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Author: Shaun Andrewartha, Team Leader, Environmental Regulation

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Decisions on non-notified resource consent applications

1. Purpose

To report on decisions made under delegated authority on non-notified resource consent applications. This report covers the period 16 February 2013 to 5 April 2013

2. Applications processed

A total of 108 non-notified resource consents were received during the period, with 46 being approved in the period. This compares with 77 non-notified consents that were approved for the same period last year. 1 application was returned as incomplete under Section 88.

The consents approved are summarised in the table below:

	Coastal permit	Discharge permit	Land use consent	Water permit
CDC			5	3
HCC				
KCDC			4	1
MDC			2	1
PCC	1		2	1
SWDC		2	8	6
UHCC				
WCC	4	1	3	2
Whole region				
Total	5	3	24	14

3. Consent trends

The only clear trend common for this time of year, was a steady stream of land use consents, mainly for bores, which was probably a result of the drought conditions being experienced at that time and as a result people were investigating alternative sources for acquiring water.

3.1 Non-notified consent of interest

Wellington International Airport Limited, applied for consent to establish two marine “clearway” areas in Evans Bay and Lyall Bay at either end of the existing runway at Wellington International Airport. The clearways are proposed to be marked by positioning markers consisting of buoys in the coastal marine area (CMA) and on land adjacent to the CMA.

These clearways are required as the applicant is expanding their operations to allow larger aircraft to land and take off. The larger aircraft require a clear and safe flight path with differing height restrictions to what is currently in place in the Regional Coastal Plan (RCP). Currently height restrictions in the flight path are 20m at both ends of the runway. Based on the requirements of the aircraft, the proposed restrictions are 13.5m in Evans Bay and 6m in Lyall Bay. The clearways primary function is to ensure public safety for those using the CMA and flying over it. No other restrictions to access were proposed by the applicant.

The clearway is seen as an innovative approach that provides some of the advantages of an extended runway without the large capital investment.