

5 June 2009

Freepost 118112  
Proposed Regional Policy Statement  
Greater Wellington Regional Council  
PO Box 11646  
**WELLINGTON 6142**

By Email to: [rps@gw.govt.nz](mailto:rps@gw.govt.nz)

To whom it may concern

**PROPOSED REGIONAL POLICY STATEMENT FOR THE WELLINGTON REGION – SUBMISSION  
OF WELLINGTON INTERNATIONAL AIRPORT LIMITED**

1. Thank you for the opportunity to provide input into this important document.
2. Overall, Wellington International Airport Limited (WIAL) endorse the requirement to manage our resources in a sustainable manner; a manner that does not compromise the ability of future generations to meet their own needs.
3. This view has been reflected in the recently released draft Master Plan for the Airport, where growth to sustain expected air travel for the next 20 years can be, by and large, contained within the existing boundaries of the Airport, without compromising safety or efficiency.
4. As New Zealand's domestic aviation hub and the airport for its capital city, the airport services business, government and tourism markets. The airport is a primary gateway for regional tourism as well as supporting a strong outbound leisure market both internationally and domestically.
5. The airport is also a generator of economic growth, providing business and employment opportunities on site as well as in the city and the wider region.
6. Wellington Airport therefore has a vital role to play in Wellington's success as a modern economy.
7. Turning to the Proposed Regional Policy Statement (PRPS) WIAL are generally supportive, however have some specific comments and requests for changes in certain areas.
8. For the sake of completeness, this submission will address in turn each of the broad topics outlined in section 3 of the PRPS.

**Wellington Airport Limited**

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### **Section 3.1: Air Quality (Policy 2)**

9. Air quality and visibility are critical concerns of the Airport, primarily from an operations perspective. Compromised visibility can have flow on effects to landing decision heights, which in turn effect the Airport's operating capacity, and ultimately the efficiency of the airport
10. With this in mind, WIAL request that the general discussion in section 3.1 is amended to reflect that particulate matter also potentially affects air travel, with a corresponding amendment to the relevant Policies.
11. WIAL also request that a policy is inserted to ensure that future consent applications involving particulate matter are notified to WIAL for approval.

### **Section 3.2: Coastal Environment**

12. Wellington Airport borders Cook Strait to the south and Evans Bay to the north, and operates on substantial areas of reclaimed land. For this reason, WIAL consider that Wellington International Airport should be mentioned as one of the items of "significant infrastructure" discussed in the third paragraph on Page 19.
13. Given the previously discussed importance of the Airport to the region, WIAL requests an expansion of the draft Objectives and Policies to include provision for future airport activities (including exclusion of water craft, exclusion of other marine activities, installation of approach lighting, and possible runway extensions) in the Coastal Environment to the immediate north and south of the airport.
14. WIAL acknowledge that such a request would not remove future resource consent obligations, however given the importance of the airport to the region, and for the airport to provide for future air travel needs, the significance of these areas to the north and south must be acknowledged.
15. WIAL are happy to discuss this matter as we appreciate there are a number of complexities associated with such a request.

### **Section 3.3: Energy, Infrastructure and Waste**

16. WIAL support these Objectives and Policies, particularly Objective 10 and Policies 6,7 and 38 which will ensure the benefits from the Airport, listed as Regionally Significant Infrastructure, are recognised into the future.
17. Additional comments regarding transport infrastructure are discussed under section 3.9 below.

### **Section 3.4: Freshwater**

18. WIAL wish to remain neutral regarding these Objectives and Policies.



### **Section 3.5: Historic Heritage**

19. WIAL wish to remain neutral regarding these Objectives and Policies.

### **Section 3.6: Indigenous Ecosystems**

20. WIAL wish to remain neutral regarding these Objectives and Policies.

### **Section 3.7: Landscape**

21. WIAL wish to remain neutral regarding these Objectives and Policies.

### **Section 3.8: Natural Hazards**

22. WIAL wish to remain neutral regarding these Objectives and Policies.

### **Section 3.9: Regional Form, Design and Function**

23. WIAL support these Objectives and Policies, particularly those discussing the efficient use of existing transport infrastructure, improvements to east-west linkages and integrated land use and transportation strategies. Being geographically constrained, sustainable management of Wellington's existing infrastructure is a key consideration and the PRPS reflects this.
24. WIAL has previously submitted to Greater Wellington on this matter; specifically regarding improvements to the Ngauranga to Airport corridor, and the priority of identified projects under the draft Regional Land Transport Programme.
25. These previous submissions have been directed towards the improvements to existing east-west connections (the Ngauranga to Airport Corridor) through efficiency and capacity upgrades as well as integrated land use and transportation strategies.

### **Section 3.10: Resource Management with Tangata Whenua**

26. WIAL support these Objectives and Policies.

### **Section 3.11: Soil and Minerals**

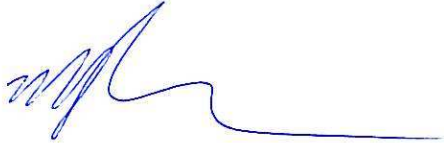
27. WIAL wish to remain neutral regarding these Objectives and Policies.

### **Summary**

28. Thank you again for the opportunity to provide input into the PRPS.
29. WIAL are generally supportive of the PRPS, however have some specific comments regarding certain areas of the Proposed Statement.
30. WIAL accept that the comments and requests made under Section 3.2 above will require future discussion with Greater Wellington Officers, and welcome the opportunity to do so at your convenience.

31. If you have any questions, please do not hesitate to direct any questions to the writer.
32. Finally, WIAL wish to be heard in support of this submission.

Kind regards,

A handwritten signature in blue ink, appearing to be 'MB', followed by a long horizontal line.

**Mike Brown**  
Airport Planner  
Wellington International Airport Limited