South School site) in the Wellington City Council (**WCC**) District Plan. This focus also includes ensuring that the WCC Proposed District Plan appropriately recognises and provides for the Airport to operate in a safe, efficient and effective manner whilst ensuring that reverse sensitivity effects are avoided.

2. SCOPE OF EVIDENCE

2.1 This statement of evidence relates to Hearing Stream 6 (Special Purpose – Airport Zone).

2.2 My evidence provides further background information about the Airport and its operations to assist the Panel and to provide additional context for Ms O’Sullivan’s evidence for this hearing.

2.3 I will outline:

- The strategic significance of Wellington Airport
- The Airports sustainability initiatives and how it plans to achieve carbon neutrality by 2030
- The current land uses and constraints on development at the Airport
- How the airport manages amenity effects

3. STRATEGIC SIGNIFICANCE OF WELLINGTON AIRPORT

3.1 Ms Raeburn’s evidence in Hearing Stream 1¹ outlined the importance of Wellington Airport to the wellbeing of Wellington both socially and economically and the Airport’s sustainability plans including our goal of net zero emissions for our own operations by 2030 and our support for airlines in their decarbonisation goals.

3.2 Her evidence provides a snapshot of Wellington Airport’s social and economic importance to the city, noting its \$1.8 Billion worth of assets (including Airport infrastructure, commercial property, large format retail park, residential property, hotel and conference centre), a \$2.3 Billion economic output and the provision of close to 11,000 jobs in the local economy, and it provides \$2.5 million community investment each year.

3.3 The Airport also provides significant economic benefits to Wellington City itself - as a 34 % shareholder of the Airport WIAL paid Council an average dividend of \$12.6m

¹ Statement of evidence of Jenna Raeburn for Wellington International Airport, dated 16 February 2023

per year between FY11 and FY20, and the commercial rates paid to WCC are in the vicinity of \$5.5 million per annum.

3.4 Wellington Airport plays a vital role in the region's wellbeing. It drives the local economy by supporting travel, trade and tourism while connecting people with loved ones around the country and the world. At the same time, as a corporate entity we are deeply conscious of our responsibilities to the community, and the wider environment.

4. OVERVIEW OF SUSTAINABILITY INITIATIVES AT WELLINGTON AIRPORT

4.1 WIAL's Kaitiakitanga work programme outlines how we are looking after the environment, our local community and our people. This work programme embeds these responsibilities into everything we do. Our 2023 Kaitiakitanga Report², covers our sustainability, environmental, people and community initiatives. This annual report also fulfils WIAL's annual decarbonisation reporting requirements under the Airport designations³.

4.2 Highlights of the report include:

- A plan for net zero emissions for the WIAL's operations by 2030, and absolute zero emissions by 2050
- Reducing waste to landfill, water use and electricity intensity by 30% by 2030
- Supporting airlines to decarbonise with new sustainable technologies
- Sponsorship and support for numerous Wellington events and causes.

4.3 Our key steps to achieve net zero, in consultation with airline partners, include:

- A commitment to tracking against transparent, science-based targets
- Reducing overall energy use by 30% by 2030
- Improving the efficiency of heating, cooling and lighting systems
- Prioritise replacing our gas boilers and moving to 100% renewable energy sources
- Replacing our vehicle fleet with electric vehicles

² [Wellington Airport Kaitiakitanga Report June 2023.pdf \(wellingtonairport.co.nz\)](#)

³ Condition 38 of the Main Site Area Designation (WIAL4) and Condition 48 of the East Side Area Designation (WIAL5)

- Offsetting any residual emissions

4.4 A key emission reduction activity for Wellington Airport is the replacement of our gas boiler. Capital expenditure is committed for this project and feasibility work has already started.

4.5 Some of our achievements to date include:

- Achieving Level 2 Certification (renewal) from the Airport Carbon Accreditation programme, recognising ongoing reductions in carbon emissions.
- Rated fifth best participating airport in the world for performance and management of environmental, social and governance by GRESB assessment (overall rating 85th out of 861 entities scoring 96 out of 100 and a five star rating).
- Converting \$100 million of bank facilities into sustainability linked loans.
- Managing our buildings' energy consumption under the guidance of our Energy Committee; we have reduced energy usage by 14.7% in our main terminal building.
- Progressing rollout of LED lighting across the terminal and airfield lighting.
- Progressively replacing operational vehicle fleet with electric vehicles (with the exception of fire service vehicles). All Wellington Airport airside vehicles are now electric or hybrid.
- Encouraging suppliers and tenants to replace single-use plastics with compostable alternatives - reducing the operational waste we send to landfill.
- Partnering with For the Better Good for composting of our takeaway coffee cups and food waste from some of our tenants (such as the Rydges) at our community garden.
- Improving our public transport options (i.e. In October 2022 we welcomed the all-electric new Airport Express bus service and developed a bus charging depot) and enhancing biking facilities (installation of Locky Dock secure bike parking and charging stations).
- Progressing rollout of EV charging stations in the multi-level carpark building and plan to install more chargers as needed to meet demand. We also

accommodate installation of chargers to support rental car operators at the Airport.

- Partnering with *Trees that Count*, *Te Motu Kairangi*, *Predator Free Wellington and Mountains to Sea* to support the regeneration of the Miramar Peninsula.

4.6 Our next step is to actively work more with stakeholders to influence emission reduction activities and measure this progress. We are currently supporting our airline partners in initiatives to reduce their fuel consumption and carbon emissions. This includes:

- The provision of Performance Based Navigation routes to enable quieter and more fuel-efficient arrivals into Wellington Airport and significant investment in the electrification of aircraft ground power and service equipment.
- Partnering with aircraft manufacturers and airlines to speed up the decarbonisation of aviation. In November 2021 we hosted the first electric flight to cross Cook Strait.
- Seeking to host the commercial demonstrator of Air New Zealand's first battery-powered electric aircraft, in line to join Air New Zealand's fleet in 2026 and proposed to operate as a cargo-only service with New Zealand Post.
- Continuing to work with airlines to develop a further SAF⁴ pilot, with the aim of achieving a shipment of SAF directly to WLG for use on aircraft departing from the airport.
- Investment in Hydrogen technology - in partnership with Hiringa Energy the Airport is installing a facility for a hydrogen tank and delivery system on site and investigating uses for hydrogen-powered Ground Service Equipment.
- Working with Air New Zealand to implement a Hydrogen trial at Wellington Airport in February/March 2024. This will test our infrastructure and capability for implementing the technology at a larger scale.
- Incentivising airlines to use low emissions aircraft through reduced and targeted pricing (e.g. for WIAL's upcoming pricing period (1 April 2024 – 31 March 2029), the Airport has consulted with airlines to provide a 100% rebate on landing fees for low emission aircraft).

⁴ Sustainable aviation fuel (SAF) is a type of fuel specifically designed to reduce the environmental impact of aviation. It is an alternative to conventional jet fuel derived from fossil fuels such as crude oil.

- 4.7** WIAL measures and reports carbon reductions in the following ways:
- Airport Carbon Accreditation, Science-Based Target and GRESB reporting as per para 4.5.
 - Tracking against our Sustainability Linked Lending targets, which is verified externally before presentation to our banking group.
 - Annual decarbonisation report to Wellington City Council as required by our designations.
 - Mandatory Climate-related Risk Disclosures, which include externally verified greenhouse gas reporting as per FMA requirements.

4.8 This progress so far and work underway should provide the Hearings Panel with a very high degree of comfort that WIAL already appropriately measures, reports and pursues decarbonisation of airport related activities and therefore a clause requiring this is not necessary in AIRPZ-P5 (noting the deletion of this clause is also recommended by the S42A writer).

5. WELLINGTON AIRPORT LAND USES

5.1 The entirety of the proposed Airport Zone is made up of land which is owned by Wellington International Airport Limited (except for 23 Bridge Street – discussed below). Designations for airport activities cover the majority of this land with the exception of Rongotai Ridge to the north, and a number of properties on the eastern side of Bridge Street, Rongotai.

5.2 There are several independent companies and agencies operating at Wellington Airport. WIAL does not directly control all their operations; however, it provides the setting for effective collaboration and co-operation to smooth passengers' journeys and facilitate efficient airline operations. All lessees are required as a part of their lease agreement to comply with any rules and regulations of the Airport or any other law or requirement by any Authority. Many of these agencies are mandatory and have regulated location requirements. Some of these include:

- The Aviation Security Service (AvSec), part of the Civil Aviation Authority (current location on Station Drive to the north of the international terminal).

- Air traffic control (ATC), provided by Airways NZ – located on the western side of the airport adjacent/within the Airport Retail Park Carpark. An ATC tower needs to be in a location that provides clear visibility and sight lines for controllers to see the approaches to and physical ends of the runway, all sections of the taxiways and as much aircraft parking apron as possible.
- Border agencies (Customs, Biosecurity, Immigration) – all located within the main terminal building.
- The Joint User Hydrant Installation (**JUHI**) is a joint venture between Mobil and BP which supply jet fuel to the airport (they are responsible for the supply, and maintenance of jet fuel network). This is located adjacent to AvSec on Station Road to the north of the international terminal. Baggage handling, provided by ground handling contractors for the airlines.
- Ground service equipment (GSE) engineering/maintenance, provided by Field Air – temporarily located to the other of the south-east pier of the terminal, but will be shifted to the southern precinct once the Council’s sludge minimisation project is complete. Needs to be located near the airport apron and on the same side of the runway as the Terminal where the GSE does not have to traverse any public roads.
- Rescue and Fire-fighting services – this needs to be located with direct access to the runway and taxiways in a reasonably central location to enable rapid access (within prescribed time limits) to all locations on the airfield. Wellingtons Airport Fire Service (**AFS**) currently located at norther end of the Terminal precinct; however, a new facility has started construction on the western side of the runway on Coutts Street. The AFS is part of WIAL’s operations.

5.3 To the north and physically separated from the rest of the airport is the Rongotai Ridge Precinct. This landform is highly visible, and not currently used for any airport purposes. The Wellington Blown Away sign situated on the western escarpment of this hill overlooking Evans Bay, and an office building is located to the south of this (accessed via Wexford Road), which is currently leased to Weta FX.

5.4 The Airfield area (“Airside Precinct”) consists of runways, taxiways and apron areas, aircraft hangars and also includes the vacant, previously zoned residential properties on Bridge Street (refer to para. 6.6 below).

- 5.5** On the eastern/terminal side of the airport runway (within the “Terminal Precinct”) is the main Terminal building, the hotel, the multi-level car parking building, other passenger carparking, staff carparking and offices for Avis/Hertz and LSG (Sky Chefs) cargo facilities, GSE maintenance workshop; and to the north of the hotel/terminal, there is AvSec, the JUHI (referred to above) and the Airport Fire Station (until it moves to the new facility currently under construction). These are all considered airport activities and therefore their use and development are all within the scope of the Airport’s designation. Operators that undertake the relevant activities are WIAL’s tenants (i.e. buildings are owned by WIAL but leased to the various companies such as The Rydges, or Avis etc). The JUHI has a ground lease for this area and own the majority of the infrastructure associated with it.
- 5.6** The area surrounding the roundabout between Calabar Road, Broadway and Stewart Duff Drive (“Broadway Precinct”) consists of WIAL owned road reserve areas (which house a number of billboards), the Z service Station and Burger King.
- 5.7** To the northeast of the main Broadway/Calabar Rd entrance to the airport (“Miramar South Precinct”), is the Miramar South Area, which was previously the Miramar South School. Some of this area has recently been developed as an electric bus depot for the Airport express buses (leased by Mana Coach Services), and rental car storage area (areas leased to different rental car operators). The Miramar South Area will be further developed with ancillary airport activities such as a new built-for-purpose LSG Sky chef building.
- 5.8** To the east of the terminal area (“East Side Precinct”), is the southern half of the Miramar Golf course which has been purchased by WIAL and now designated for Airport purposes. This area is to be developed in stages. The first stage is to develop part of this site as a temporary car parking area (due to other developments in and around the airport which will/have displaced a number of carparks). Ultimately, when travel demand dictates, the majority of this area will be used for manoeuvring and parking of aircraft.

- 5.9** To the south (“South Coast Precinct”) is a mixture of activities, including cargo handling facilities (i.e. DHL, Air New Zealand Cargo etc), long term carparking, and the medical Cyclotron building (operated by Cyclotek Pharmaceuticals Ltd) for the commercial manufacture of short life PET radiopharmaceuticals. This is located adjacent to the currently being built WCC Sludge Minimisation Facility to the south. There is also an area that was previously a hillock, which has recently been removed initially for a construction laydown area for the council’s sludge minimisation facility associated with the Moa Point Wastewater treatment plant and will have a future airport use.
- 5.10** On the western side of the airfield (within both the “Airside Precinct and “West Side Precinct”), are general aviation activities such as the Aero Club, Life Flight Trust (who undertake patient hospital transfers and rescue services), and Capital Jet Services (private jet handling). All of these buildings are owned by WIAL and leased by these companies. The NZDF also occupy the western apron area (although NZDF have a ground lease, so they have responsibility for rates, utilities etc). The Airport retail park and the Spruce Goose Café are also located on this side of the airport.
- 5.11** The Airport Purpose Designations over the Airport’s Main Site Area, Miramar South Area and East Side Area allow the airport to continue its operations, maintenance, and development without the need for resource consent (unless a proposal is beyond the scope of the designation i.e. does not comply with the conditions or is not an “airport purpose”). The provisions of the Proposed District Plan therefore only apply in those circumstances. Although during the life of the operative District Plan, for the most part the Airport did not benefit from having designations over its land, it benefitted from a reasonably flexible set of provisions that meant most of the airport’s activities were permitted except for earthworks on a contaminated site⁵, and non-airport activities being the biggest resource consent triggers.
- 5.12** The only existing activities currently being undertaken within the proposed Airport Zone that would not be covered by the Airport Purpose designation (and were also not considered an airport activity under the operative District Plan and therefore previously required resource consent) are the following:

⁵ WIAL was granted a site wide resource consent for land disturbance on a contaminated site in 2022.

- Z service Station/Burger King to the north of the main terminal building
- The medical Cyclotron
- The Spruce Goose Café on Lyall Parade, and
- The Airport Retail Park on Tirangi Road.

6. WELLINGTON AIRPORT LAND USE CONSTRAINTS/EFFICIENCY

6.1 Wellington Airport operates on a very constrained site (in terms of available land area, geographical location and surrounding land uses) in comparison to the other two “main trunk airports” of Auckland and Christchurch. For the year ending March 2020, Wellington Airport accommodated 6.1 million passengers⁶ on a 110-hectare site. Obviously, Auckland has a substantially larger site (1500 hectares) and much greater passenger throughput (21 million passengers) however Christchurch has a similar level of passenger traffic (6.9 million passengers) compared to Wellington but a much larger airport site (1000 hectares - almost 9 x larger).

6.2 The spatial land requirements for the majority of activities and buildings at the airport are non-discretionary, needing to be sized and suitably located to provide appropriate levels of services to the number of passengers, employees, visitors and vehicles concurrently on the site, and to comply with regulated safety requirements for manoeuvring, parking and servicing of aircraft. This also includes the provision of:

- (a) Infrastructure to support and service the entire airport precinct, such as energy generation and distribution, water supply and drainage, data and communication utilities;
- (b) Related facilities such as car parking, vehicle pick-up and drop-off, road access, catering, rescue and fire-fighting, airport maintenance and operations, etc.;
- (c) Air traffic control and navigational aids for the safe and efficient operations of aircraft approaching and departing from the airport; and
- (d) Commercial activities.

⁶ Despite passengers reducing to just under 3 million passengers the following year, recovery since has been strong with traffic back to 84% of pre-pandemic levels for April – October 2023. Full recovery to FY20 expected to occur early in FY26, with growth projections to continue at an average rate of 3.2% per year.

- 6.3** Master planning undertaken by Wellington Airport is therefore undertaken in a considerably more comprehensive way than many other airports that have larger landholdings. There are no substantial areas of Wellington Airport land that are not currently developed or are not allocated for development as part of the Airport's Masterplan⁷.
- 6.4** WIAL achieves this intensity of land utilisation of its land resources through astute infrastructure planning and operational strategies that deliver high efficiency, including:
- (a) Integrated terminal facilities (Domestic and International in the same building), sharing many processes such as access roads, vehicle parking, kerbside, check-in, baggage handling, food and beverage, shops, and services such as rental car hire;
 - (b) Swing facilities, where domestic and international share the use of facilities at their differing peak period demand times, such as aircraft parking stands, aerobridges, departure lounges, and baggage reclaim belts; and
 - (c) Vertical construction, including multi-storey car parking and the multi-level terminal building.

ICAO⁸/ CAA⁹ Compliance

- 6.5** WIAL strives to comply with or protect for future compliance with CAA and ICAO requirements. These include but are not limited to the below:
- (a) **Security requirements** which need to be considered in all infrastructure design to decrease the likelihood (or consequence) of an attack.
 - (b) **Runway – Taxiway Separation** (minimum distance between a taxiway and a runway) - Currently Wellington Airport has a 107.5 metre separated taxiway and runway, however ICAO requires a 158 m for Code C (e.g. A320's and turboprop/ATR's) and 172.5 m separation for the larger Code E (e.g. 787s or A350's) movements. WIAL currently has an exemption

⁷ [Updated Masterplan FINAL.pdf \(wellingtonairport.co.nz\)](#)

⁸ International Civil Aviation Organisation

⁹ Civil Aviation Authority of New Zealand

from CAA to allow for our current configuration however over time, WIAL will need to comply with ICAO stands so need to plan for this.

- (c) **Wingtip Clearances** (minimum distance between the wing tips of an aircraft and any obstacles on the ground e.g. other aircraft, buildings or equipment). This is an important safety consideration during aircraft ground operations and the Airport must ensure that there is adequate space between the terminal (or any other building/structure) and the extent of wing spans of aircraft using the airport when manoeuvring in and around the airfield.
- (d) **Obstacle Limitation Surface (OLS)** – this is airspace surface, which is defined by ICAO, around an airport that helps to manage the height of obstacles like buildings and terrain to ensure that aircraft have sufficient and safe clearance especially during take-off and landing. Further information on this can be found in the evidence of Mr Thurston provided in hearing Stream 5. The Wellington Airport OLS designation will be heard during Hearing Stream 10.
- (e) **Wildlife Hazard Management** – keeping birds away from the runway is important for the safety of planes and passengers. The Airport therefore needs to consider carefully any wildlife attractants (i.e. standing water/food sources, roosting and perching areas and vegetation/landscaping needs to be carefully considered.

6.6 The land along the Eastern side of Bridge Street (zoned as Airport in the Proposed District Plan) that has been purchased under the Airport's Noise Mitigation Programme (outlined in my hearing evidence for Hearing Stream 5) has been held by the Airport for future CAA/ICAO compliance requirements relating to runway strip width (ICAO Annex 14 Rule 3.4 and CAA Rule Part 139.51). The WIAL OLS (and designation) also restricts much built development in this area (it is within the 140 metre runway strip area defined in the OLS). WIAL is in the process of amalgamating all of these (with the exception of 23 Bridge Street), which the Airport does not yet own) to its primary title.

Other Regulations

6.7 The International Health Regulations 2005 (which NZ is a signatory to) applies to designated Ports of Entry. These regulations require that within a 400-metre radius circle from international processing facilities any mosquito/larval habitats are removed/eliminated, due to public health risk – this means within this area there is no standing water. Wellington Airport has five designated points of entry (the 400 m radius around these are shown in Figure 1 below). Within these areas, there are therefore limited options in terms of stormwater management/green infrastructure (i.e. swales can be problematic).



Figure 1: Vector Control Areas – Wellington Ports of Entry

Future Airport Development

6.8 The Airport has capacity issues in the northern (international) terminal area in particular – demand will soon outstrip the available land. This is compounded by the residential nature of the northern boundary.

6.9 A number of existing airport related facilities are also poorly placed to accommodate future growth, and many are nearing, or are at, the end of their economic life – many of these are required to ensure continued operational support however not all require direct airside access and therefore can be relocated. These include:

- AVIS/Hertz and LSG Skychefs buildings limit southeastern terminal expansion
- The cargo facilities limit southern growth and are not consistent with future airfield geometry.
- JUHI, AVSEC and Airport Fire Station (AFS) limit full occupation to the north.

6.10 Some of these are already in the process of being relocated. For example, WIAL is constructing a new AFS on the western apron (Coutts Street), and also designing and constructing a new cargo logistics centre to the south. The LSG Sky chefs building is proposed to be relocated to a new purpose-built facility in the Miramar South precinct.

7. AMENITY EFFECTS MANAGEMENT

7.1 The Airport's location close to the CBD is ideal for many reasons, however we are conscious that this proximity means the airport and its operations are also close to residential neighbours. In my evidence in Hearing Stream 5, I outlined how the airport manages its largest amenity effect, which is noise, so will not repeat that here.

7.2 Every significant project initiated by the Airport is subject to stakeholder engagement and/or communication planning. Where we know neighbours, local businesses or organisations will be impacted, we reach out through various channels including via our Air Noise Management Committee, the two local Business Improvement Districts (BID's), Taranaki Whānui and Ngati Toa Iwi, Schools, letterbox drops, emails, face to face discussions, community consultations, resident associations, community groups and online via our website or social media. The Airport has a dedicated Community Relations staff member working closely with the local community and a good first point of call for queries on Airport operations and events. A Wellington Airport quarterly newsletter has now been running for over 12 months informing residents in the Eastern Ward of Airport development, news and events.

7.3 In the last 24 months we have held community consultations, workshops and meetings for future Wellington Airport re-branding, the development of Urban

Design Principles (refer para 7.12 below), Wildlife Management, the proposed Seawall renewal project, and our initial plans for the recently purchased section of the Miramar Golf Course. In each of these consultations, members of the community have identified and provided feedback and options and this feedback has been incorporated and identified in actions and decisions. The most recent example is the relationship with Wellington Boardriders who attended two community consultations and who we will continue to engage as we develop plans to rebuild our seawall while being mindful of effects on the Lyall Bay surf break at this location.

- 7.4** As noted in Ms Raeburn’s evidence, the Airport is an important contributor to social and cultural wellbeing and invests in around \$2.5 million annually in the community through sponsorships, contributions to grassroots community groups, the Regional Community Awards and home acoustic mitigation. Much of this effort is designed to assist in the mitigation of amenity effects of the airport on the surrounding community.

Urban And Landscape Design at Wellington Airport

- 7.5** The Airport is conveniently close to the City’s centre and the catchment of both business/ government people and residents using it. The Airport’s location has long influenced major decisions on the City form and growth. This influence includes planning of transport infrastructure and the way in which land uses have transitioned around the Airport.

- 7.6** The surrounding environment therefore contains a level of modification that is reflective of a busy metropolitan airport environment. Views of the existing Airport, particularly toward the Terminal Area are already influenced by permitted and/or consented buildings and structures and any future development enabled through the airport designations would be viewed together with this existing activity from all perspectives and viewing angles. Notwithstanding this, it is acknowledged that the Airport campus shares some of its boundaries with more sensitive activities such as residential land uses, open space and recreational areas including the coast.

7.7 WIAL is also mindful that for many, the Airport is the first impression of Wellington when they step off the aircraft, and we are transitioning to designing spaces to ensure that arriving passengers see that they have arrived somewhere special. WIAL is working with local Iwi with the intention of making the airport a cultural gateway as well as a transportation facility. The future of building design at Wellington Airport will be to respect its culture and identity at the same time as complying with building code/ICAO and other requirements.

7.8 Even without design guides in the past, the Airport has won several awards for its innovative and sustainable design. The Airport's terminal building features a unique wave like roof that mimics the surrounding hills and coastline. The multi-level car parking building is clad with perforated metal panels designed to reference the landscape and colours from the surrounding area. The International Terminal i.e. "The Rock" was inspired by the environment around the Airport creating a visual link with the rocks around the coast.

7.9 As noted earlier, the Airport is constrained by various requirements, and some of the buildings are by their very nature very large boxes (e.g. aircraft hangars, cargo logistics buildings etc). Our entire site is or will have general guiding principles as outlined below, so there is no need to refer to "the intent of the Centres and Mixed-Use Design Guide" as suggested by the Council's section 42A writer.

Miramar South Integrated Design Management Plan

7.10 In 2022 WIAL prepared an IDMP for the Miramar South Area as required by the Miramar South Area Designation. This was certified by Council in March 2023. Subsequent to this, the first Outline plan for the first stage of development on this site was lodged and development has now taken place, including landscaping.

Broadway Precinct Integrated Design Management Plan

7.11 WIAL is required to prepare an Integrated Design Management Plan specific to this precinct. This has not been initiated at this stage as there are no current development plans for this area. Specifically, this needs to outline landscaping, building design and signage. Any development within this area needs to show how

it achieves the objectives of this IDMP. WCC will be consulted during the preparation of this IDMP and able to provide feedback.

Terminal Precinct Urban Design Principles

- 7.12** Under the Main Site Area Airport Purposes designation, WIAL is required to prepare an Urban Design Principles and Vision (UDP) for the Terminal Precinct and ensure that future development within this precinct be guided by this. The Terminal Precinct UDP are still being prepared. The Airport has undertaken community workshops, consultation with WCC, initial feedback from local community groups and is now at the stage of taking on board any feedback and making any relevant changes. These principles should be finalised within the next few months.

Urban Design Requirements – All Precincts

- 7.13** Where an Outline Plan is required within any precinct of the Main Site Area, a Landscape and Urban Design Statement is also required. The requirements of this area set out in condition 16 of the Designation.

Landscape Visual Management Plan for the East Side Area

- 7.14** The Airport is also currently in the process of finalising a Landscape and Visual Management Plan (LVMP) for the East Side Area as required under the designation for this area. This was submitted to WCC in November 2023 and is currently being reviewed by WCC. The purpose of this Plan is to show any mitigation proposed to address any potential visual effects on surrounding residential and open space areas within the landscape buffer area and activities undertaken within this precinct. Any development proposed in the East Side Area must demonstrate consistency with the LVMP.

8. CONCLUSION

- 8.1** Wellington Airport is a strategic asset to Wellington, essential for the wellbeing of the region both economically and socially. The Airport has a comprehensive sustainability strategy and already meets exhaustive carbon reporting requirements, including annual reporting to Wellington City Council.

- 8.2** The diverse nature of airport operations means that allocation of land for particular uses must be undertaken carefully to ensure operational and environmental compatibility both within an airport and outside the airport.
- 8.3** Wellington Airport is committed to innovative and culturally respectful design. As the owner of the Airport campus landholding Wellington Airport is able to control this and has agreed to a number of management plan processes through its designations to ensure that this is achieved.
- 8.4** Wellington Airport has a strong record of working closely with the local community to ensure that the impact of its operations and development is clearly communicated and well managed to mitigate the impact on the Airport's neighbours.
- 8.5** Although Designations are now in place which enable the operation and expansion of the Airport, resource consents will inevitably be required for activities beyond the boundaries of its designations or with respect to any non-airport activity and more particularly where a condition of a designation may not be able to be complied with. Thus, it is important that the underlying zone provisions are still workable and sufficiently flexible to provide for appropriate consenting pathways for airport and non-airport activities.

Dated 5 February 2024

Jo Lester

Airport Planning Manager