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WELLINGTON INTERNATIONAL  
AIRPORT LIMITED

**NOTICE OF REQUIREMENT  
FOR AN AIRPORT PURPOSES  
DESIGNATION**

Wellington International Airport

4 December 2019

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## REPORT INFORMATION

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## **PART A**

Notice of Requirement

Form 18

**NOTICE OF REQUIREMENT BY REQUIRING AUTHORITY FOR DESIGNATION**

Sections 168(2) of the Resource Management Act 1991

**To Wellington City Council (WCC)**

1. **Wellington International Airport Limited (WIAL) gives notice of a requirement for a designation for Airport Purposes (NOR).**

2. **The site to which the requirement applies is as follows:**

Land which is predominately already owned or leased by WIAL (or WIAL has an interest in<sup>1</sup>) as shown in **Figure 1** and **Appendix A** of the attached Assessment of Environmental Effects (**AEE**) and identified in the schedule of legal descriptions and record of titles contained in **Appendix B** of the attached AEE.

The general location of the site is Wellington Airport, which is located on an approximate 110ha site in Rongotai, approximately 8 kilometres from the centre of Wellington City.

3. **The nature of the proposed public work (or project or work) is:**

WIAL is seeking an Airport Purposes designation to apply to the land that is identified in **Figure 1** and **Appendix A** of the attached AEE. The activities enabled by the designation would include (subject where appropriate to conditions that form part of this NOR):

- Aircraft operations and associated activities, including all ground-based infrastructure, plant and machinery necessary to assist aircraft operations;
- Aircraft rescue training facilities and emergency services;
- Runways, taxiways, aprons, and other aircraft movement areas;
- Airport terminal, hangars, control towers, rescue and fire facilities, navigation and safety aids, lighting and telecommunication facilities, car parking, maintenance and service facilities, catering facilities, freight facilities, quarantine and incineration facilities, border control and immigration facilities, medical facilities, fuel storage and fuelling facilities, facilities for the handling and storage of hazardous substances;
- Associated administration and office activities;

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<sup>1</sup> On the basis that WIAL will likely acquire the Coutts Street road area prior to this NOR being confirmed, it is considered it has sufficient interest in the land.

- Roads, accessways, stormwater facilities, monitoring activities, site investigation activities, infrastructure and utility activities, and landscaping;
- Vehicle parking and storage, rental vehicle facilities, vehicle valet activities, and public transport facilities;
- Signage, artwork or sculptures, billboards and flags;
- Hotel/visitor accommodation, conference facilities and services;
- Retail activities, restaurants and other food and beverage facilities including takeaway food facilities and industrial and commercial activities, provided they serve the needs of passengers, crew, ground staff, airport workers and other associated workers and visitors;
- Structures to mitigate against the impact of natural hazards;
- All demolition (if required) construction and earthworks activities, including associated structures;
- Ancillary activities, buildings and structures related to the above; and
- Servicing, testing and maintenance activities related to the above.

WIAL is seeking to establish a more efficient and flexible planning method to allow for the use of the Airport land in a way that properly reflects evolving development and infrastructure requirements of the Airport.

Refer to the AEE including **Appendix C** which sets out the proposed form and nature of the NOR including the conditions proposed to attach to the designation.

4. **The nature of the proposed conditions that would apply are:**

The NOR includes a comprehensive suite of proposed conditions designed to effectively manage any actual or potential of effects on the surrounding environment.

This includes a condition obliging WIAL as the requiring authority to ensure that aircraft operations are managed to comply with the Air Noise Boundary (**ANB**) limit prescribed by the Wellington City District Plan (**District Plan**). This will assist with ensuring that the aircraft noise management controls are better able to be enforced if necessary, which improves accountability and certainty.

In terms of an overall approach of the conditions as part of the designation, where an activity is currently permitted by the District Plan provisions or is considered to have effects which are minor or less than minor, no outline plan is required to be submitted in terms of section 176A of the Act. Where an activity exceeds the existing District Plan performance standards or limitations, an outline plan will be required.

The proposed form and conditions of the designation is attached as **Appendix C**.

In some instances, the permitted activity conditions within the current District Plan Airport Zone have not been carried forward as proposed conditions. This is because it has been identified that these provisions are outdated, are provided for by other legislation or are not considered to be suitable to airport activities.

Refer also to the AEE including, in particular, **Appendix C**.

5. **The effects that the public work (or project or work) will have on the environment, and the ways in which any adverse effects will be mitigated, are:**

Refer to the AEE including Sections 5 and 6.

6. **Alternative sites, routes, and methods have been considered to the following extent:**

WIAL owns the majority or has an interest in the land subject to the designation and the adverse effects have not been identified as being significant, therefore alternative sites, routes and methods are not required to be considered in accordance with section 171(1)(b) of the Resource Management Act 1991 (**RMA or the Act**).

7. **The public work (or project or work) and designation are reasonably necessary for achieving the objectives of the requiring authority because:**

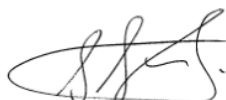
Refer to the AEE including Sections 2, 4 and 9.

8. **The following consultation (or no consultation) has been undertaken with parties that are likely to be affected:**

The purpose of the proposed designation is to set in place a more efficient and flexible planning method to allow for the use of the Airport land in a way that properly reflects evolving development and infrastructure requirements. In doing so however WIAL is essentially seeking to transfer the permitted activity provisions that currently sit within Chapter 11A of the Wellington City District Plan. On this basis it is considered that there are no parties who will be affected by the proposed designation. WIAL has however as part of its master planning process undertaken community consultation which has included reference to WIAL's designation requirements.

**WIAL attaches an AEE and supporting documentation listed below, which is intended to provide the Council with the ability to make a full assessment as required under the Resource Management Act 1991.**

Signature:



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Steve Sanderson – CEO, Wellington International Airport Limited



Date: 4 December 2019

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**Attachments:**

Appendix A: Proposed Designation

Appendix B: Computer Freehold Registers

Appendix C: Proposed Designation Form and Conditions

Appendix D: Conceptual (Partial) Master Plan

Appendix E: Wellington International Airport Ltd as Requiring Authority

Appendix F: Map of Utilities



## **PART B**

Assessment of Environmental Effects

# 1. INTRODUCTION

## 1.1 INTRODUCTION

Wellington International Airport Limited (**WIAL**) is the owner and operator of the Wellington International Airport (**Wellington Airport** or **the Airport**) located in the suburb of Rongotai in Wellington. WIAL gives notice of a requirement (**NOR**) for a designation under section 168 of the Resource Management Act 1991 (**RMA** or **the Act**) to designate its current land holdings and leased areas of land, or areas where it already has an interest in for Airport Purposes. The extent of the proposed designation is shown in Figure 1 and is attached as **Appendix A**.

The Schedule of Legal Descriptions attached as **Appendix B** to this NOR outlines the land to which the designation will apply. This also includes relevant certificates of title.

The purpose of the proposed designation is to set in place a more efficient and flexible planning method to allow for the use of the Airport land in a way that properly reflects evolving development and infrastructure requirements. A copy of the proposed form and the proposed conditions of the designation is attached as **Appendix C**. Importantly, the NOR proposes an obligation on WIAL to ensure the Airport's aircraft operations are managed to be compliant with the Air Noise Boundary (**ANB**) set in the Wellington City Council District Plan maps (Map 35).

As explained in detail in later sections of this report, airports across Australasia, including Wellington, are continuing to experience sustained visitor growth. Providing the necessary infrastructure to meet this growth requires airport operators to be highly responsive and adaptive, and to undertake long term planning through master planning programmes.

In this regard, WIAL is has recently reviewed its passenger forecasts and has developed a Master Plan to guide the development and growth of the Airport over the next 20 or so years. The forecasting results anticipate that Wellington Airport could accommodate up to 12 million passengers per annum by around 2040.

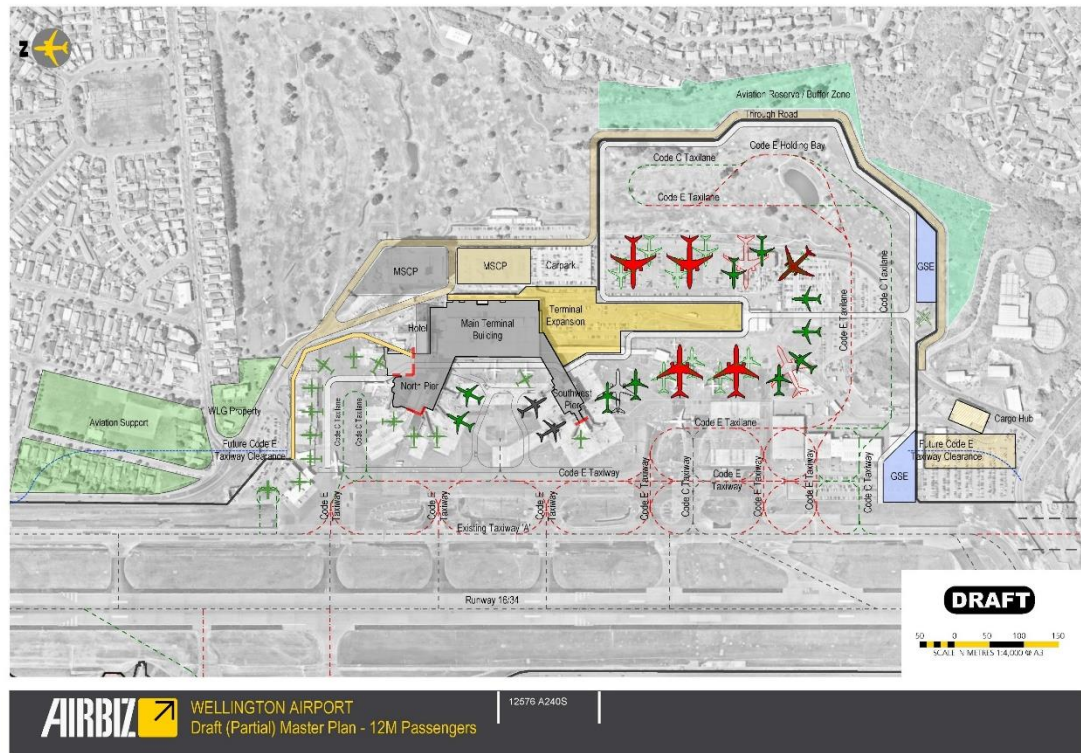


**Figure 1:        Extent of proposed Airport Purposes Designation Boundary.**

As noted above, WIAL has recently developed an updated Master Plan to guide the way the airport is developed in the future to meet the increased demands on airport



infrastructure arising from forecast growth in passenger and aircraft movements. Part of the Master Plan is shown in Figure 2 below and is attached as **Appendix D (Conceptual partial Master Plan)**:



**Figure 2: Conceptual (partial) Master Plan.**

WIAL has also reviewed the planning mechanisms that are in place to provide for the ongoing growth, development and protection of the Airport. It has been identified that a designation would be the most appropriate method for this.

A designation is a type of approval mechanism for infrastructure works and utility operations where these are undertaken by a requiring authority. A designation is a robust planning tool because land subject to a designation is, in effect, given its own land use planning regime within the District Plan. Any adverse effects arising can be managed through conditions and the outline plan process. This is appropriate for an environment such as this where long term planning is required as well as sufficient flexibility and efficiency is necessary to provide for the changing demands of a modern international airport.

A designation complemented by underlying zone provisions is the commonly applied planning method for airports throughout New Zealand (e.g. Auckland Airport, Christchurch Airport, Queenstown Airport). The designation, through an appropriate condition, will also ensure that WIAL is responsible for managing noise generated by aircraft operations to ensure compliance with the Air Noise Boundary (**ANB**) in the District Plan. This is discussed

further below. The designation also seeks to update some of the land use controls which are currently in the District Plan but are no longer applicable or relevant to the Airport environment.

## 1.2 REQUIRING AUTHORITY – WELLINGTON INTERNATIONAL AIRPORT LIMITED

Up to 1990, the Airport was operated under a joint venture agreement between the Crown and the City of Wellington. The Wellington Airport Act 1990 (**WAA**) provided for the incorporation of an airport company and the vesting of airport assets and liabilities of the Crown and Wellington City Council (**WCC** or **Council**) in that company. The WAA declared the company to be an airport company within the meaning, and for the purposes of the Airport Authorities Act 1966 (**AAA**). WIAL was subsequently incorporated in accordance with the WAA and AAA.

In August 1998, the Crown sold its 66% shareholding to a group of investors, comprising New Zealand Airports Limited, a company now wholly owned by Infratil Limited. The other 34% shareholding in WIAL continues to be held by WCC.

As an Airport Authority, WIAL must operate or manage the Airport as a commercial undertaking (section 4(3) Airport Authorities Act). WIAL is also a network utility operator under section 166(g) of the RMA.

Additionally, WIAL is an approved requiring authority under Resource Management (Approval of Wellington International Airport Limited as Requiring Authority) Order 1992. A copy of this is attached as **Appendix E**. This provides a general approval for the operation, maintenance, expansion and development of the Airport known as the Wellington International Airport. WIAL therefore can seek to designate land as a requiring authority pursuant to section 167 of the RMA. This NOR is in accordance with WIAL's statutory functions as a requiring authority.

WIAL is currently the requiring authority for two designations in the District Plan:

- Designation G2 Wellington International Airport – Airspace Designation
- Designation G3 Wellington International Airport Ltd - Runway End Safety Area Extension (Southern) (RESA Designation)

Designation G2 applies to the Airport's airspace and establishes the obstacle limitation surfaces (**OLS**) in the vicinity of Wellington Airport. The purpose of the G2 designation is to promote the efficient operation of the Airport and planned approach to its future development. The G2 designation takes a conventional approach and applies airspace height restrictions, which limit the development of any structure including any building, aerial, antenna, or other object which may inhibit the safe and efficient operation of aircraft using the Airport.

Designation G3 relates to the Runway End Safety Area Extension (**RESA**) that exists at the southern end of Wellington Airport. The purpose of the G3 designation is to provide for the safe and efficient functioning of the Airport and is subject to a number of pre-commencement conditions, largely relating to the construction of the RESA which is now complete. Designation G3 will be superseded by the proposed designation.

In addition to this ‘main site’ designation, WIAL is seeking to designate additional land in order to better provide for the current and future demand and use of the Airport. In this regard, WIAL has filed a separate notice of requirement to designate the former Miramar South School site and WIAL’s surrounding residential land holdings. A further notice of requirement for land that is currently owned by the Miramar Golf Club will be lodged in the near future (**Other Notices**).

It is noted that there is some overlap in terms of the land that is subject to this “main site” NOR and land which is included in the Other Notices. This NOR generally emulates the permitted activity standards and thresholds in the District Plan. It is appropriate therefore that this notice includes all of the land that is currently zoned Airport Precinct under the Wellington City District Plan. The Other Notices are more specific in nature and extent which is reflected in the activities that will be enabled by these designations and the limits that have been proposed as conditions. This is considered appropriate given they mostly affect land that is not currently zoned for Airport purposes and the technical assessments are reflective of that existing environment. If the other Notices are ultimately confirmed they will likely take precedence over this NOR.

## **2. WELLINGTON INTERNATIONAL AIRPORT – AN OVERVIEW**

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.

Wellington Airport is one of the busiest airports in New Zealand, operating a mixture of scheduled domestic and international flights, corporate jets, general aviation and helicopters. It is currently the third largest airport in New Zealand in terms of passenger numbers. It is a gateway for millions of residents, visitors and business travellers every year, connecting the capital city to all parts of New Zealand, Australia, the Pacific and onwards, to the rest of the world. The Airport is also a generator of economic growth, providing significant direct business and employment opportunities within the Airport area as well as indirect economic benefits provided to the city and the wider Wellington region.

The Airport has been experiencing significant growth in the use of its facilities and infrastructure over recent years, particularly in international and domestic passengers. This

growth is predicted to continue reaching around 12 million passengers per annum over an approximately 20 year planning horizon.

## 2.1 WIAL'S CURRENT CONFIGURATION AND LAND HOLDINGS

Wellington Airport was established on the Miramar Peninsula in 1908 and has been a constant in the surrounding environs since that date. It operates on a constrained 110ha site in the residential suburb of Rongotai, within 8 kilometres of the centre of Wellington City. The Airport is bounded by Lyall Bay to the west and south and Evans Bay to the north of the runway. Located on the adjacent site to the east of the Airport terminal area is the 31.2ha Miramar Golf Course.

The Airport and adjacent golf course are surrounded by the residential suburbs of Miramar, Rongotai, and Strathmore Park. Rongotai is located on predominately flat land to the west, while the suburbs of Strathmore Park and Miramar are located both on flat land and the hills to the east and north east.

The Airport has a single 1945m<sup>2</sup> long runway with a full-length parallel taxiway between Evans Bay to the north and Lyall Bay to the south. 150m runway protection areas<sup>3</sup> are provided at each end of the runway.

The Airport landholding is significantly constrained by available land area, its geographic location, surrounding land use, regional and district plan provisions. To provide some simple context as to land constraints, Wellington Airport is sited on approximately 110ha where Auckland Airport is sited on approximately 1,600ha requiring Wellington to be 460% more efficient, processing 56,000 passengers per hectare of available land against Auckland's 12,000. This presents a significant challenge for WIAL given the growth in passenger numbers anticipated over the coming decades (see Section 0 below).

The extent of the proposed designation is shown in Figure 1 and is attached as **Appendix A**. The majority of this land is currently zoned for Airport purposes with the exception of land situated at 234 – 244 Coutts Street which is zoned Outer Residential Area (refer Figure 5 below). This part of the NOR also affects land that is zoned road reserve.

As shown in Figure 3 below, the Airport land is currently used for a large range of airport related activities such as (to name a few):

- Aircraft operations, runway, taxiway, aprons, fire rescue, fuelling facilities; and all ancillary and associated activities;
- Terminal area activities including café and beverage outlets, offices, conference centres, car parking and roading, landscaping, signage and other activities;

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<sup>2</sup> TORA (Take Off Runway Available).

<sup>3</sup> Made up of 90m Runway End Safety Area (RESA) and 60m Runway Strip.



- Freight and cargo areas;
- Aviation support and retail areas;
- Aircraft hangars.



**Figure 3: Current Wellington International Airport Configuration.**

As noted above, the majority of the land that is subject to the proposed designation is currently owned and/ or used by WIAL, with the exception of two areas.

There is a small 1,254m<sup>2</sup> piece of unformed road reserve which is located to the south of the Airport terminal and within the long-term car parking area (refer to Figure 4 below). This land is owned by the WCC but is currently occupied under licence by WIAL for Airport purposes. The land is WCC Road Reserve and is partially within the area of Designation G3. WIAL holds a 50-year licence to occupy the land, which expires on 30 September 2057. WIAL is also in the process of negotiations with the WCC to stop the road and purchase this land. Given that the current and foreseeable use of this land is for airport related purposes, it is considered appropriate to include this area within the proposed designation.



**Figure 4: Leased WCC land used for Airport purposes.**

WIAL is also as part of this NOR seeking to include land which is located on the western apron of Wellington Airport along a small part of Coutts Street. This area is a group of land parcels some of which is zoned Outer Residential<sup>4</sup>. In addition, a small area of road reserve, located off Coutts Street between 244 and 250, is included in the NOR. This is shown by the area outlined in white in Figure 5:

<sup>4</sup> 250 – 254 Coutts Street is zoned Airport Precinct.



**Figure 5: Coutts Street Land**

Except for this 966m<sup>2</sup> area of road reserve, this area of land is owned by WIAL. The area of road reserve is bounded by WIAL owned land on three sides and does not provide access to any other party. It is also understood that there is a willingness for WCC to dispose of the land. Valuation and disposal processes have advanced and it is not anticipated that there will be any impediment to its stopping and acquisition by WIAL. It is therefore considered appropriate to also include it as part of the NOR area. On the basis that WIAL will likely acquire the land prior to this NOR being confirmed, it is considered it has sufficient interest in the land.

## **2.2 AIRPORT MASTER PLAN**

A major aspect of successfully maintaining and operating an airport resource 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, 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 mind 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 an airport, based on projected airport growth and other needs at the time it was prepared.

Wellington Airport's current published Master Plan (adopted in 2010) set out its vision for development and growth for a 20-year period, to 2030. It provided a framework for the Airport's future, building on the developments that have occurred over the past few decades, and the previous Master Plan which was prepared in 1994.

Since the 2030 Master Plan was developed, WIAL has experienced a sustained period of passenger growth. Revised passenger forecasts show that passenger numbers are forecast to reach up to 12 million passengers per annum by approximately 2040. WIAL has recently revised the 2030 Master Plan for the Airport which responds specifically to this forecast future growth (**Revised Master Plan**). While the Revised Master Plan will not be finalised until community engagement is complete, it has become clear that WIAL will need to intensify the use of its existing landholdings at Wellington Airport as well as expand the Airport beyond the current boundaries. This is proposed to include acquiring part of the adjacent Miramar Golf Course to accommodate forecast growth and WIAL has acquired the former Miramar South School site. This strategy also addresses an immediate shortfall in aircraft stand space during current peak hour operations. A copy of this Conceptual partial Master Plan is included in **Appendix D**.

It is important to note that a master plan is a reasonably high-level document that covers a wide range of spatial scales and timeframes. This type of plan is not intended to be viewed as a rigid blueprint and land uses at an airport inevitably evolve over time. Whilst the master planning exercise is intended to set out indicative development plans or goals, the detail about individual buildings, spaces and infrastructure requirements are not prescribed, and as such it is not considered appropriate, nor is it requested by WIAL, to include the conceptual master planning outcomes shown in **Appendix D** into the designation.

## 2.3 AIRPORT SUSTAINABILITY AND GROWTH

Wellington Airport is experiencing a trend of sustained growth in passenger numbers which in turn has driven the need for growth of the Airport including the terminal area and the ancillary services which it provides. This is clearly demonstrated through the significant, and ongoing, development occurring at the terminal area which also encompasses the development of the surrounding carpark and hotel facilities adjacent to the terminal area. Growth in aviation activity is a continuing trend across the Asia-Pacific region, directly supporting economic growth and mobility. Aviation is particularly critical to

New Zealand as an isolated island nation with tourism now ranking as its largest export earner. In order to enable projected growth to occur, WIAL must be proactive in its approach to meet the needs of the traveling public and the airline service providers.

WIAL also seeks to ensure its growth is managed sustainably. Aircraft emissions equate to about 2% of all global carbon emissions. Domestic aviation contributes to about 1% of New Zealand's total carbon emissions. 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. WIAL is also committed to reducing its carbon footprint and is targeting a 30% reduction in emissions it generates by 2030. Achieving this target while expanding operations will require WIAL to adopt energy efficient and sustainable construction into future development.

The following section provides a summary of further investigations undertaken by WIAL to provide a greater understanding of what future growth numbers are forecast to be and, in turn, the nature of the passenger and terminal services required to meet demand. The sub-sections below consider:

- Forecast passenger numbers;
- Terminal requirements;
- Aircraft stand demand;
- Compliance with ICAO standard; and
- Ancillary service requirements.

### 2.3.1 Forecast Passenger Numbers

InterVISTAS have prepared passenger and aircraft movement forecasts for Wellington Airport. The forecast passenger, aircraft movement and peak hour passenger movements over four time periods is set out in Table 1.

Table 1: Forecast growth in airport usage.

Approximate Year	Annual Passengers (millions)	Annual Aircraft Movements	Busy Hour Passenger (Dep + Arrivals)
Current	6.2	85,000	1,400
2024-2029	8	90,000	1,800
2031-2038	10	100,000	2,300
2038-2050	12	105,000	2,700

As shown in Table 1, it is forecast that:

- Busy Hour and Annual Passenger numbers to essentially double over the next 20 to 30 years from 1400 to 2700, and from 6.2mppa to 12mppa respectively; and
- Annual Aircraft Movements to increase over the next 20 to 30 years from 85,000 to 105,000. Notably aircraft movements do not similarly double to match that of passenger movements (only an increase of 24%). This is because airlines have signalled their intention to “up gauge” to larger aircraft, thereby resulting in greater passenger capacity aircraft utilising Wellington Airport. WIAL understands for example that Code E aircraft could be used on Trunk domestic and trans-Tasman routes within the forecasting period, particularly during peak periods.

This type of growth drives a significant demand for terminal and ancillary services to provide for passengers and other associated users of the Airport and its facilities. These are discussed below.

### 2.3.2 Aircraft Stands

To facilitate the ability for more passengers to pass through the Airport, there is a need for the provision of more aircraft stands.

Using current aircraft stand data, and forecasts of busy hour passenger numbers AirBiz<sup>5</sup>, has provided estimates of future aircraft stand requirements. They are summarised in Table 2 below.

The greatest need for additional aircraft stands falls with the larger passenger jets (Code E<sup>6</sup> and C). The increase in stands requires additional land area within the Airport apron which needs to be specifically provided for adjacent to the terminal.

**Table 2: Forecast aircraft stand needs.**

Annual Passengers (millions)	Code E	Code C Jet	Code C Turbo Prop (TP)
Current	1	7	13
8	2	9	14
10	3	11	14
12	5	12	14

<sup>5</sup> An international specialist aviation consultancy with extensive airport and terminal planning experience.

<sup>6</sup> The forecast Code E requirements acknowledge that Code E will be needed for domestic operations, as there are currently between Christchurch and Auckland on occasion. This is not contingent on the runway extension being constructed.



### 2.3.3 Terminal Requirements

Typical airport terminal needs are primarily focused on the systems and amenities required for the check-in, departure, and arrival of passengers. These standard requirements include:

- Check-in kiosk / counters and bag check facilities;
- Landside common departure lounge;
- Security / Customs and emigration / immigration;
- Airside departure lounge;
- Boarding areas and departure gates;
- Arrivals Hall; and
- Baggage handling / make up / reclaim areas.

Further to meeting the processing requirements for inbound and departing passengers, the future terminal area also, as a minimum, needs to provide a basic range of services to cater for passengers (and other associated visitors and workers). These include:

- Landside and Airside retail and food outlets; and
- Landside and Airside restroom and amenity facilities.

AirBiz has estimated the minimum floor area requirements to provide the basic future terminal needs to cater for the InterVISTAS airport growth estimates set out in Table 1 (assuming existing Civil Aviation Authority (CAA) screening requirements remain in place and do not require additional floorspace). The results are summarised in Table 3.

**Table 3: Forecast growth in terminal area requirements.**

Annual Passengers (millions)	Terminal Area Requirements (m <sup>2</sup> )
6.2	45,000
8	57,000
10	71,000
12.0	85,000

These figures demonstrate that significant expansion of the current terminal will be required over a very short timeframe with an approximate 20% expansion required within the next 10 years and an approximate 100% increase within 20 to 30 years.

#### **2.3.4 ICAO Compliance<sup>7</sup> – Taxiway Separation, OLS and Wingtip Clearance**

Aircraft up-gauging (including the use of Code E aircraft for domestic use which may occur without a runway extension) and volume growth necessitate reconfiguration of the airside activities at Wellington Airport.

The Airport currently operates on a 107.5m separated taxiway and runway. The International Civil Aviation Organisation (ICAO) requires a separation distance of 158m for Code C – Code C movements and 172.5m for non-visual Code E – Code E movements.

WIAL currently has approval from the Civil Aviation Authority (CAA) to operate on the existing configuration. However, WIAL is cognisant of future needs to comply with ICAO requirements, and is therefore seeking to move towards compliance wherever this is practicable.

Therefore, in order to provide for compliance with the maximum Code E 172.5m taxiway separation, take into account the geometric limitations of taxiway separations (i.e. aircraft wingtip clearances) and OLS requirements, alterations to the existing configuration of airside facilities is required. This is shown in the Conceptual partial Master Plan attached as Appendix D and shown in Figure 2.

#### **2.3.5 Ancillary Service Requirements**

In addition to meeting the basic requirements for passengers at the terminal, a modern airport also needs to provide a range of ancillary services beyond the terminal to meet the various needs of passengers, and other visitors facilitating travel or passengers e.g. taxi drivers and those picking up and dropping off passengers. These facilities include:

- Pick up and drop off areas;
- Public transport and rental car options;
- Short and Long-term carparking;
- Hotel/visitor accommodation and associated conference facilities;
- Cargo operations; and
- On-site office and administrative facilities.

It anticipated that these facilities will need to increase to accommodate the increase in passenger numbers, and for WIAL to provide passengers with an improved airport experience as a result of the reconfigured airside and landside activities.

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<sup>7</sup> When using the term “compliant” in relation to the taxiway separation, OLS and wingtip clearance this is in respect of compliance with international/ICAO aviation material, which is not legally binding in New Zealand.



## 2.4 AIRCRAFT NOISE

Aircraft noise at Wellington Airport is currently considered under Rule 11.1.1.1 of the Wellington City District Plan, which permits aircraft operations provided that aircraft operations do not exceed a Day/Night Level ( $L_{dn}$ ) of 65 dBA outside the ANB. The ANB currently in the District Plan is generally consistent with the requirements set out in New Zealand Standard 6805:1992 *Airport Noise Management and Land Use Planning* (Standard).

The Standard was published in 1992 with a view to providing a consistent approach to noise planning around New Zealand airports. Since publication, the principles of the Standard have been applied to more than 15 New Zealand airports.

The Standard seeks to “implement practical land use planning controls and airport management techniques to protect and conserve the health of people living near airports without unduly restricting the operation of airports.”

The Standard uses the “Noise Boundary” concept as a mechanism for local authorities to:

- “establish compatible land use planning” around an airport; and
- “set noise limits for the management of aircraft noise at airports”.

Usually, the approach to setting out noise boundaries involves fixing an Outer Control Boundary (OCB) and a smaller Air Noise Boundary (ANB) around an airport. An OCB is based on a day/night noise exposure level of 55 dB  $L_{dn}$  and an ANB is based on 65 dB  $L_{dn}$ . Wellington Airport currently only has an ANB.

Typically noise from aircraft operations (arrivals, departures and taxiing) is considered when setting the boundaries; and other airport activities such as maintenance and engine testing are controlled in other ways.

The Standard recommends that noise from aircraft operations be restricted to 65 dB  $L_{dn}$  at the ANB and land use restrictions apply to noise sensitive activities inside the ANB (and the OCB if applicable).

Generally, airport noise boundaries are based on the day-night sound exposure level ( $L_{dn}$ ).  $L_{dn}$  is the day/night weighted average noise exposure level which is the sum of the sound energy from all aircraft noise events averaged over 24 hours with a weighting applied to night-time events. For airport noise boundaries the Standard recommends using the average  $L_{dn}$  over a three month period<sup>8</sup>. The  $L_{dn}$  night weighting means that aircraft noise events between 10pm and 7am are weighted by an additional 10 decibels to account for the heightened sensitivity to noise at night. International research has found that the  $L_{dn}$

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<sup>8</sup> NZS 6805 recommends averaging over a three month period or agreed alternative period.  $L_{dn}$  can be averaged over any period of 24 hour blocks.

metric correlates well with community annoyance to aircraft and other transportation noise. The Standard does not recommend a noise limit for individual aircraft events however it does recommend that night-time single event noise levels are considered when setting the location of an ANB.

Whether or not compliance with the ANB limit is achieved is therefore based on the total number of aircraft movements at Wellington Airport. The conventional approach for airports around New Zealand is for aircraft noise compliance limits to be imposed via designation conditions, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits at the ANB identified on the relevant planning maps. Without a designation in place at Wellington, it becomes unclear as to who is responsible for compliance with the District Plan rules (i.e. is it the individual aircraft operator or is it WIAL?). It is also questionable whether compliance with the rules can be enforced on any one entity given the way noise compliance is measured in terms of the Standard as required by the rules. This current District Plan approach has the potential to create considerable uncertainty for the surrounding community and the regulator, being the WCC.

This NOR proposes to impose a condition on WIAL, the requiring authority, to ensure that it manages aircraft operations to achieve compliance with the prescribed noise limit at the ANB identified on the relevant planning map of the District Plan.

### **3. EXISTING PLANNING CONTEXT**

#### **3.1 THE EXISTING AIRPORT PROVISIONS**

The District Plan locates Wellington Airport in the *Airport and Golf Course Recreation Precinct*, which itself separates the activities of the Wellington Airport and the Miramar Golf Course into two distinct areas; the Airport area, and the Golf Course recreation area.

The Airport and Golf Course Recreation Precinct is surrounded by the residential suburbs of Miramar, Rongotai, and Strathmore Park. Rongotai is located on predominately flat land to the west of the Airport and Golf Course Recreation Precinct, while the suburbs of Strathmore Park and Miramar are located both on flat land and the hills to the east and north east.

The Airport Retail Park is located within the Airport and Golf Course Recreation Precinct, with further commercial and light industrial activity to the north west (Rongotai) and north east (Miramar).

The District Plan provisions recognise the strategic importance of the Airport by providing for its continued use and development. The Plan provisions also provide for activities that are ancillary to this primary function. These activities include runways, taxiways, terminals, air carrier facilities, fuel storage, refuelling operations, and aircraft maintenance, as well as

a number of support and commercial activities associated with an international airport. The Plan also contains provisions to manage non-airport activities and developments. This recognises that certain complementary activities can add to the attractiveness and vitality of the Airport as a destination and departure point, as well as providing uses which benefit nearby local communities.

The District Plan permits activities related to the primary function of the Airport subject to a range of “conditions” which address:

- Noise;
- Screening;
- Dust;
- Parking;
- Site access;
- Lighting;
- Hazardous substances;
- Landscape design; and
- Electromagnetic radiation.

Buildings are also permitted subject to meeting specified height and setback controls. The District Plan divides the Airport area into five different sub-areas in recognition of their particular character and potential for development and imposes different building controls for each. The five areas are:

- Terminal Area;
- Rongotai Ridge;
- Broadway Area;
- South Coast Area; and
- West Side.

The District Plan sets a permitted height for buildings of 25m throughout the Terminal Area of the Airport Precinct Zone, with no limitation on building footprint apart from the setback distances from boundaries in determining the permitted height envelope. In addition to those buildings already in place at the Airport, the Airport has recently completed the construction of a 30m high car parking building, and Airways New Zealand has completed construction of a 32.5m control tower building which form part of the existing environment.

Outside the Terminal Area the District Plan permits buildings of between 12 – 15m (with an exception for those parts of some maintenance buildings required to accommodate the tail of a 767 aircraft or similar). This height control is only restricted further in areas which

adjoin Outer Residential Area zoned land to prevent overshadowing and other amenity impacts. This is the only condition relating to construction, alteration of or addition to buildings and structures within the Airport.

Subdivision is a permitted activity in the zone, subject to various minor conditions (such as practical and legal access directly to a legal road).

The District Plan provides that earthworks are permitted activities on Rongotai Ridge if certain conditions are met, which relate to change in ground, total area of ground surface disturbance, slope angle and that no contamination of any waterbody or coastal water occurs. The District Plan accepts that other than limits at Rongotai Ridge, all earthworks can be appropriately managed without resource consent.

Certain signage (subject to conditions), as well as the upgrading or maintenance of existing formed roads and public accessways are also a permitted activity within the Airport Zone.

It is understood that the District Plan provisions will be reviewed by the WCC in the next year or two. WIAL is a key stakeholder in this process insofar as the Airport is concerned. Given these circumstances, WIAL is currently initiating a comprehensive review of current and future Airport activity and will collaborate with the WCC to provide information necessary to update the District Plan as it relates to the Airport. As part of this process, WIAL will likely review the efficacy of current aircraft operations noise management measures included in the District Plan. It is anticipated that new noise modelling will be undertaken as part of this exercise in order to better reflect the forecasted future operations referred to above. This in turn could necessitate revisions to the aircraft noise management measures included within the District Plan and a refinement in the current location of the ANB.

## **4. PROPOSED DESIGNATION**

Designations are a common planning tool used for infrastructure, including airports, in New Zealand, and the District Plan identifies many sites in Wellington as being subject to a designation. In a legal sense a designation serves two separate but related purposes:

- It *protects the opportunity* to use the designated land for a public work, project or work, in that no one can undertake an activity that would prevent or hinder the designated work, without the prior written approval of the requiring authority that holds the designation; and
- It *provides district planning authorisation* for a public work or project or work in place of any rules in the district plan and removes the need for land use consents under the district plan for activities and developments anticipated or provided for by the designation.



Case law has established that designations can be quite specific, identifying particular works on a particular site and containing detailed conditions, whereas others may be more general, simply identifying a site as being used for a certain purpose (i.e. an Airport), and subject to some conditions, with more specific details where necessary left to be addressed by an 'outline plan' submitted to the Council prior to construction in accordance with section 176A of the RMA.

An outline plan a requiring authority is required to submit to the Council must show the bulk and location of the proposed work, the finished contours of the site, access, landscaping, and any other matters to avoid, remedy or mitigate any adverse effects on the environment arising from the work or project.

As set out in section 176(1)(a) of the RMA, section 9(3) of the RMA does not apply to a public work, project or work undertaken by a requiring authority under the designation. This means, the designation only serves to benefit the requiring authority when undertaking works expressly enabled by the designation. Other activities undertaken by the requiring authority, or activities undertaken by persons other than the requiring authority will continue to have to comply with the underlying zone rules.

It is noted that any requirements that emanate from National Environmental Standards and Regional Plans must still be met by the requiring authority.

#### **4.1 OBJECTIVES OF THE REQUIRING AUTHORITY**

When considering this NOR one of the matters the consent authority is required to consider is the effects of allowing the NOR, having particular regard to whether it is reasonably necessary for achieving the objectives of the requiring authority. The objectives of WIAL as the requiring authority for this NOR are:

- To establish a suitable planning regime that properly recognises the regional significance of Wellington International Airport, while also ensuring the impact of aircraft noise on the surrounding community is appropriately managed.
- To operate, maintain, upgrade and extend the facilities at Wellington International Airport to continue to provide for the aircraft types currently in use, and likely to be in use in the foreseeable future by New Zealand's major domestic airlines and international airlines in a sustainable manner.
- To ensure the Airport facilities and activities continue to meet the forecast passenger and aircraft demand and provide a quality service to its users through:
  - Providing for facilities and activities which will ensure the safe, effective and efficient operation of the Airport;
  - Providing for non-Airport activities and developments within the Airport, provided they do not compromise the ongoing and strategic transport role of the Airport;

- Allowing the development of additional buildings and activities to ensure the effective and efficient functioning of the Airport.
- To enable an efficient and flexible approach to developing the Airport, while also managing the actual or potential effects of future development particularly at its interface with sensitive land use activities.

## 4.2 PROPOSED FORM OF THE DESIGNATION

As noted above, designations can be wide and flexible in scope, or narrowly defined. It is proposed that this designation will more generally provide for 'Airport Purposes' but includes a comprehensive suite of conditions that effectively manage the actual or potential effects on the surrounding environment. The activities enabled by the proposed designation (subject where appropriate to conditions (e.g. air noise limitations) include:

- Aircraft operations and associated activities, including all ground-based infrastructure, plant and machinery necessary to assist aircraft operations;
- Aircraft rescue training facilities and emergency services;
- Runways, taxiways, aprons, and other aircraft movement areas;
- Airport terminal, hangars, control towers, rescue and fire facilities, navigation and safety aids, lighting and telecommunication facilities, car parking, maintenance and service facilities, catering facilities, freight facilities, quarantine and incineration facilities, border control and immigration facilities, medical facilities, fuel storage and fuelling facilities, facilities for the handling and storage of hazardous substances;
- Associated administration and office activities;
- Roads, accessways, stormwater facilities, monitoring activities, site investigation activities, infrastructure and utility activities, and landscaping;
- Vehicle parking and storage, rental vehicle facilities, vehicle valet activities, and public transport facilities;
- Signage, artwork or sculptures, billboards and flags;
- Hotel/visitor accommodation, conference facilities and services;
- Retail activities, restaurants and other food and beverage facilities including takeaway food facilities and industrial and commercial activities, provided they serve the needs of passengers, crew, ground staff, airport workers and other associated workers and visitors;
- Structures to mitigate against the impact of natural hazards;
- All demolition (if required) construction and earthworks activities, including associated structures;

- Ancillary activities, buildings and structures related to the above; and
- Servicing, testing and maintenance activities related to the above.

The proposed conditions to be attached to the designation are included in **Appendix C**.

It is considered a broad range of activities is appropriate given the evolving nature of airports, and a desire of WIAL to continue to provide for and enhance the operational capacity, efficiency and safety, as well as the value of the Airport to its shareholders and the surrounding community.

### 4.3 PROPOSED DEVELOPMENT CRITERIA AND CONDITIONS

WIAL's obligation under the Airport Authorities Act to operate the Airport as a commercial undertaking obligates WIAL to provide both aeronautical and non-aeronautical services and facilities. An appropriate planning framework is therefore needed to enable WIAL to operate in this manner. A designation provides greater certainty to WIAL as a requiring authority to achieve these outcomes. In addition, and as is indicated above, a condition can be imposed on WIAL as the requiring authority to ensure that aircraft operations are managed to comply with the ANB limit prescribed by the District Plan. This will assist with ensuring that the noise management controls are better able to be enforced if necessary, which improves accountability and certainty.

In terms of an overall approach of the conditions as part of the designation, where an activity is currently permitted by the District Plan provisions or is considered to have effects which are minor or less than minor, no outline plan will be required to be submitted in terms of section 176A of the Act. Where an activity exceeds the existing District Plan performance standards or limitations, an outline plan will need to be submitted. This is outlined in **Appendix C**.

In some instances, the permitted activity conditions within the Airport Zone have not been carried forward as proposed designation conditions. This is because it has been identified that some provisions are outdated (i.e. Chapter 2 Aircraft noise limits), are provided for by other legislation (i.e. hazardous substance management) or are not considered to be suitable to activities onsite (i.e. the vehicle car parking requirements – car parking is a matter that WIAL considers and manages very carefully and it considers the limits in the District Plan are not reflective or consistent with the management approach that is appropriate for the Airport).

### 4.4 DEVELOPMENT PRECINCTS

The proposed designation would extend over the area of land identified in Figure 1 (and as shown in **Appendix A**). This land is all owned by WIAL, with the exception of the two small areas which are currently road reserve and described in more detail above. As with the



current District Plan<sup>9</sup> zoning, it is proposed to establish a series of development precincts within the designation.

The proposed development precincts are shown in Figure 6 and attached in full as **Appendix C**. These are generally consistent with the areas identified in Chapter 11A, Appendix 4 of the District Plan.



**Figure 6: Wellington Airport Development Precincts**

The nature, form and function of each precinct is described further in the following sections.

#### **4.4.1 Rongotai Ridge Precinct**

The Ridge part of the Precinct has existing commercial buildings and is not currently used for Airport purposes. The area is predominantly open space and any further development of it is mostly constrained by the OLS designation which precludes most potential development opportunity. The southern boundary is located adjacent to existing residential uses.

The lower land adjacent to Cobham Drive has potential for development. It is acknowledged that the coastal edge is soon to benefit from a new cycleway and coastal

<sup>9</sup> Refer Appendix 4 of Chapter 11A Airport Precinct Rules of the WCC District Plan which define five Development Areas.



path which will enhance the amenity to the public. The Wexford Road section of this area has a hilly topography.

#### **4.4.2 Broadway Precinct**

This area is at the entrance ‘gateway’ to the Airport, and while much of the surrounding land is currently zoned as Outer Residential, the portion that relates to this NOR is zoned Airport and Golf Course Precinct. The wider area is in ‘transition’ as the combined influences of transport infrastructure, airport activities, removal of Miramar South School and commercial development gradually replaces residential land uses.

Some of this area sits directly adjacent to a residential area and zone and as such consideration is given to the impacts of future development in terms of building height, setbacks and general management of effects on amenity values in this location.

#### **4.4.3 Terminal Precinct**

This area comprises the main passenger terminal, access and roading, car parking, and commercial and passenger support services including visitor accommodation and conference facilities. It also contains airside airport facilities such as hangars, aircraft parking stands, and aviation support facilities. It is already a highly developed part of the Airport and flexibility is required to be able to respond to evolving demand for passenger, airline and aircraft requirements, sometimes at a very fast pace.

#### **4.4.4 South Coast Precinct**

This area, which is currently used mostly for parking and logistics at the Airport. It fronts the southern coastline and shares a short section of boundary with adjacent residential properties. There is also a boundary shared with the water treatment plant but as this is elevated there is no direct visual adjacency. The South Coast area is intended to provide a transition between the Airport and the adjacent coastal environment.

#### **4.4.5 Westside Precinct**

This area consists mainly of commercial uses, and at grade parking, but includes the new 32.5m flight control tower (which was granted resource consent in 2015 and was constructed and completed in 2018) and aircraft hangar (2011). The area is mostly surrounded by commercial and industrial uses, except for the north side which adjoins a residential zone.

The maintenance of a buffer area (or setback) between any future Airport development and this residential area is therefore appropriate and this can be achieved through the imposition of conditions, which manage building height and setback controls along this edge.

A portion of land within this Precinct on Coutts Street is zoned Outer Residential Activity Area under the current Wellington City District Plan. This area of the Precinct is likely to be used for the relocation of the Airport Fire Station, for which a separate resource consent will also be sought.

#### **4.4.6 Airside Precinct**

This area comprises the runway, taxiway, eastern (airside) apron and the western (airside) apron. It also includes the runway protection areas including RESAs at either end of the runway.

Due to the operational limitations no additional controls are considered necessary in this location.

## **5. ASSESSMENT OF EFFECTS ON THE ENVIRONMENT**

The following is an assessment of the actual or potential environmental effects that are likely to arise from the requirement to designate the land identified in Figure 1 (and attached as **Appendix A**) for Airport Purposes. These are identified as including:

- Economic Effects;
- Managing the effects of aircraft operations noise;
- Urban Design Effects;
- Transportation and Traffic effects;
- Noise Effects; and
- Other effects.

### **5.1 ECONOMIC 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 investment and economic development; and increase business competitiveness and attractiveness. They are also important for quality of life enabling people to travel and visit family and friends. New Zealand's geography makes this role even more crucial. Air transport is the most efficient passenger transport mode between most domestic destinations and all international destinations.

Airports are widely recognised as having significant strategic implications for the cities and regions they serve. At the most obvious level, airports provide inter-modal facilities for the arrival and departure of international and domestic passengers and cargo from road, and, in some cases, rail and other surface transport modes.

There are also other advantages an airport brings to a community, including improved communication links with other communities and regions within the country and overseas, the provision of medical flight services, and focal points for civil and national defence activities.

Wellington Airport generates or contributes to the creation of 10,984 Full Time Equivalent (FTE) jobs (including all associated businesses and services that are only in operation due to the Airport). This also includes 343 FTE directly employed by WIAL. By approximately 2040 (12 million passenger forecast) it is expected that the Airport will create 22,826 FTE's (526 of which will be direct Airport operational employees).

The ongoing operation and development of the Airport via the designation will contribute to continued growth and economic wellbeing from increased economic activity. Enabling the ongoing operation of the Airport, as well as appropriately providing for its future operational requirements will facilitate the continued growth of scheduled services. This will encourage greater competition between airlines and could potentially bring economic benefits such as lower fares or higher levels of services.

As a result of the proposed designation, WIAL will no longer incur unnecessary costs and delays associated with lengthy resource consent processes for activities that are entirely anticipated and expected within modern airport environments. It will enable WIAL to plan ahead with more certainty also reducing planning and development costs overall.

## **5.2 MANAGING THE EFFECTS OF AIRCRAFT OPERATIONS NOISE**

The current approach to managing the effects of aircraft operations noise within the District Plan appears to create a lacuna in terms of accountability and responsibility for compliance with limits set by the ANB. The conventional approach for the major New Zealand airports is for air noise compliance limits to be imposed via conditions on a designation, thus meaning that the requiring authority is responsible for ensuring that aircraft operations achieve the prescribed noise limits. Without a designation in place at Wellington, it becomes unclear as to who is responsible for compliance with the District Plan rules (i.e. is it the individual aircraft operator or is it WIAL?). It is questionable whether compliance with the rules can be enforced on any one entity given the way that noise compliance is measured in terms of the relevant New Zealand Standard, and via the existing District Plan rules. This creates the potential for considerable uncertainty for the surrounding community and the Council.

This NOR proposes to impose a condition on WIAL, as the requiring authority, to ensure that it manages aircraft operations to achieve compliance with the District Plan's ANB limit.

## **5.3 URBAN DESIGN EFFECTS**

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 position 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.

The existing 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 proposed designation would be viewed together with this existing activity from all perspectives and viewing angles.

Notwithstanding this, it is acknowledged that the Airport shares some of its boundaries with more sensitive activities such as residential land uses, open space and recreational areas including the coast. It is therefore intended to mostly replicate the permitted activity standards relating to building height, setbacks and other amenity controls such as screening and landscaping as part of the designation conditions. Where an activity complies with these conditions, no outline plan will be required. Where an activity cannot comply with the conditions an outline plan will be required to be submitted to the Council. In addition to the matters set out in section 176A of the RMA, the proposed conditions specify additional requirements that will need to be addressed in an outline plan for certain activities. The proposed conditions relating to urban design and amenity matters have been informed by experts Warren and Mahoney.

## **5.4 VEHICULAR TRAFFIC AND TRANSPORTATION EFFECTS**

### **5.4.1 Car Parking**

Car parking requirements in and around Airport involve a unique set of circumstances in that many of the visitors to the Airport utilise public transport, taxis or shuttles to reach the Airport. There is also a requirement to have a significant number of temporary or short term car parks (or areas) for people dropping off and picking up passengers at the Airport. There is also staff parking and aviation support parking to factor in. Airport car park planning is therefore highly specialised and WIAL seeks to proactively manage this within the Airport to ensure an efficient and effective car parking supply. Subjecting Airport related activities to generalised or unrelated car parking demand calculations is likely to result in an under or over supply of the necessary parking facilities required at the site, and will result in an inefficient use of the land resource. Minimum car parking requirements are therefore not proposed as part of the designation, instead car parking will be assessed and developed as part of WIAL's ongoing strategic review of car parking requirements at the site, alongside planning for and accommodating other modes of transportation in and out of the Airport.

### **5.4.2 Wider Transportation Network**

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 WIAL) connects these two routes and provides access to both Wellington Airport and the Miramar Golf Club.

The generation of Airport related road traffic and its effects on the wider transportation network under the master planning growth scenarios have been reviewed in light of the recent public announcements made by the “Let’s Get Wellington Moving (**LGWM**)” initiative. It is evident that there are current issues with Wellington’s transportation network and the LGWM is a joint initiative between WCC, Greater Wellington Regional Council and the NZ Transport Agency, working to address the following key traffic problems:

- Growing traffic congestion and unreliable journey times
- Poor and declining levels of service
- Safety issues, especially for cycling and walking; and
- Vulnerability to disruption from unplanned events.

As a key stakeholder and given the Airport’s contribution to traffic movements in and out of the City, WIAL has engaged directly with LGWM. WIAL has provided its forecast passenger numbers in anticipation that this growth would be provided for as part of the integrated transport solution to better serve the needs and address the identified key problems.

At a high level, the solution publicly announced in May 2019 includes long term development of:

- High quality walking and cycling accessibility;
- Mass transit from the Railway Station to the Airport on a second spine through the central city;
- State Highway improvements for all modes; and
- A smarter transport network.

A three-phase delivery sequence is planned, involving:

- By 2024, to deliver early improvements including walking, cycling, and public transport while starting investigation and decision of large programme events;
- 2024 to 2029, to deliver a step change in public transport with new mass transit; and
- After 2029, to connect mass transport to the Airport.

With respect to the link between the City and the Airport, the proposed transport works provide for improved travel reliability and efficiency through the development of an integrated, multimodal transportation solution. WIAL’s transportation advisors have

reviewed the proposed improvements and it is clear the proposed approach goes a long way toward addressing existing and foreseeable future constraints in the transportation network between the City and the Airport. The proposals largely align with WIAL's own view that transportation solutions in this regard need to span a range of different modes and be adaptable to changing transportation preferences over time. This ties in with WIAL's own site planning which is directed at making provision for a multimodal transportation hub, alongside more "traditional" private vehicle focussed infrastructure such as carparking and vehicle access.

In terms of the way that the proposed measures are ultimately developed and sequenced, WIAL acknowledges that it will need to remain an active participant in assisting the relevant transportation authorities with the implementation of the 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 specifically and the City more generally. WIAL's participation with LGWM should endure and WIAL is committed to that process.

In the longer term (+20 years) it is acknowledged that additional infrastructure or individual improvements to the roading network may also be required in order to provide further infrastructure to account for the anticipated passenger growth utilising the Airport. Again advice in this regard is that WIAL should remain actively involved with the relevant transportation authority's so that as time goes by and additional demands arise, work programmes are planned and sequenced to match these demands, acknowledging of course that travel preferences and requirements will evolve over this planning horizon.

## 5.5 NOISE EFFECTS

The District Plan provisions include rules which provide for the management of both aircraft operations and land-based noise emissions arising from activities undertaken at the Airport. As noted earlier in this report, there are inherent shortcomings in the way that the District Plan is able to require compliance with the limits set by the ANB insofar as aircraft operations noise is concerned.

A condition is proposed as part of this NOR to obligate WIAL to manage the aircraft operations to achieve compliance with the District Plan's ANB limit.

Noise from engine testing and other airport land-based activities (e.g. the use of ground power and auxiliary power units) is not included in the noise limits on aircraft operations due to the distinct noise profiles of such activities. However, these activities will be subject to express restrictions through conditions which are also set out in **Appendix C**. The limits proposed are consistent with the current permitted activity thresholds in the District Plan for the same activities. These limits will ensure such activities are controlled so as to not generate significant adverse effects on the surrounding community beyond what is already anticipated by the District Plan.



## 5.6 EFFECTS ON SERVICES AND UTILITIES

A number of Council services run through the proposed designation site. The location of these services is shown in **Appendix F**. As development occurs within the designation site in the future, WIAL will need to consider the extent to which these services may need to be relocated or protected via the outline plan of works. Such work will be completed in consultation with WCC as the owner of these assets. It is proposed that this will be managed by a Network Utilities Management Plan (refer **Appendix C** attached).

WCC also holds a designation for wastewater management purposes over the adjacent wastewater treatment plant. This designation extends over a small part of the southern portion of the WCC site. In accordance with section 176 of the RMA, WIAL will need to seek WCC approval before undertaking any work on land subject to this existing designation.

Overall, the effects of the proposed designation on the network utilities present on site can be adequately managed via later approval processes.

## 5.7 OTHER EFFECTS

The District Plan includes provisions which manage various other effects of land use activities in the proposed designation area including lighting and earthworks. As noted above, these provisions are replicated to the extent that if the condition is complied with there is no need for an outline plan as part of the mechanics of the designation.

It is considered that the lighting provisions have been generally effective in ensuring the effects of airport activities on the surrounding environment are acceptable and the proposed designation form included in **Appendix C** generally retains the same performance standards.

The District Plan does not place limitations on earthworks in the Airport area, except in the Rongotai Ridge area and within areas identified in Appendix 5 of the Airport and Golf Course Recreation Precinct Chapter 11 (potentially contaminated sites). If earthworks outside the permitted activity threshold in this development area are proposed, the proposed conditions require an outline plan which addresses:

- Whether any earthworks will alter the existing topography of the site and the impacts on the area's amenity values and cultural values.
- The extent to which earthworks affect the stability and erosion potential of the site and surrounding sites.

With regard to potentially contaminated land identified in Appendix 5, WIAL is currently undertaking a detailed site investigation (DSI) to determine the nature and extent of any potential contamination across the entirety of its airport land holdings. Depending on the outcome of this investigation, WIAL intends to seek a global resource consent that addresses any contamination issues for the entire site. This will involve the development

of a suitable management approach that can be applied to all developments on any areas of contaminated land. This approach is considered more robust than the current District Plan limitations on earthworks in areas identified in Appendix 5. WIAL is therefore not seeking to carry this provision forward into the designation.

It is also noted that WIAL do not intend to carry forward the provisions relating to hazardous substances within the designation. This is to avoid unnecessary duplication of control, as it is considered that the storage, use, disposal and transportation of hazardous substances is properly and comprehensively managed via other legislation and relevant New Zealand standards. These controls ensure that any risk to public health and safety is extremely low, and it is not necessary to include duplicate provisions in the designation. It is also likely that the hazardous substance provisions will not be rolled over in any Council review of the Plan (at least in their current form) as amendments to the RMA in 2018 saw the removal of this function from local authority plan requirements.

## **6. MANAGEMENT OF EFFECTS**

For the most part, the proposed designation is not anticipated to give rise to any adverse effects that are significantly greater than what can occur under the permitted District Plan provisions given that proposed conditions effectively emulate the majority<sup>10</sup> of performance standards within the existing zone. Significant areas of the Airport are dedicated to enabling existing aviation activities (i.e. the runway, taxiway areas) and due to the limited land area available and civil aviation safety requirements, these features are likely to remain relatively fixed with supporting activities developed and redeveloped around these (i.e. terminals, car parking, aircraft hangars).

To manage potential edge effects, bulk and location standards (set via the proposed conditions) are proposed in certain Areas identified within the proposed designation (refer **Appendix C**).

These measures, in conjunction with the outline plan process set out in section 176A of the Act (that will be required where activities cannot comply with certain conditions of the designation), will ensure that any adverse effects arising from future development at the Airport can be appropriately avoided, remedied or mitigated.

While the Council cannot decline/approve an outline plan, it can request that WIAL makes changes and/or seek additional controls *“that will give effect to the purpose of the Act”* (section 176A(6)). If WIAL does not make the changes requested, the Council can appeal WIAL’s decision to the Environment Court.

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<sup>10</sup> Some of the provisions have not been replicated on the basis that they are out of date or irrelevant to managing effects at the Airport site.



Collectively the designation conditions and outline plan process will ensure that any adverse effects arising from future development at the Airport are appropriately avoided, remedied or mitigated.

## **7. SECTION 171 – STATUTORY FRAMEWORK AND PLANNING/ STRATEGY DOCUMENTS**

Section 171(1)(a) requires when considering the Airport's requirement and any submissions received (where relevant), and subject to Part 2, the consideration of the effects on the environment of allowing the requirement having 'particular regard' to relevant provisions of applicable planning documents. For this NOR they are the:

- Regional Policy Statement for the Wellington Region;
- Wellington City District Plan.

These documents are discussed in the context of the NOR below:

### **7.1 WELLINGTON REGIONAL POLICY STATEMENT**

The relevant provisions are contained in Chapter 3.3. (Energy, Infrastructure and Waste) and Chapter 3.9 (Regional Form Design and Function), as these relate to urban form, regionally significant infrastructure and transport.

Objective 10 requires that the social, economic, cultural and environmental benefits of regionally significant infrastructure are recognised and protected. Policy 39 further requires that particular regard shall be given to the social, economic and environmental benefits generated from regionally significant infrastructure.

Wellington Airport is identified as being regionally significant infrastructure. The explanatory text recognises that one of the benefits of regionally significant infrastructure is the ability for people and goods to move efficiently, and safely within as well as to and from the region. Wellington Airport is a significant physical resource for the region and nationally, it is also recognised as lifeline utility<sup>11</sup> under the Civil Defence Emergency Management Act 2002, Schedule 1, Part A.

The Airport currently caters for over 6 million passenger movements per annum and this designation will assist with planning for forecast growth in passenger numbers. It is also recognised as being a key contributor in providing for the economic growth and development of the City and surrounding region. The location of the Airport and its proximity to the CBD also creates efficiencies and benefits for the community.

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<sup>11</sup> Which has a duty to ensure that it is able to function to the fullest possible extent, even though it may be at a reduced level, during and after an emergency.

Significant investment has occurred to develop the Airport to a high standard in order to meet the needs of the modern traveller and other users of the Airport. Ongoing investment is required to achieve greater passenger and economic efficiencies and growth. While the Airport intends to maximise its existing landholdings in order to accommodate the anticipated growth, additional land has been identified as being required. This is not only necessary to provide for growth, but also to assist with removing constraints to achieve future compliance with ICAO requirements, including for Code E aircraft movements (which will very likely begin to occur on domestic routes in the foreseeable future and which do not rely on an extension to the runway). Enabling the designation to provide for growth and better enabling future compliance suitably recognises and protects the Airport as regionally significant infrastructure.

Policy 8 of the RPS directs district and regional plans to include policies and rules to protect regionally significant infrastructure from incompatible new subdivision, use and development occurring under, over or adjacent to the infrastructure. A designation is a planning mechanism which provides this necessary level of protection.

Objective 22 of the RPS seeks to achieve a compact, well designed and sustainable regional form that has an integrated, safe and responsive transport network, and in doing so efficiently uses existing infrastructure<sup>12</sup>.

Policies 54 and 55 direct particular regard be had to achieving the region's urban design principles contained in Appendix 2 of the RPS, and maintaining a compact, well designed and sustainable regional form. Policy 57 seeks to integrate land use and transportation by having particular regard to the following when considering notices of requirements:

- a) Whether traffic generated by the proposed development can be accommodated within the existing traffic network and the impacts on the efficiency, reliability, or safety of the network;*
- b) Connectivity with, or provision of access to, public services or activities, key centres of employment activity or retail activity, open spaces or recreational activities;*
- c) Whether there is good access to the strategic public transport network;*
- d) Provision of safe and attractive environments for walking and cycling; and*
- e) Whether new, or upgrades to existing, transport network infrastructure have been appropriately recognised and provided for.*

The Airport is influential within the City's urban form. 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 position has long influenced 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. Continuing to develop the Airport in the manner that

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<sup>12</sup> Objective 22(k).

is proposed is consistent with the planned urban form of the City and its projected growth and the transportation network.

The Airport in its current location is an integral part of the growth plan for Wellington and this is recognised in a number of regional and district strategic documents. Objective 22 of the RPS refers to the development and/or management of the Regional Focus Areas as specified in the Wellington Regional Strategy 2007. The Johnsonville to Airport – Growth Spine is identified as one of these “Focus Areas”. The strategy describes this area as being *“critical because it contains a number of key regional facilities including the port, airport, regional hospital and Wellington CBD. Increasing pressure on road, rail and bus transport is resulting from business and apartment growth within the CBD. Planning needs to accommodate further growth pressures, recognising that this area is the economic engine room of the regional economy”*.

As discussed earlier in this report, WIAL has provided the LGWM initiative with its projected passenger numbers for the next 20 – 30 years. The planned programme of upgrades to the transportation network announced in May 2019 will assist in addressing transportation issues to and from the Airport. As a key stakeholder WIAL will continue to contribute to the LGWM as it progresses its planned roading enhancements, and via this it is anticipated that the overall roading upgrades required will also suitably cater for the anticipated growth of the Airport.

## **7.2 WELLINGTON CITY DISTRICT PLAN**

The most relevant provisions in terms of the District Plan provisions are contained in the Airport and Golf Course Precinct Zone (Chapter 11). Within this Chapter the Airport is recognised as being a key air transport hub and busy domestic airport. It recognises that the Airport is a strategic transport mode and it plays an important role in providing for the social and economic wellbeing of the city, the region and the nation. It sets out the Plan provisions recognising the strategic importance of the Airport by providing for its continued use and development.

Objective 10.2.1 seeks to promote the safe, effective and efficient operation of the Airport. The proposed designation will provide for the efficient and sustainable growth and development of the Airport, an existing and significant infrastructural and transport asset for Wellington City and beyond.

Objective 10.2.4 seeks to protect the character and amenities of identified areas within the Airport area from inappropriate non-airport related uses and development. The explanatory text identifies such areas as including the Terminal Area, Rongotai Ridge (Wexford Hill), Broadway Area, the South Coast Area, and the West Side.

Non-Airport related uses (where they are not associated with the primary function of the airport and/or undertaken by the requiring authority) will continue to be managed via the District Plan provisions.

Objective 10.2.5 seeks to protect the amenities of areas surrounding the Airport from adverse environmental effects. Supporting policies seek to exercise an appropriate level of control over the Airport and ancillary activities for the avoidance or mitigation of adverse effects, and to ensure the reasonable protection of residential and school uses from Airport activities by providing controls on bulk and location, ensuring sufficient space is available for landscape design and screening, and by retaining a buffer of land of a recreational nature to the east of the Airport. Policy 10.2.5.4 seeks to manage the noise environment to maintain and where possible enhance community health and welfare.

The proposed designation seeks to enable the facilitation of WIAL's objectives where limited land resources are available. Conditions relating to the built form are proposed (refer **Appendix C**) in certain locations. These controls coupled with the requirement for an outline plan of works for certain development, will ensure that effects arising as a result of the proposed designation can be appropriately avoided, remedied or mitigated. In addition, methods to ensure the safe operation of the Airport (such as the OLS and other civil aviation safety and legal requirements) add another layer of regulatory consideration and management of potential effects.

Policy 10.2.5.4 seeks to manage the noise environment to maintain and where possible enhance community health and welfare. The designation will impose a requirement on WIAL to manage and monitor compliance with the ANB limit. Under the current District Plan framework there is uncertainty about who is responsible for ensuring compliance with the ANB limit. The designation is intended to clarify that. In turn this provides certainty to the community that aircraft noise will be appropriately managed and monitored. Land based noise and noise from other activities (e.g. engine testing) will be subject to limits set out in the designation, which are consistent with the current District Plan permitted limits for such activities.

Chapter 4 of the District Plan sets out the objectives and policies relevant to the Outer Residential Area. As noted, a small part of the land subject to this proposed designation is zoned Outer Residential. Chapter 4 recognises that while residential activity is the principal land use anticipated in this area, non-residential activities are contemplated and "generally appropriate provided they do not give rise to incompatible adverse effects". Objective 4.2.7 aims to facilitate a range of non-residential activities within Residential Areas provided that adverse effects are suitably avoided, remedied or mitigated, and amenity values are maintained or enhanced. Outline plan criteria (e.g. building height) and conditions (e.g. those relating to land based noise) attaching to the designation will ensure that the development of this site will be such that the adverse effects on the surrounding area is suitably avoided, remedied or mitigated. The proposed designation will also not

undermine the role of suburban centres as it will not establish a competing commercial activity in this location.

Chapter 24 of the District Plan is specific to designations. Objective 24.2.1 seeks to provide for designations, only where they are necessary, to ensure the efficient functioning and operation of public works. Relevant policies seek to encourage the removal of designations in favour of the management of public works through District Plan rules, and to avoid, remedy or mitigate adverse environmental effects of public works by including management provisions for their operation in the District Plan.

The RMA provides for areas of land to be designated for use as network utility purposes. It is considered that the use of a designation to provide for the Airport in particular, is appropriate in that it recognises the unique nature and characteristics of airport activities and infrastructure. Regarding Wellington Airport it is considered that a designation is necessary for WIAL to efficiently respond to the changing needs of a modern international airport and reasonably achieve its objectives and will provide a key mechanism in delivering long term operations and growth at the Airport.

Wellington Airport needs to maintain and develop its operational capacity and resilience to continue to contribute to regional and national prosperity. There is also a balance between the needs for aviation activities, operational and safety requirements, commercial operations, and wider freight and logistical networks in achieving WIAL's objectives. In some instances, this involves enabling works, activities and operations, and in other instances this many include restricting land uses for operational and safety reasons. A designation is considered to better provide for this than the District Plan rules in isolation. It also assists to provide certainty with regard to compliance with the ANB limit as noted above.

## **8. CONSIDERATIONS OF ALTERNATIVES**

Section 171(1)(b) specifies that the territorial authority must have particular regard to whether:

*“adequate consideration has been given to alternative sites, routes, or methods of undertaking the work if –*

- (i) the requiring authority does not have an interest in the land sufficient for undertaking the work; or*
- (ii) it is likely that the work will have a significant adverse effect on the environment”*

As discussed earlier in this report, WIAL either owns or has a sufficient interest in the land to which this NOR applies (e.g. via the road stopping processes that are occurring). The assessment in section 5 of this report does not identify that there will be any significant

adverse effects on the environment because of the proposed designation. Accordingly, the NOR does not therefore require an assessment under section 171(1)(b).

## **9. REASONABLE NECESSITY OF THE DESIGNATION FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY FOR WHICH THE DESIGNATION IS SOUGHT**

Being conveniently located to the City comes at a price for Wellington Airport, in that there are some legacy issues facing the Airport due to its establishment within existing residential suburbs surrounded by hilly terrain. One of the major constraints is the Airport's limited landholdings.

Wellington Airport can rightfully claim to be one of the most efficient airports in the world, handling approximately 53,000 passengers per annum, per available hectare, compared to the approximate 9,000 and 12,000 per hectare as handled by Christchurch and Auckland respectively. Continuing to provide for the necessary infrastructure to meet forecast growth in passenger movements at Wellington Airport is going to require a highly responsive and adaptive approach to land use management of the Airport's site and the associated planning processes need to be flexible and efficient<sup>13</sup>.

Planning for the Airport's development requires a close understanding of the balance between the needs of aviation activities, operational and safety requirements, commercial opportunities and land side connections. The designation is reasonably necessary to recognise the unique planning nature and characteristics of an airport and in line with WIAL's objectives identified above at ?? and discussed below. The designation also provides a key mechanism in delivering long term operations and growth at Wellington Airport. The designation will therefore assist in reasonably achieving WIAL's objective that its facilities continue to meet the forecasted passenger and aircraft demand and provide a quality services to its users.

The proposed designation provides an additional and alternative route for managing land use outside of the District Plan land use zoning provisions and provides a mechanism by which the WIAL can reasonably achieve its objectives. The section 176A outline plan process provides flexibility and more certainty to WIAL in meeting its objectives in comparison to reliance on District Plan land use provisions, as well as allowing it to respond efficiently in its day to day operational needs as well as to growth.

Greater efficiency and flexibility will also be achieved by designating the site because WIAL will not be subsequently required to undertake resource consent processes for land use activities, when it needs, for example, to build a new car parking building or terminal re-development. Where a designation and supporting conditions are in place, the outline

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<sup>13</sup> As acknowledged above it will also require some expansion of the Airport beyond its current boundaries.

plan process generally takes significantly less time than similar resource consent processes and the process incurs lower costs.

There are checks and balances in terms of ensuring that a designation meets the purpose of the RMA. These include s171 in terms of establishing the designation, s176A(3)(f) and s176A(4) in terms of consideration of an outline plan.

A condition on the designation will also obligate WIAL to ensure that aircraft operations are managed to ensure compliance with the ANB limit.

WIAL therefore considers that provision of the designation provides certainty to both WIAL and the public as to the use of the land into the future and the proposed conditions will ensure that any development within the designated areas will meet Part 2 of the RMA while enabling WIAL to evolve and grow to meet the fast-changing as well as long-term needs of air travel and passenger movement. It will also ensure greater certainty with regard to the management of aircraft noise.

It is also noted that section 171 relates to whether the public work is reasonably necessary, not the technique or method of using a designation (as opposed to using a resource consent process). It is therefore not open to argument that the designation is not the correct method or technique through which a project or work should be authorised because it is 'not reasonably necessary' as the resource consent option is available. It is noted that where activities are outside of the activities provided for under the proposed designation, WIAL (or another person or entity) will be required to proceed through the standard resource consent application channels and any effects will, taking into account the underlying District Plan provisions, be considered by the Consent Authority as required.

Overall, WIAL considers that it is therefore reasonably necessary and appropriate to recognise and provide for this dynamic regionally and nationally significant piece of infrastructure by way of a designation which facilitates the appropriate use of Airport land and ensures that WIAL can better respond to and accommodate all anticipated services and needs in the future within appropriate limits.

## **10. RELEVANT OTHER MATTERS**

Ensuring security and investment in high quality infrastructure is facilitated and supports growth of the aviation sector is consistent with directions set in national documents including Connection New Zealand, the International Air Transport Policy Statement and the Thirty-Year National Infrastructure Plan 2015. These directions provide that:

- Wellington International Airport is a major trade asset for New Zealand;
- An effective, efficient, safe, secure, accessible and resilient transport and infrastructure system will support the growth of New Zealand's economy; and



- Better access to major and developing air travel markets such as within Asia presents an opportunity for New Zealand to export goods and services to these markets.

The importance of Wellington Airport as a key contributor to the City and Region's economic prosperity and growth is also recognised in several regional and district strategic documents<sup>14</sup>. Designating the proposed site for airport related activities is consistent with these provisions.

## **11. PART 2 CONSIDERATIONS**

A key statutory matter under the RMA of relevance is the purpose and principles of the RMA (Part 2). The NOR meets the purpose of the Act (section 5) by enabling the continued operation and growth of Wellington Airport in a more efficient and sustainable way.

Wellington Airport is a significant existing physical resource that provides for the social and economic wellbeing of the community through direct and indirect employment opportunities and through its role in facilitating the movement of people and goods to the City, wider region and beyond. The Airport is a significant stimulator and contributor to the local, regional and national economy. In this respect the Airport should be sustainably managed and protected in accordance with Part 2.

The proposed designation will ensure Wellington Airport is able to meet the needs of current and future generations through providing an ability to respond quickly to changes in the aviation sector and the needs of its passengers and other users of the Airport as well as plan for long term growth. The health and safety of the community will also be enhanced via enabling WIAL to remove existing operational constraints and achieve compliance with international aviation regulations where this can be practically achieved. The proposed designation will also provide certainty to the surrounding community that aircraft operations noise will be managed and monitored appropriately.

As an already modified site, the proposed designation will not affect the life supporting capacity of air, water or soil ecosystems, and through appropriate development controls, coupled with the requirement for an outline plan of works for certain developments, the adverse effects arising because of the designation can be appropriately avoided, remedied or mitigated.

There are no known Treaty issues arising under section 8 of the Act, nor matters of national importance under section 6 as a result of this NOR.

In terms of section 7 "matters to have particular regard to", the following are considered relevant:

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<sup>14</sup> Manawatu-Whanganui Regional Growth Study, Wellington Regional Public Transport Plan 2014, Regional Freight Plan 2011.

- (b) The efficient use and development of natural and physical resources;*
- (c) The maintenance and enhancement of amenity values;*
- (f) Maintenance and enhancement of the quality of the environment;*
- (g) Any finite characteristics of natural and physical resources...*

The Airport is recognised as regionally significant infrastructure in the RPS, and the designation seeks to enable the facilitation of WIAL's objectives as efficiently as possible. WIAL is a requiring authority pursuant to the RMA, and the proposed designation will be an essential component of the planning environment which recognises the special nature and characteristics of an airport, and effectively provide for the efficient use and development of Wellington Airport as a physical resource.

Amenity values and the quality of the environment are not anticipated to be adversely affected as a result of this NOR. Aircraft noise and other noise generating activities will be managed appropriately and with certainty for the surrounding community. In certain locations however where built development could have a potential impact on neighbouring properties, conditions and/or considerations are proposed that will need to be adhered to by WIAL or appropriately addressed as part of an outline plan process.

## **12. CONCLUSION**

WIAL is seeking to designate the land shown in Figure 1 (**Appendix A** attached) for 'Airport Purposes'. The statutory effect of this designation is to:

- Provide WIAL with the ability to restrict and manage land use to fulfil the over-arching purpose of the designation; and
- Provide WIAL with the ability to pursue projects or works with sufficient flexibility and efficiency.

This assessment has demonstrated that the NOR is reasonably necessary to achieve WIAL's objectives for the designation in that it will:

- Recognise the unique planning nature and characteristics of an airport environment;
- Provide flexibility and efficiency for WIAL to respond to short and medium-term fluctuations in aviation demand, while also providing for the day to day and long-term operations and growth of the Airport;
- Provide WIAL with a better ability to protect its existing land holdings and ensure that future land use remains compatible to the safe, effective and efficient operation of the Airport;
- Provide the community with certainty that airport related noise effects will be appropriately managed and monitored;

- Enable the effects of future Airport related development to be managed via conditions and the outline plan process and require particular consideration of built form in more sensitive locations or to appropriately manage any potential edge effects arising from future development.

When assessed against the effects allowed under the existing District Plan rules any adverse effects arising as a result of this NOR are not anticipated to be significant, or more than minor. With regard to future development, conditions on the designation and/or the outline plan process will provide further detail around how any effects that may arise in certain locations of the Airport environment will be appropriately avoided, remedied or mitigated.

The Airport is recognised as being regionally significant infrastructure and a transportation asset for the Wellington Region and it is considered appropriate that ongoing airport planning is suitably recognised and provided for via a designation in the District Plan.



A



## APPENDIX A

Proposed Designation Extent





Airport Purposes Designation Boundary



**APPENDIX B**

Legal Descriptions and Certificates of Title



Area	Legal Description	Title Reference
Main Airport Areas (including RESA Areas and Bridge St)	PT LOT 1 DP 78304 PT SEC 1 SO 37422 SEC 2 - 3 SO 37422 SEC 3 SO 38205 SEC 1 AND 5 SO 342914 SECTION 1 SO 38354	518352 22946
250 Coutts St	LOT 1 DP 7159 AND LOT 1 DP 33243	WN10B/942
252 Coutts St	LOT 2 DP 7159	WN355/113
254 Coutts St	LOT 3 DP 7159	WN358/16
2 Miro Street	LOT 5 DP 2385	WN295/38
3 Miro Street	LOT 3 DP 2385*	WN287/226
3 Miro Street	LOT 4 DP 2385*	WN305/266
7 Miro Street	LOT 6 DP 78304*	WN45A/78
9 Miro Street	LOT 5 DP 78304*	WN45A/77
11 Miro Street	PT LOT 19 DP 5210	WN896/19
13 Miro Street	PART LOT 20 DP 5210 LOT 4 DP 20924	WN863/60
15 Miro Street	LOT 21 DP 5210*	WN300/140
17 Miro Street	LOT 22 DP 5210*	WN298/224
19 Miro Street	LOT 23 DP 5210*	WN298/135
335 Broadway	LOT 6 DP 2385	WN42B/707
337 Broadway	LOT 7 DP 2385	WN42B/708
341 Broadway	LOT 8 DP 2385	WN42B/710
343 Broadway	LOT 9 DP 2385	WN42B/709
77 Wexford Road	SEC 1 SO 3187	WN36D/925
366 Broadway/ 28 Stewart Duff Drive	LOT 7 DP 5054	WN45A/74 and WN327/110
350 Broadway	LOT 4 DP 5054	WN317/104
362 Broadway	LOT 5 DP 5054	WN374/298
364 Broadway	LOT 1 AND 2-3, 6 DP 5054	WN47D/260
368 Broadway	LOT 8 DP 5054	WN357/296
370 Broadway	LOT 9 DP 5054	WN356/267
Road Reserve – Moa Point Road	SECTION 1 AND 2 SO 536355 LICENCE TO OCCUPY	Road Reserve
Tirangi Road	LOT 37 – 38 DP 21360 LOT 39 – 51 AND LOT 66 DP 21360 SEC 1 SO 303569	WN46C/667 WN46C/668 62499
234 Coutts Street	LOT 16 DP 6741	WN370/155
236 Coutts Street	LOT 17 DP 6741	WN366/246
238 Coutts Street	LOT 18 DP 6741	WN454/120



240 Coutts Street	LOT 19 DP 6741	WN409/112
242 Coutts Street	LOT 20 DP 6741	WN357/174
244 Coutts Street	LOT 21 DP 6741	WN34D/142
Road Reserve – off Coutts Street	SECTION 1 SO 536353	Road reserve

\* referred to as a part lot on Council GIS system



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



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **518352**  
**Land Registration District** **Wellington**  
**Date Issued** 26 March 2010

**Prior References**

124396 GN 8437982.1 WN45A/75

**Estate** Fee Simple

**Area** 97.6943 hectares more or less

**Legal Description** Part Lot 1 Deposited Plan 78304 and Part  
Section 1 Survey Office Plan 37422 and  
Section 2-3 Survey Office Plan 37422 and  
Section 3 Survey Office Plan 38205 and  
Section 1, 5 Survey Office Plan 342914

**Registered Owners**

Wellington International Airport Limited

**Interests**

Subject to a right of way and rights to power, gas, telephone & water supply and stormwater and sewage drainage over part marked A and stormwater and drainage rights over part marked B on SO 37180 created by Transfer B800074.1

Subject to a pedestrian right of way (in gross) over part marked A on DP 80477 in favour of The Wellington City Council created by Transfer B516029.15

Subject to water drainage rights (in gross) over part marked A on DP 80526 in favour of The Wellington City Council created by Transfer B516029.16

Subject to Section 11 Crown Minerals Act 1991(Affects those parts of the within land formerly vested in the Crown) ( Affects part formerly in CT WN51A/720 )

K38461 Compensation Certificate pursuant to Section 17 Public Works Amendment Act 1948 - 27.4.1956 at 12.30 pm (Affects the land formerly contained in CT WN311/100)

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 part Lot 1 DP 3177 & part formerly in CsT WN45A/214 & 215 )

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 the land formerly contained in CsT WN45A/214 and 45A/215 and part formerly part Lot 1 DP 3177 )

667415.1 Lease of part Lot 1 DP 78304 to Ward Wright Limited Term 21 years computed from 1.12.1983 - 28.1.1985 at 10.40 am (Affects the land formerly contained in CT WN22A/42)

873983.1 Lease of part Lot 1 DP 78304 Term 21 years computed from 1.8.1986 ( affects the land formerly in CT WN21D/677 ) CT 116794 issued - 7.9.1987 at 9:07 am

299440.3 Consent Notice pursuant to Section 221 Resource Management Act 1991 - 9.7.1993 at 3.00 pm (Affects part formerly in CT WN43B/26)

Appurtenant hereto is are sewage drainage and water supply rights specified in Easement Certificate B473742.9 ( Affects part Lot 1 DP 78304 and Section 1-3 SO 37422 )

Subject to a right to drain sewage (in gross) over part Lot 1 DP 78304 marked A, B, C, D, E, F, G, H, I, J, K, L and

**518352**

10065530.1 CERTIFICATE PURSUANT TO SECTION 77 BUILDING ACT 2004 THAT THIS COMPUTER REGISTER IS SUBJECT TO THE CONDITION IMPOSED UNDER SECTION 75(2) (AFFECTS PART LOT 1 DP 78304) (ALSO AFFECTS WN46C/667) - 20.5.2015 at 2:45 pm

**Title Diagram CT 518352**

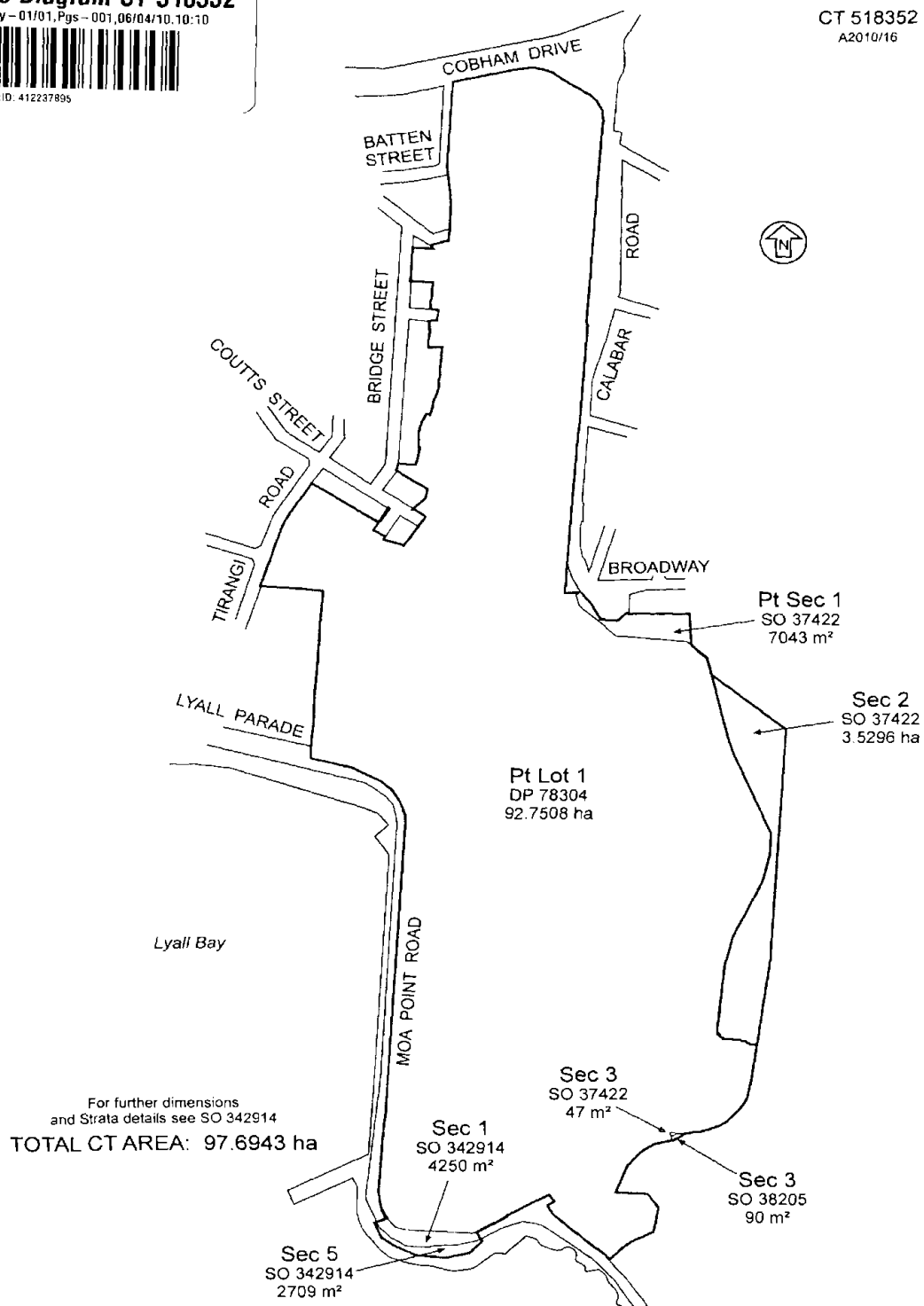
Cpy - 01/01, Pgs - 001, 06/04/10, 10:10



DocID: 412237895

CT 518352

A2010/16





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UNDER LAND TRANSFER ACT 2017  
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Search Copy**



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** 22946  
**Land Registration District** Wellington  
**Date Issued** 24 December 2001

**Prior References**  
GN 5134315

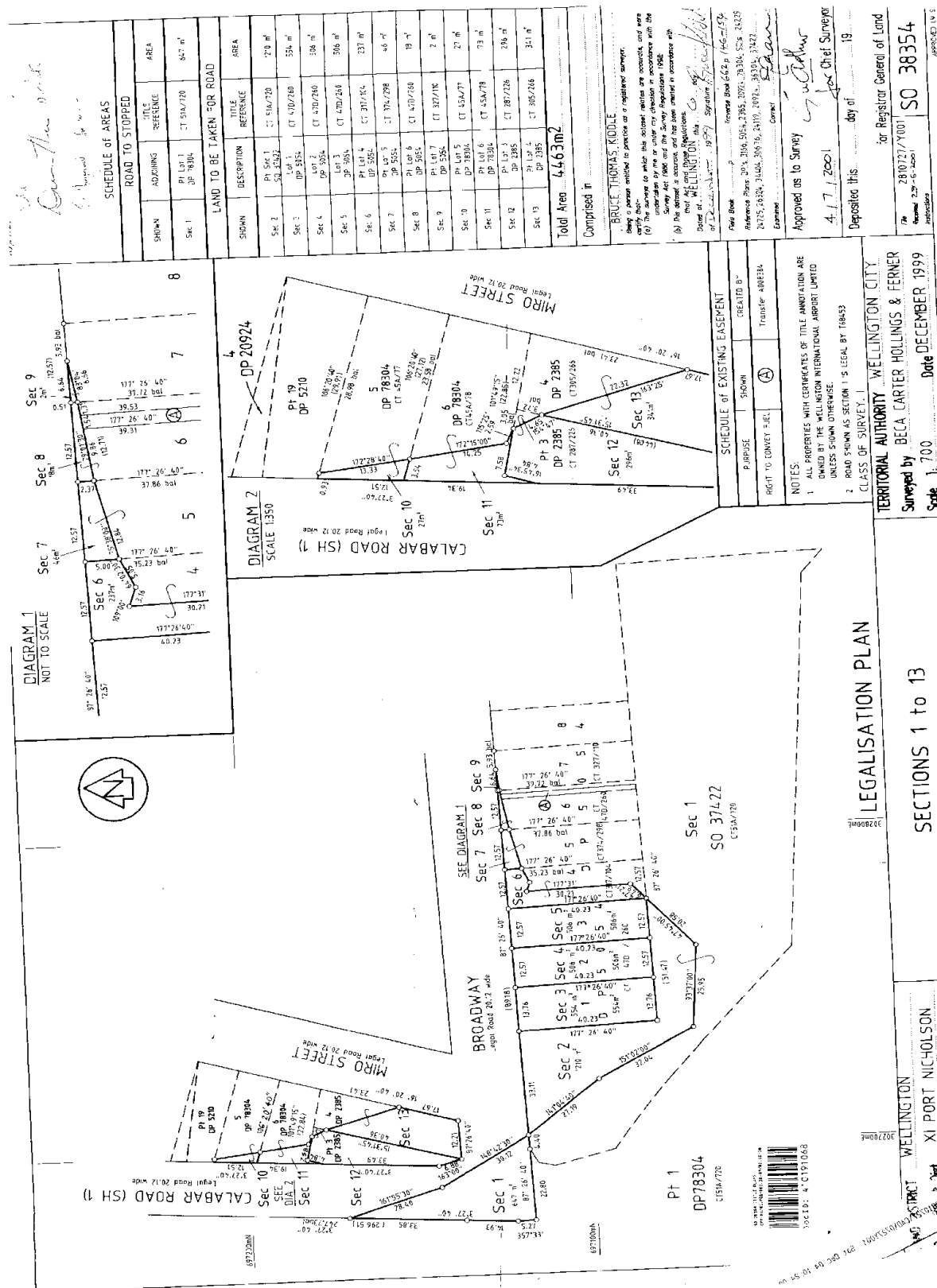
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**Estate** Fee Simple  
**Area** 647 square metres more or less  
**Legal Description** Section 1 Survey Office Plan 38354

**Registered Owners**  
Wellington International Airport Limited

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**Interests**





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



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN10B/942**  
**Land Registration District** **Wellington**  
**Date Issued** 21 August 1972

**Prior References**

WN272/70                      WN324/197

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**Estate**                      Fee Simple  
**Area**                      718 square metres more or less  
**Legal Description**      Lot 1 Deposited Plan 7159 and Lot 1  
                                 Deposited Plan 33243

**Registered Owners**

Wellington International Airport Limited

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**Interests**

Subject to Section 351D (3) Municipal Corporations Act 1954



<i>Transaction Id</i>	
<i>Client Reference</i>	<i>sharon aitchison=000040</i>

[illegible]



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



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN355/113**  
**Land Registration District** **Wellington**  
**Date Issued** 27 January 1926

**Prior References**

WN274/224

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**Estate** Fee Simple  
**Area** 573 square metres more or less  
**Legal Description** Lot 2 Deposited Plan 7159

**Registered Owners**  
Wellington International Airport Limited

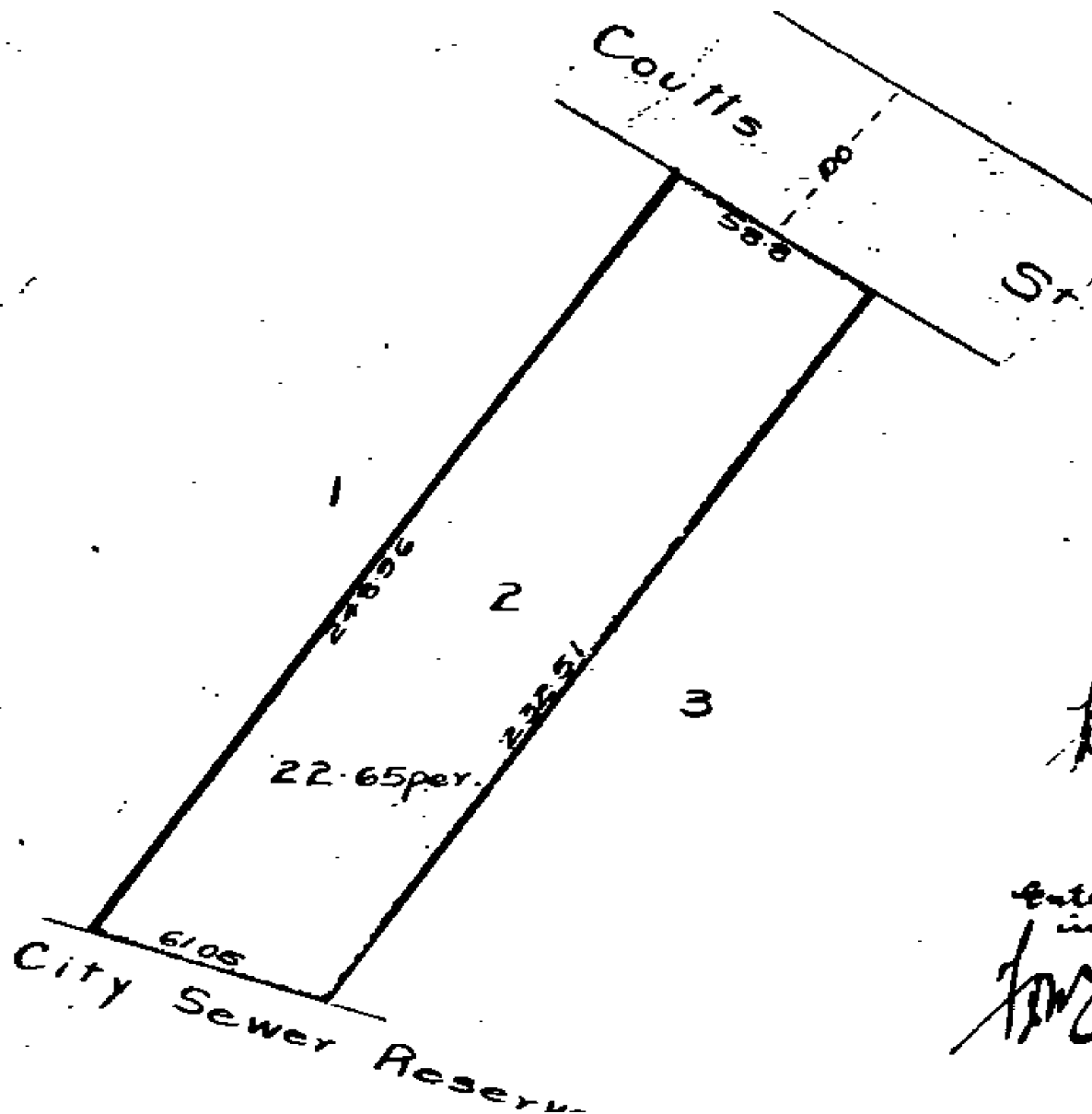
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**Interests**

Fencing Agreement in Transfer 133393

Identifier

WN355/113





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



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN358/16**  
**Land Registration District** **Wellington**  
**Date Issued** 22 April 1926

**Prior References**

WN274/224

---

**Estate** Fee Simple  
**Area** 534 square metres more or less  
**Legal Description** Lot 3 Deposited Plan 7159

**Registered Owners**  
Wellington International Airport Limited

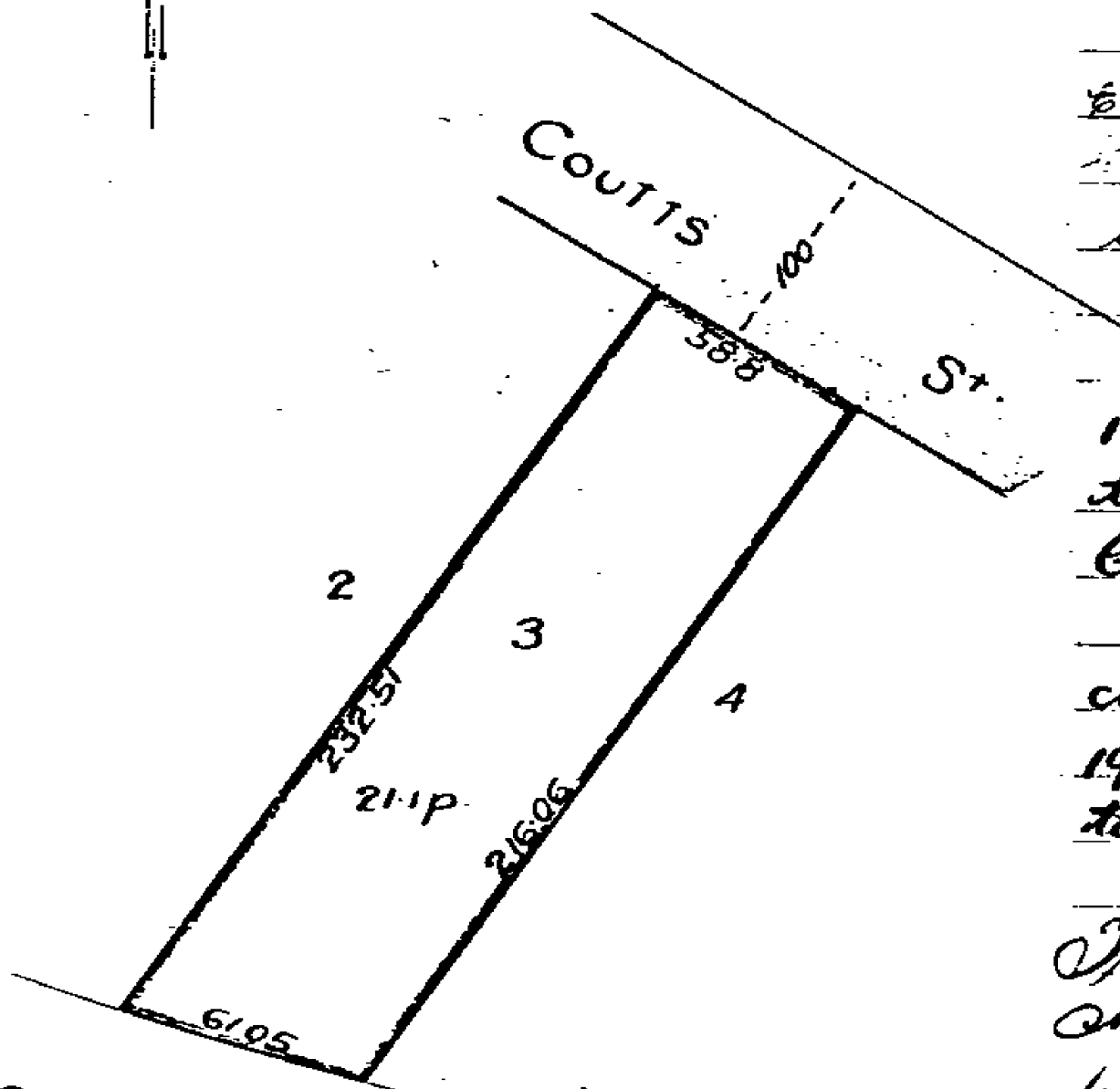
---

**Interests**

Fencing Agreement in Transfer 133393

Identifier

WN358/16





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UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN295/38**  
**Land Registration District** **Wellington**  
**Date Issued** 24 October 1922

**Prior References**  
WN287/222

---

**Estate** Fee Simple  
**Area** 506 square metres more or less  
**Legal Description** Lot 5 Deposited Plan 2385

**Registered Owners**  
Wellington International Airport Limited

---

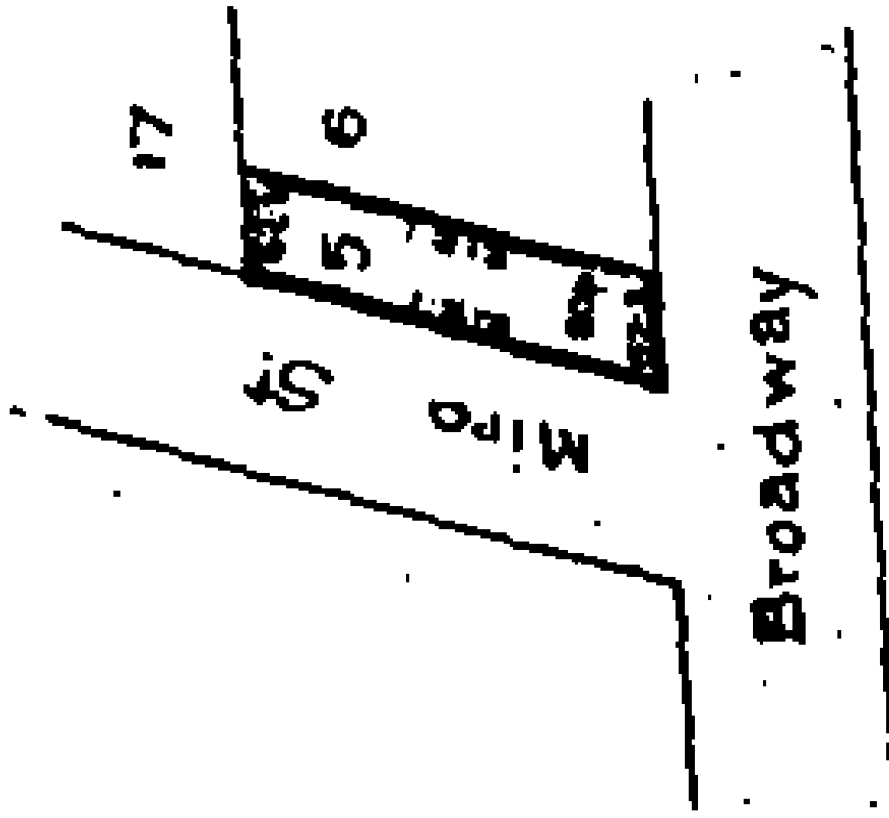
**Interests**

Fencing Agreement in Transfer 149144 - 24.10.1922



Identifier

WN295/38





**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN287/226**  
**Land Registration District** **Wellington**  
**Date Issued** 23 September 1921

**Part-Cancelled**

**Prior References**  
WN287/222

---

<b>Estate</b>	Fee Simple
<b>Area</b>	506 square metres more or less
<b>Legal Description</b>	Lot 3 Deposited Plan 2385

**Registered Owners**  
Wellington International Airport Limited

---

**Interests**

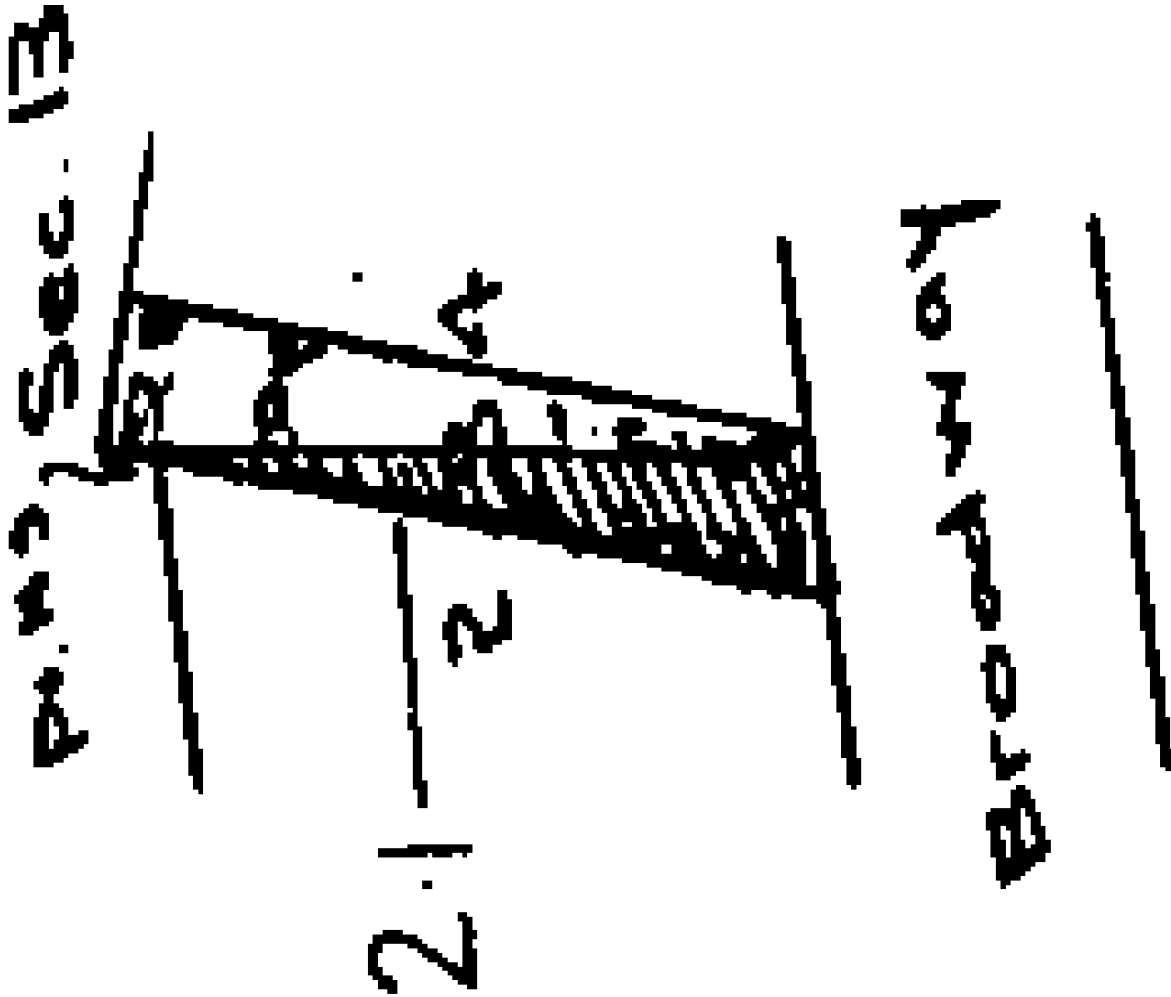
Fencing Agreement in Transfer 142457 - 23.9.1921

B040012.1 Gazette Notice declaring part (203m<sup>2</sup>) (hatched black hereon) to be road and vesting in The Wellington City Council - 24.10.1989 at 9:23 am

8160683.1 Gazette Notice (2009 pg 1506) declaring part of the within land (296m<sup>2</sup>) shown as Section 12 on SO 38354 to be road and vested the Wellington City Council on 14.5.2009 - 26.5.2009 at 9:17 am

Identifier

WN287/226





**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN305/266**  
**Land Registration District** **Wellington**  
**Date Issued** 04 October 1923

**Part-Cancelled**

**Prior References**  
WN287/222

---

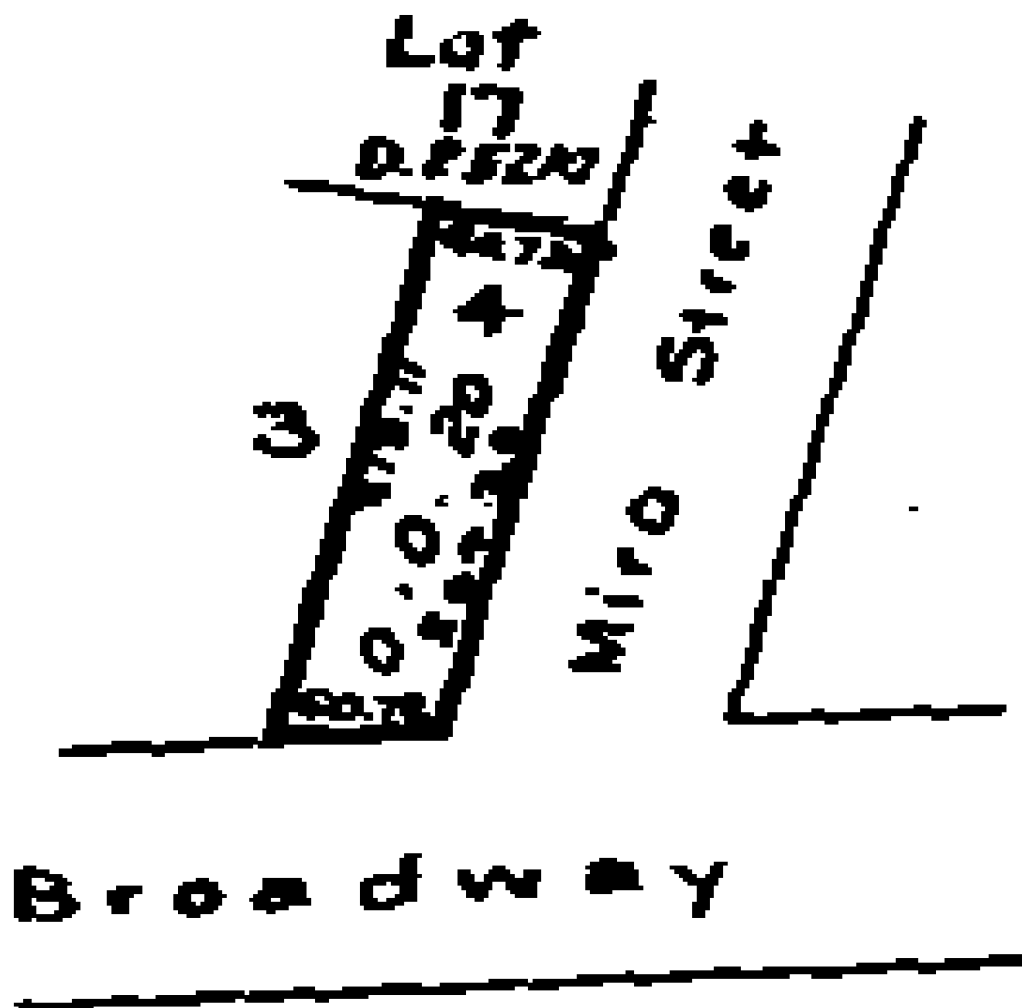
<b>Estate</b>	Fee Simple
<b>Area</b>	506 square metres more or less
<b>Legal Description</b>	Lot 4 Deposited Plan 2385

**Registered Owners**  
Wellington International Airport Limited

---

**Interests**

Fencing Agreement in Transfer 155623 - 4.10.1923  
8160683.1 Gazette Notice (2009 pg 1506) declaring part of the within land (341m<sup>2</sup>) shown as Section 13 on SO 38354 to be road and vested the Wellington City Council on 14.5.2009 - 26.5.2009 at 9:17 am





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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN45A/78**  
**Land Registration District** **Wellington**  
**Date Issued** 08 August 1996

**Part-Cancelled**

**Prior References**

WN289/235      WN370/109

---

**Estate**      Fee Simple  
**Area**      340 square metres more or less  
**Legal Description**      Lot 6 Deposited Plan 78304

**Registered Owners**

Wellington International Airport Limited

---

**Interests**

Fencing Agreement in Transfer 146275

Subject to Section 11 Crown Minerals Act 1991 (affects the part of the within land formerly contained in CT WN370/109)

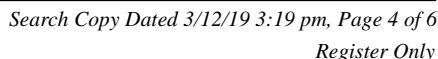
8160683.1 Gazette Notice (2009 pg 1506) declaring part of the within land (73m<sup>2</sup>) shown as Section 11 on SO 38354 to be road and vested the Wellington City Council on 14.5.2009 - 26.5.2009 at 9:17 am

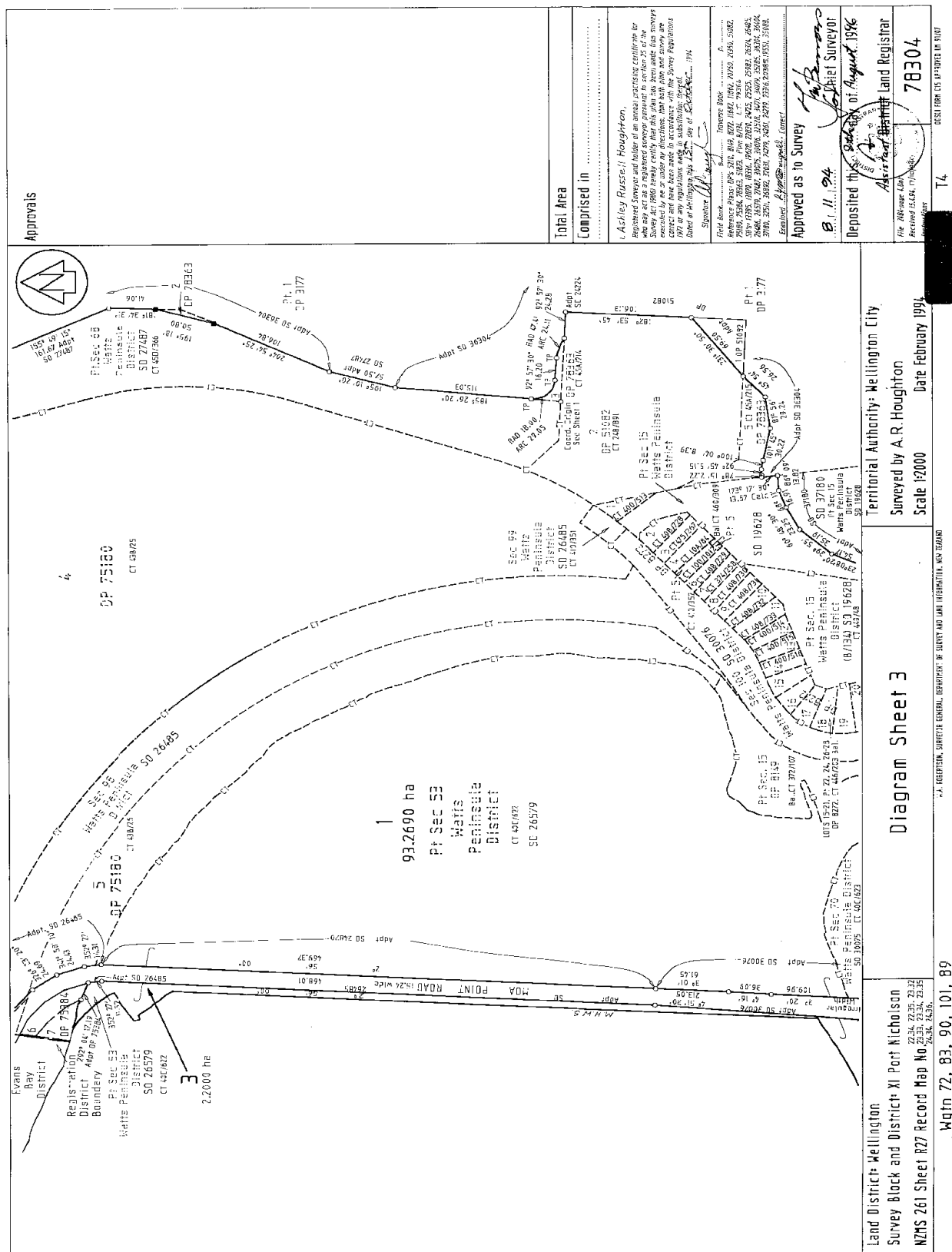
[illegible]

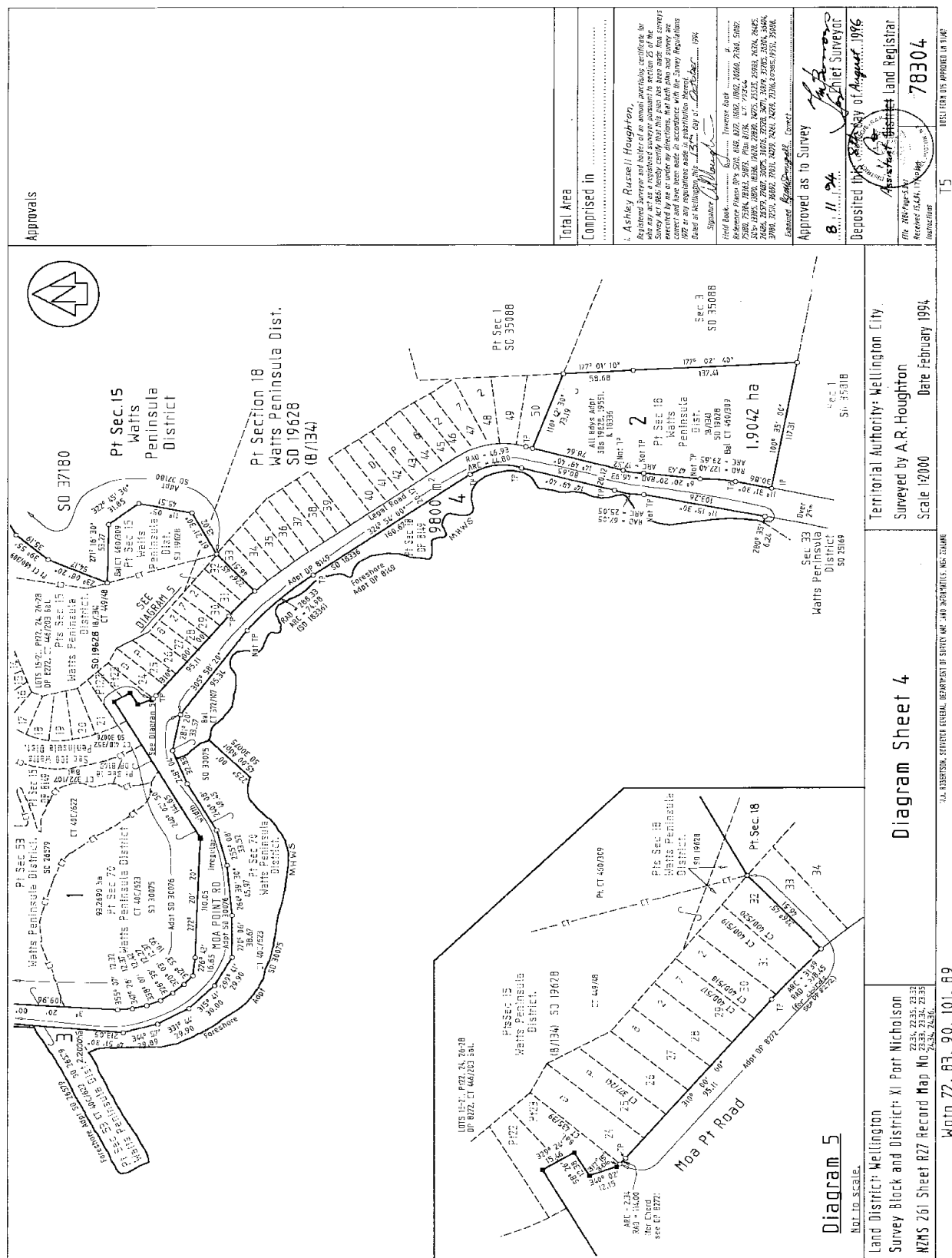
The map displays the Watts Peninsula District, showing various land parcels and roads. Key roads include COBHAM DRIVE, BATTEN ST, RONGTAL RD, CALABAR RD, KEDAH ST, and CAUTION ST. The map is divided into several sections, with labels for 'Diagram Sheet 1' and 'Watts Peninsula District'. The map also includes a north arrow and a scale bar.

Land District: Wellington	Survey Block and District: XI: Port Nicholson	NZMS 261 Sheet R27 Record Map No 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 2681, 2682, 2683, 2684, 2685, 2686, 2687, 2688, 2689, 2690, 2691, 2692, 2693, 2694, 2695, 2696, 2697, 2698, 2699, 2700, 2701, 2702, 2703, 2704, 2705, 2706, 2707, 2708, 2709, 2710, 2711, 2712, 2713, 2714, 2715, 2716, 2717, 2718, 2719, 2720, 2721, 2722, 2723, 2724, 2725, 2726, 2727, 2728, 2729, 2730, 2731, 2732, 2733, 2734, 2735, 2736, 2737, 2738, 2739, 2740, 2741, 2742, 2743, 2744, 2745, 2746, 2747, 2748, 2749, 2750, 2751, 2752, 2753, 2754, 2755, 2756, 2757, 2758, 2759, 2760, 2761, 2762, 2763, 2764, 2765, 2766, 2767, 2768, 2769, 2770, 2771, 2772, 2773, 2774, 2775, 2776, 2777, 2778, 2779, 2780, 2781, 2782, 2783, 2784, 2785, 2786, 2787, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, 2797, 2798, 2799, 2800, 2801, 2802, 2803, 2804, 2805, 2806, 2807, 2808, 2809, 2810, 2811, 2812, 2813, 2814, 2815, 2816, 2817, 2818, 2819, 2820, 2821, 2822, 2823, 2824, 2825, 2826, 2827, 2828, 2829, 2830, 2831, 2832, 2833, 2834, 2835, 2836, 2837, 2838, 2839, 2840, 2841, 2842, 2843, 2844, 2845, 2846, 2847, 2848, 2849, 2850, 2851, 2852, 2853, 2854, 2855, 2856, 2857, 2858, 2859, 2860, 2861, 2862, 2863, 2864, 2865, 2866, 2867, 2868, 2869, 2870, 2871, 2872, 2873, 2874, 2875, 2876, 2877, 2878, 2879, 2880, 2881, 2882, 2883, 2884, 2885, 2886, 2887, 2888, 2889, 2890, 2891, 2892, 2893, 2894, 2895, 2896, 2897, 2898, 2899, 2900, 2901, 2902, 2903, 2904, 2905, 2906, 2907, 2908, 2909, 2910, 2911, 2912, 2913, 2914, 2915, 2916, 2917, 2918, 2919, 2920, 2921, 2922, 2923, 2924, 2925, 2926, 2927, 2928, 2929, 2930, 2931, 2932, 2933, 2934, 2935, 2936, 2937, 2938, 2939, 2940, 2941, 2942, 2943, 2944, 2945, 2946, 2947, 2948, 2949, 2950, 2951, 2952, 2953, 2954, 2955, 2956, 2957, 2958, 2959, 2960, 2961, 2962, 2963, 2964, 2965, 2966, 2967, 296
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**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN45A/77**  
**Land Registration District** **Wellington**  
**Date Issued** 08 August 1996

**Part-Cancelled**

**Prior References**  
WN287/228

---

<b>Estate</b>	Fee Simple
<b>Area</b>	348 square metres more or less
<b>Legal Description</b>	Lot 5 Deposited Plan 78304

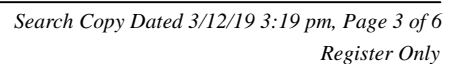
**Registered Owners**  
Wellington International Airport Limited

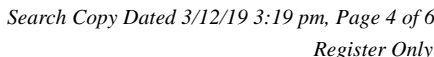
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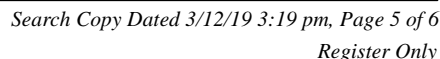
**Interests**

8160683.1 Gazette Notice (2009 pg 1506) declaring part of the within land (27m<sup>2</sup>) shown as Section 10 on SO 38354 to be road and vested the Wellington City Council on 14.5.2009 - 26.5.2009 at 9:17 am

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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN896/19**  
**Land Registration District** **Wellington**  
**Date Issued** 16 May 1960

**Part-Cancelled**

**Prior References**  
WN292/188

---

**Estate** Fee Simple  
**Area** 477 square metres more or less  
**Legal Description** Part Lot 19 Deposited Plan 5210

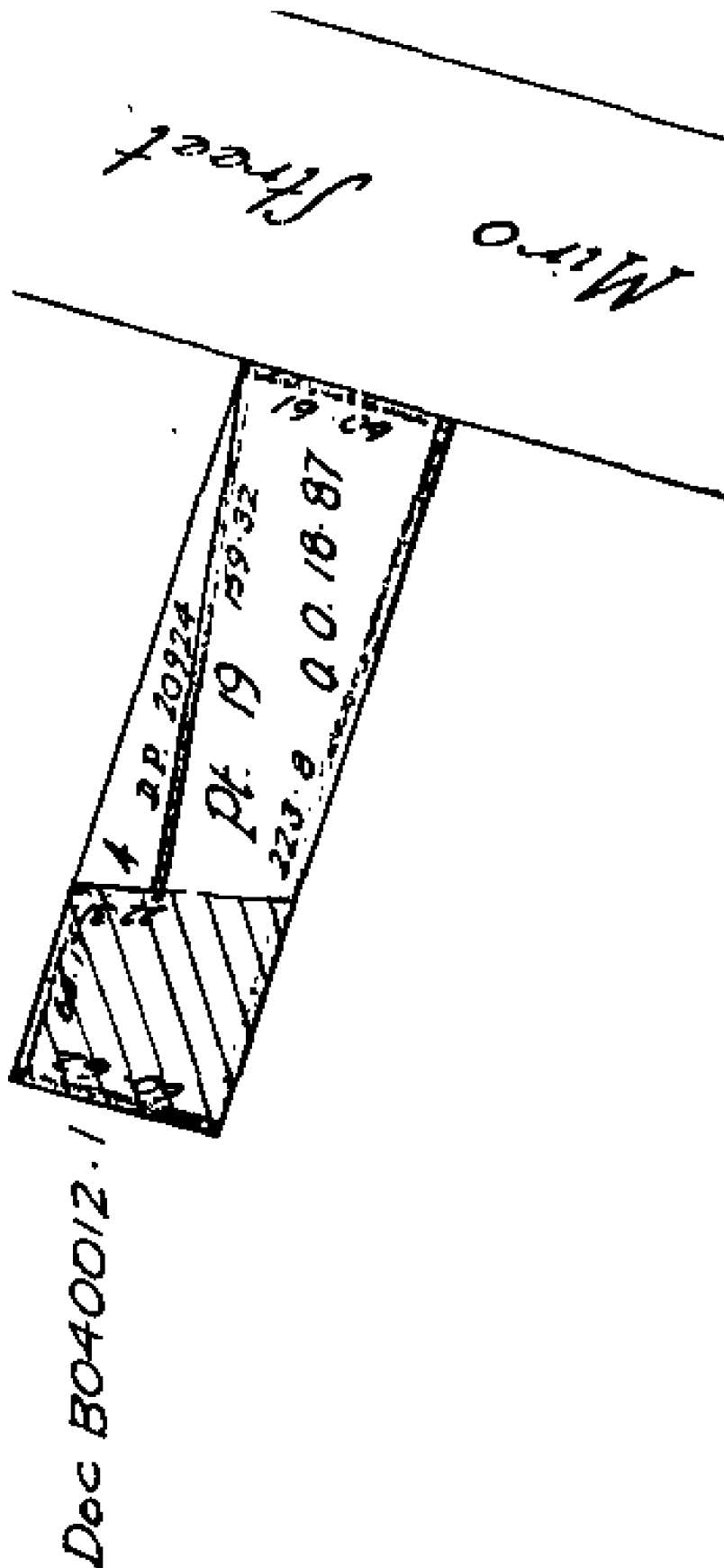
**Registered Owners**  
Wellington International Airport Limited

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**Interests**

B040012.1 Gazette Notice declaring part (165m<sup>2</sup>) (hatched black hereon) to be road and vesting in The Wellington City Council - 24.10.1989 at 9.23 am

Image Quality due  
to Condition  
of Original





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Search Copy**



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN863/60**  
**Land Registration District** **Wellington**  
**Date Issued** 09 October 1959

**Prior References**

WN289/236      WN292/188

---

**Estate** Fee Simple  
**Area** 488 square metres more or less  
**Legal Description** Part Lot 20 Deposited Plan 5210 and Lot 4  
Deposited Plan 20924

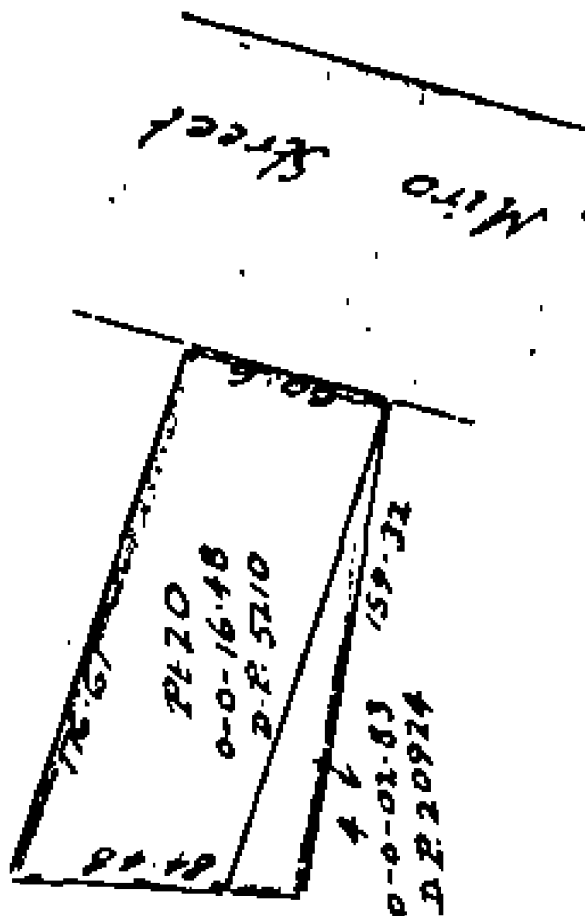
**Registered Owners**

Wellington International Airport Limited

---

**Interests**

Image Quality due  
to Condition  
of Original





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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN300/140**  
**Land Registration District** **Wellington**  
**Date Issued** 26 April 1923

**Part-Cancelled**

**Prior References**  
WN297/183

---

<b>Estate</b>	Fee Simple
<b>Area</b>	544 square metres more or less
<b>Legal Description</b>	Lot 21 Deposited Plan 5210

**Registered Owners**  
Wellington International Airport Limited

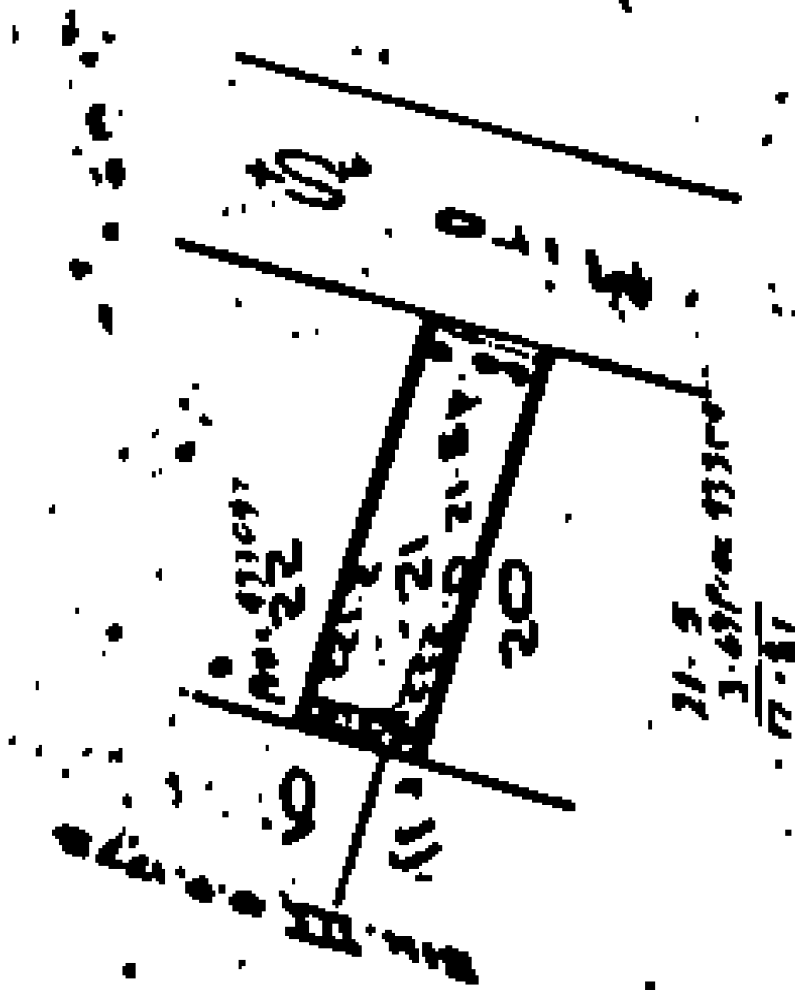
---

**Interests**

Fencing Agreement in Transfer 147775  
433550 Proclamation taking part (3.69 perches) for street and vesting it in The Wellington City Council as from  
2.6.1959 - 8.6.1959 at 2.00 pm

Identifier

WN300/140





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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN298/224**  
**Land Registration District** **Wellington**  
**Date Issued** 02 March 1923

**Part-Cancelled**

**Prior References**  
WN297/183

---

**Estate** Fee Simple  
**Area** 541 square metres more or less  
**Legal Description** Lot 22 Deposited Plan 5210

**Registered Owners**  
Wellington International Airport Limited

---

**Interests**

Fencing Agreement in Transfer 147775  
Fencing Agreement in Transfer 151347 - 2.3.1923  
433097 Order in Council consenting to the taking of part (3.58 perches) for street - 2.6.1959 at 2.00 pm  
433550 Proclamation taking part (3.58 perches) for street and vesting it in The Wellington City Council as from the 2nd June 1959 - 8.6.1959 at 2.00 pm



**WN298/224**

21.4  
 5.58 Per 435407  
 5.82  
 21



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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN298/135**  
**Land Registration District** **Wellington**  
**Date Issued** 20 February 1923

**Part-Cancelled**

**Prior References**  
WN298/48

---

<b>Estate</b>	Fee Simple
<b>Area</b>	539 square metres more or less
<b>Legal Description</b>	Lot 23 Deposited Plan 5210

**Registered Owners**  
Wellington International Airport Limited

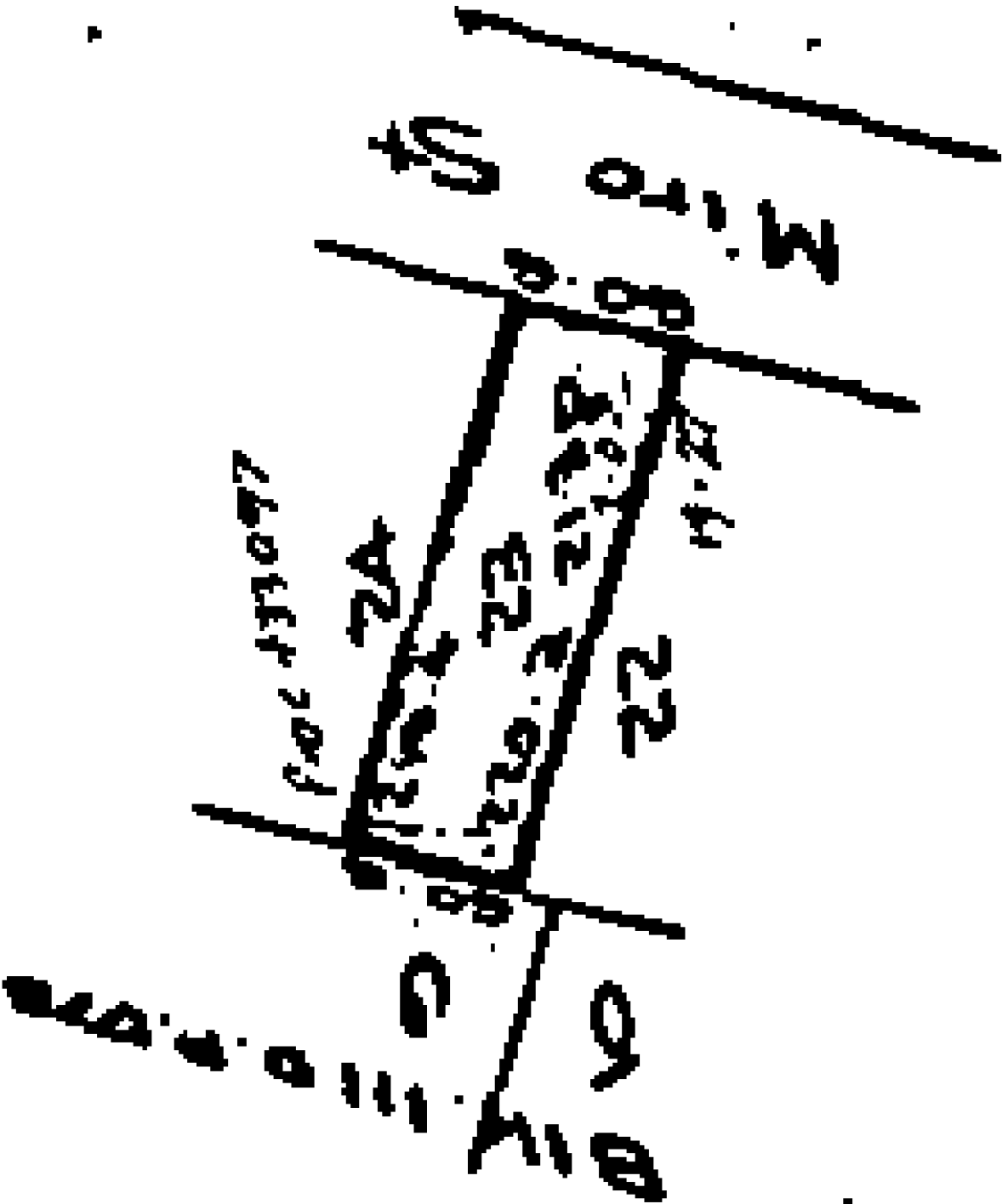
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**Interests**

Fencing Agreement in Transfer 150858  
Fencing Agreement in Transfer 147775  
433097 Order in Council consenting to the taking of part (2.03 perches) for street - 2.6.1959 at 2.00 pm  
433550 Proclamation taking part (2.03 perches) for street and vesting it in The Wellington City Council as from the 2nd June 1959 - 8.6.1959 at 2.00 pm

Identifier

WN298/135





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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN42B/707**  
**Land Registration District** **Wellington**  
**Date Issued** 12 February 1993

**Prior References**  
WN200/214

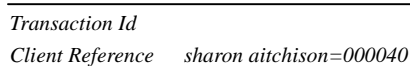
---

**Estate** Fee Simple  
**Area** 506 square metres more or less  
**Legal Description** Lot 6 Deposited Plan 2385

**Registered Owners**  
Wellington International Airport Limited

---

**Interests**





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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN42B/708**  
**Land Registration District** **Wellington**  
**Date Issued** 12 February 1993

**Prior References**  
WN200/215

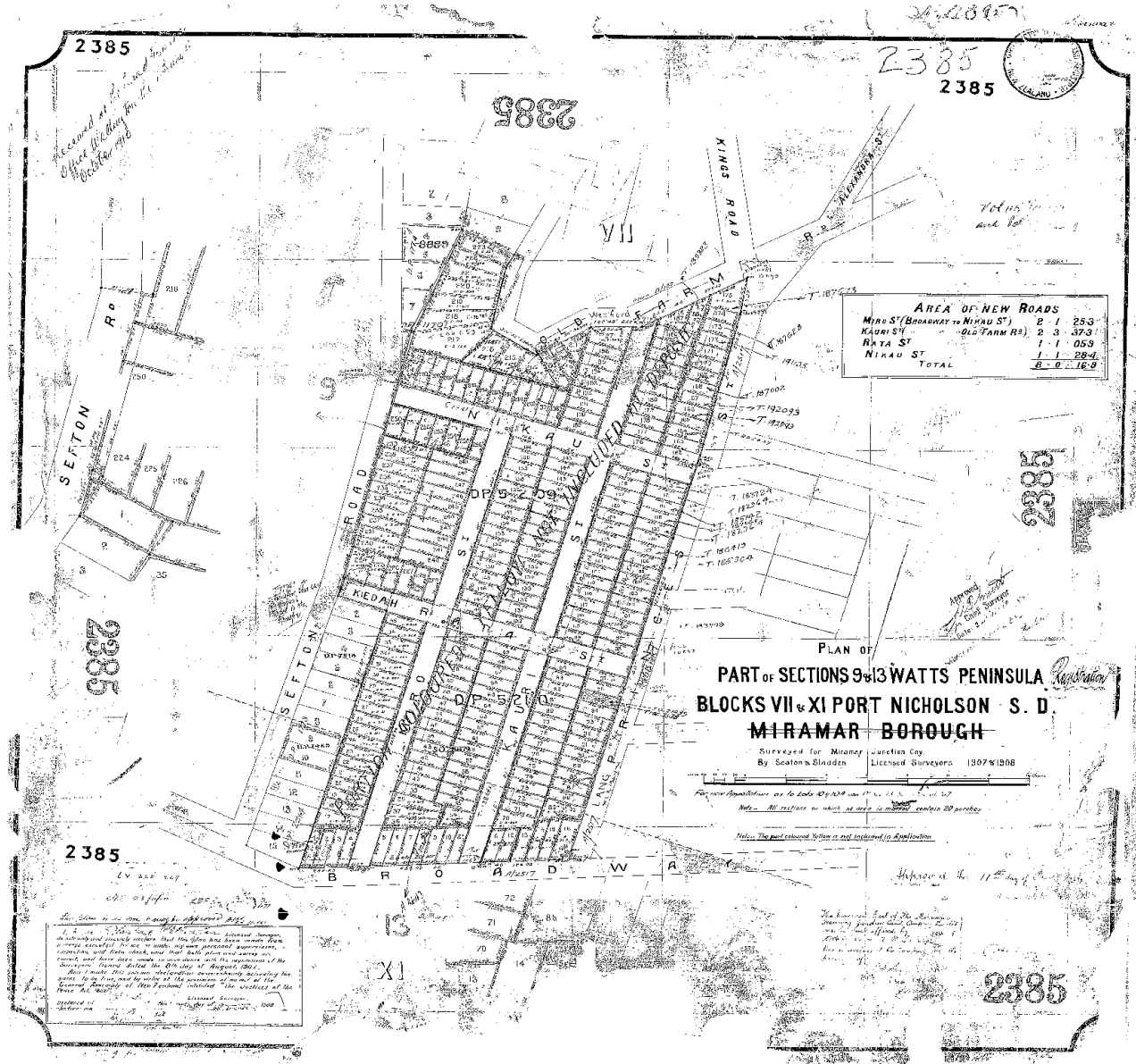
---

<b>Estate</b>	Fee Simple
<b>Area</b>	506 square metres more or less
<b>Legal Description</b>	Lot 7 Deposited Plan 2385

**Registered Owners**  
Wellington International Airport Limited

---

**Interests**





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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN42B/710**  
**Land Registration District** **Wellington**  
**Date Issued** 12 February 1993

**Prior References**  
WN181/268

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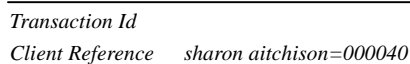
<b>Estate</b>	Fee Simple
<b>Area</b>	506 square metres more or less
<b>Legal Description</b>	Lot 8 Deposited Plan 2385

**Registered Owners**  
Wellington International Airport Limited

---

**Interests**







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UNDER LAND TRANSFER ACT 2017  
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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN42B/709**  
**Land Registration District** **Wellington**  
**Date Issued** 12 February 1993

**Prior References**  
WN200/216

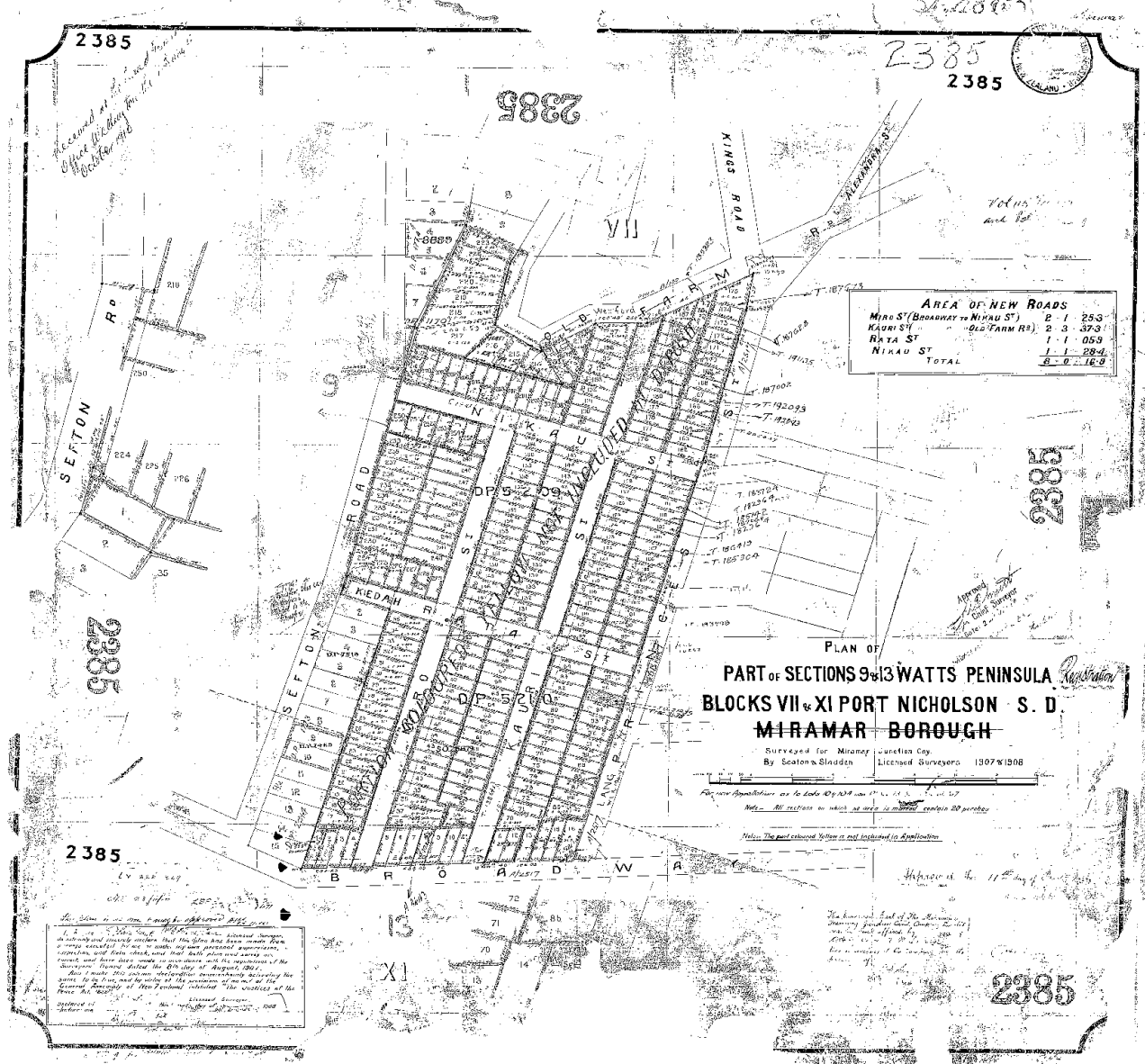
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<b>Estate</b>	Fee Simple
<b>Area</b>	506 square metres more or less
<b>Legal Description</b>	Lot 9 Deposited Plan 2385

**Registered Owners**  
Wellington International Airport Limited

---

**Interests**





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UNDER LAND TRANSFER ACT 2017  
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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN36D/925**  
**Land Registration District** **Wellington**  
**Date Issued** 30 March 1990

**Prior References**

GN 915397 PROC 4892

---

**Estate** Fee Simple  
**Area** 5.7668 hectares more or less  
**Legal Description** Section 1 Survey Office Plan 31875

**Registered Owners**

Wellington International Airport Limited

---

**Interests**

Subject to Section 27B State-Owned Enterprises Act 1986 (which provides for the resumption of land on the recommendation of the Waitangi Tribunal and which does not provide for third parties, such as the owner of the land, to be heard in relation to the making of any such recommendation)

Subject to Section 3 Petroleum Act 1937

Subject to Section 8 Atomic Energy Act 1945

Subject to Section 3 Geothermal Energy Act 1953

Subject to Sections 6 and 8 Mining Act 1971

Subject to Section 261 Coal Mines Act 1979

Subject to Section 5 Coal Mines Act 1979

Search Copy Dated 3/12/19 3:37 pm, Page 2 of 2  
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UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN45A/74**  
**Land Registration District** **Wellington**  
**Date Issued** 08 August 1996

**Prior References**

WN460/309

---

**Estate** Fee Simple  
**Area** 1.9042 hectares more or less  
**Legal Description** Lot 2 Deposited Plan 78304

**Registered Owners**

Wellington International Airport Limited

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**Interests**

B452175.1 Compensation Certificate pursuant to Section 19 Public Works Act 1981 - 25.8.1995 at 3.38 pm

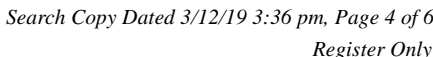
See Diagram Sheet 1

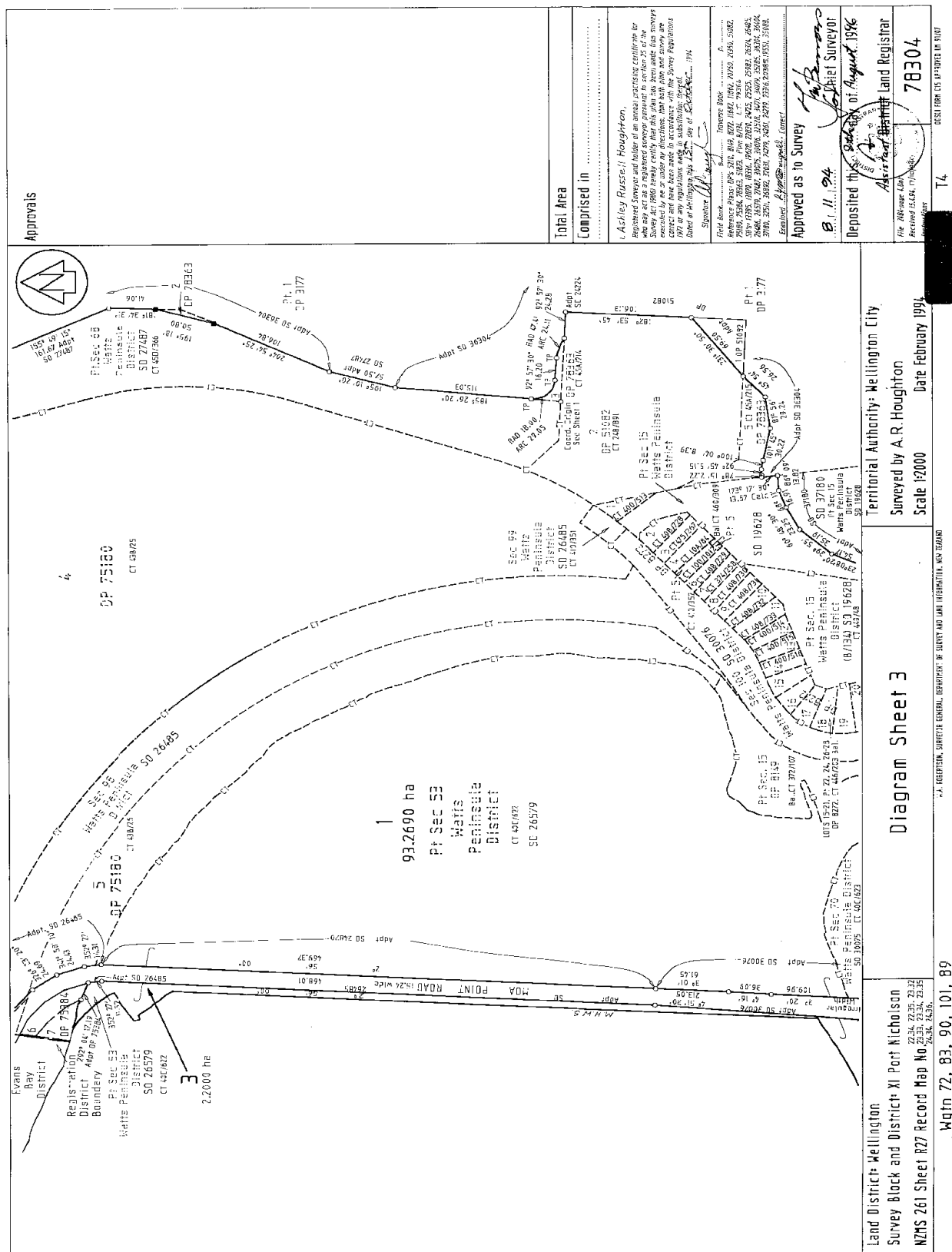
Comprising in:

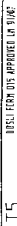
ALL 374/258, 377/261, 449/263, 453/267, 778/276, 106/243, 107/242, 216/251, 218/253, 310/277, 325/263, 326/264, 327/265, 328/266, 329/267, 330/268, 331/269, 332/270, 333/271, 334/272, 335/273, 336/274, 337/275, 338/276, 339/277, 340/278, 341/279, 342/280, 343/281, 344/282, 345/283, 346/284, 347/285, 348/286, 349/287, 350/288, 351/289, 352/290, 353/291, 354/292, 355/293, 356/294, 357/295, 358/296, 359/297, 360/298, 361/299, 362/300, 363/301, 364/302, 365/303, 366/304, 367/305, 368/306, 369/307, 370/308, 371/309, 372/310, 373/311, 374/312, 375/313, 376/314, 377/315, 378/316, 379/317, 380/318, 381/319, 382/320, 383/321, 384/322, 385/323, 386/324, 387/325, 388/326, 389/327, 390/328, 391/329, 392/330, 393/331, 394/332, 395/333, 396/334, 397/335, 398/336, 399/337, 400/338, 401/339, 402/340, 403/341, 404/342, 405/343, 406/344, 407/345, 408/346, 409/347, 410/348, 411/349, 412/350, 413/351, 414/352, 415/353, 416/354, 417/355, 418/356, 419/357, 420/358, 421/359, 422/360, 423/361, 424/362, 425/363, 426/364, 427/365, 428/366, 429/367, 430/368, 431/369, 432/370, 433/371, 434/372, 435/373, 436/374, 437/375, 438/376, 439/377, 440/378, 441/379, 442/380, 443/381, 444/382, 445/383, 446/384, 447/385, 448/386, 449/387, 450/388, 451/389, 452/390, 453/391, 454/392, 455/393, 456/394, 457/395, 458/396, 459/397, 460/398, 461/399, 462/400, 463/401, 464/402, 465/403, 466/404, 467/405, 468/406, 469/407, 470/408, 471/409, 472/410, 473/411, 474/412, 475/413, 476/414, 477/415, 478/416, 479/417, 480/418, 481/419, 482/420, 483/421, 484/422, 485/423, 486/424, 487/425, 488/426, 489/427, 490/428, 491/429, 492/430, 493/431, 494/432, 495/433, 496/434, 497/435, 498/436, 499/437, 500/438, 501/439, 502/440, 503/441, 504/442, 505/443, 506/444, 507/445, 508/446, 509/447, 510/448, 511/449, 512/450, 513/451, 514/452, 515/453, 516/454, 517/455, 518/456, 519/457, 520/458, 521/459, 522/460, 523/461, 524/462, 525/463, 526/464, 527/465, 528/466, 529/467, 530/468, 531/469, 532/470, 533/471, 534/472, 535/473, 536/474, 537/475, 538/476, 539/477, 540/478, 541/479, 542/480, 543/481, 544/482, 545/483, 546/484, 547/485, 548/486, 549/487, 550/488, 551/489, 552/490, 553/491, 554/492, 555/493, 556/494, 557/495, 558/496, 559/497, 560/498, 561/499, 562/500, 563/501, 564/502, 565/503, 566/504, 567/505, 568/506, 569/507, 570/508, 571/509, 572/510, 573/511, 574/512, 575/513, 576/514, 577/515, 578/516, 579/517, 580/518, 581/519, 582/520, 583/521, 584/522, 585/523, 586/524, 587/525, 588/526, 589/527, 590/528, 591/529, 592/530, 593/531, 594/532, 595/533, 596/534, 597/535, 598/536, 599/537, 600/538, 601/539, 602/540, 603/541, 604/542, 605/543, 606/544, 607/545, 608/546, 609/547, 610/548, 611/549, 612/550, 613/551, 614/552, 615/553, 616/554, 617/555, 618/556, 619/557, 620/558, 621/559, 622/560, 623/561, 624/562, 625/563, 626/564, 627/565, 628/566, 629/567, 630/568, 631/569, 632/570, 633/571, 634/572, 635/573, 636/574, 637/575, 638/576, 639/577, 640/578, 641/579, 642/580, 643/581, 644/582, 645/583, 646/584, 647/585, 648/586, 649/587, 650/588, 651/589, 652/590, 653/591, 654/592, 655/593, 656/594, 657/595, 658/596, 659/597, 660/598, 661/599, 662/600, 663/601, 664/602, 665/603, 666/604, 667/605, 668/606, 669/607, 670/608, 671/609, 672/610, 673/611, 674/612, 675/613, 676/614, 677/615, 678/616, 679/617, 680/618, 681/619, 682/620, 683/621, 684/622, 685/623, 686/624, 687/625, 688/626, 689/627, 690/628, 691/629, 692/630, 693/631, 694/632, 695/633, 696/634, 697/635, 698/636, 699/637, 700/638, 701/639, 702/640, 703/641, 704/642, 705/643, 706/644, 707/645, 708/646, 709/647, 710/648, 711/649, 712/650, 713/651, 714/652, 715/653, 716/654, 717/655, 718/656, 719/657, 720/658, 721/659, 722/660, 723/661, 724/662, 725/663, 726/664, 727/665, 728/666, 729/667, 730/668, 731/669, 732/670, 733/671, 734/672, 735/673, 736/674, 737/675, 738/676, 739/677, 740/678, 741/679, 742/680, 743/681, 744/682, 745/683, 746/684, 747/685, 748/686, 749/687, 750/688, 751/689, 752/690, 753/691, 754/692, 755/693, 756/694,

T2











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



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN327/110**  
**Land Registration District** **Wellington**  
**Date Issued** 02 November 1925

**Part-Cancelled**

**Prior References**

WA 5/64                      WN267/158

---

**Estate**                      Fee Simple  
**Area**                      506 square metres more or less  
**Legal Description**      Lot 7 Deposited Plan 5054

**Registered Owners**

Wellington International Airport Limited

---

**Interests**

8160683.1 Gazette Notice (2009 pg 1506) declaring part of the within land (2m<sup>2</sup>) shown as Section 9 on SO 38354 to be road and vested the Wellington City Council on 14.5.2009 - 26.5.2009 at 9:17 am

9161878.1 CERTIFICATE PURSUANT TO SECTION 77 BUILDING ACT 2004 THAT THIS COMPUTER REGISTER IS SUBJECT TO THE CONDITION IMPOSED UNDER SECTION 75(2) (ALSO AFFECTS 518352, WN356/267 and WN357/296 ) - 27.8.2012 at 9:57 am

FOR SURVEYS UNDER THE LAND TRANSFER ACT ONLY.

**MIRAMIA BORO**  
**NOW**  
**CITY OF WELLINGTON**  
**PORT NICHOLSON S.D.**  
**VIII**

**BROADWAY**

**Lot 1**  
**Lot 2**  
**Lot 3**  
**Lot 4**  
**Lot 5**  
**Lot 6**  
**Lot 7**  
**Lot 8**  
**Lot 9**  
**Lot 10**  
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**Lot 12**  
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**Lot 93**  
**Lot 94**  
**Lot 95**  
**Lot 96**  
**Lot 97**  
**Lot 98**  
**Lot 99**  
**Lot 100**

**MONROGAN**

**DEPOSITED THIS 28th day of June 1919**  
of 1874  
DIRECTOR LAND REGISTRATION.

**LAND TRANSFER OFFICE**  
REGISTERED: 21/12/1919 No. 112  
TITLE REF: 112/1919

**REFERRED TO DRAUGHTSMAN: 21/12/1919**  
**L.T. DRAUGHTSMAN**  
EXAMINED: 21/12/1919  
FIELD BOOK NO. 167 PAGE 12-14  
COMP. BY: No. 167 REPORT NO. 21/1919  
REF. PLANS: 112/1919, 112/1919

**FILE 112/32**

**Plan of Sub-P. Parts Secs 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100**

**Blks Vils XI Port Nicholson S.D.**

**Surveyed by Middleton & Coulter**  
**Comprised in**  
**Field-work by**  
**Authorized Assistants**

**Plan of Sub-P. Parts Secs 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100**

**Blks Vils XI Port Nicholson S.D.**

**Surveyed by Middleton & Coulter**  
**Comprised in**  
**Field-work by**  
**Authorized Assistants**

**DECLARATION**  
I, **Henry Coulter**, of **Wellington**, do hereby certify that this plan has been made from measurements by me (or by me and my assistants) taken in accordance with the provisions of the Land Transfer Act, 1919, and that the same are correct and true to the best of my knowledge and belief.

**Approved**  
**Deputy Surveyor**  
**Deputy Surveyor**

**APPLICANT (If Registered Owner)**  
**By**  
**By**



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



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN317/104**  
**Land Registration District** **Wellington**  
**Date Issued** 01 December 1924

**Part-Cancelled**

**Prior References**

WA 5/24                      WN267/158

---

**Estate**                      Fee Simple  
**Area**                      506 square metres more or less  
**Legal Description**      Lot 4 Deposited Plan 5054

**Registered Owners**

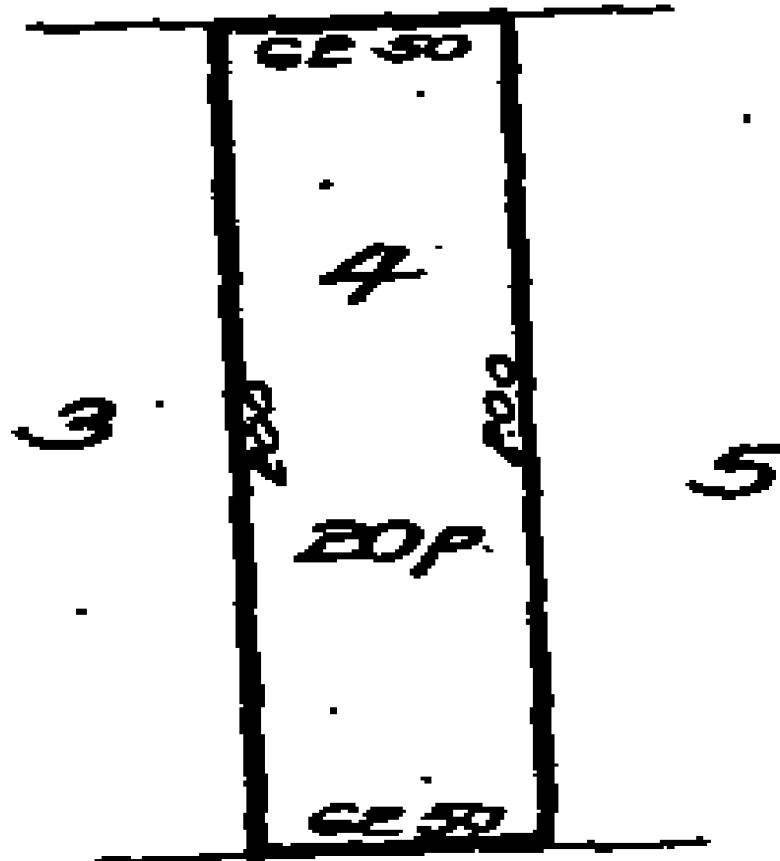
Wellington International Airport Limited

---

**Interests**

8160683.1 Gazette Notice (2009 pg 1506) declaring part of the within land (237m<sup>2</sup>) shown as Section 6 on SO 38354 to be road and vested the Wellington City Council on 14.5.2009 - 26.5.2009 at 9:17 am

*Broadway*



*Lot 1 D.P. 3/66*



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



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN374/298**  
**Land Registration District** **Wellington**  
**Date Issued** 05 July 1927

**Part-Cancelled**

**Prior References**

WA 5/167                      WN267/158

---

**Estate**                      Fee Simple  
**Area**                      506 square metres more or less  
**Legal Description**      Lot 5 Deposited Plan 5054

**Registered Owners**

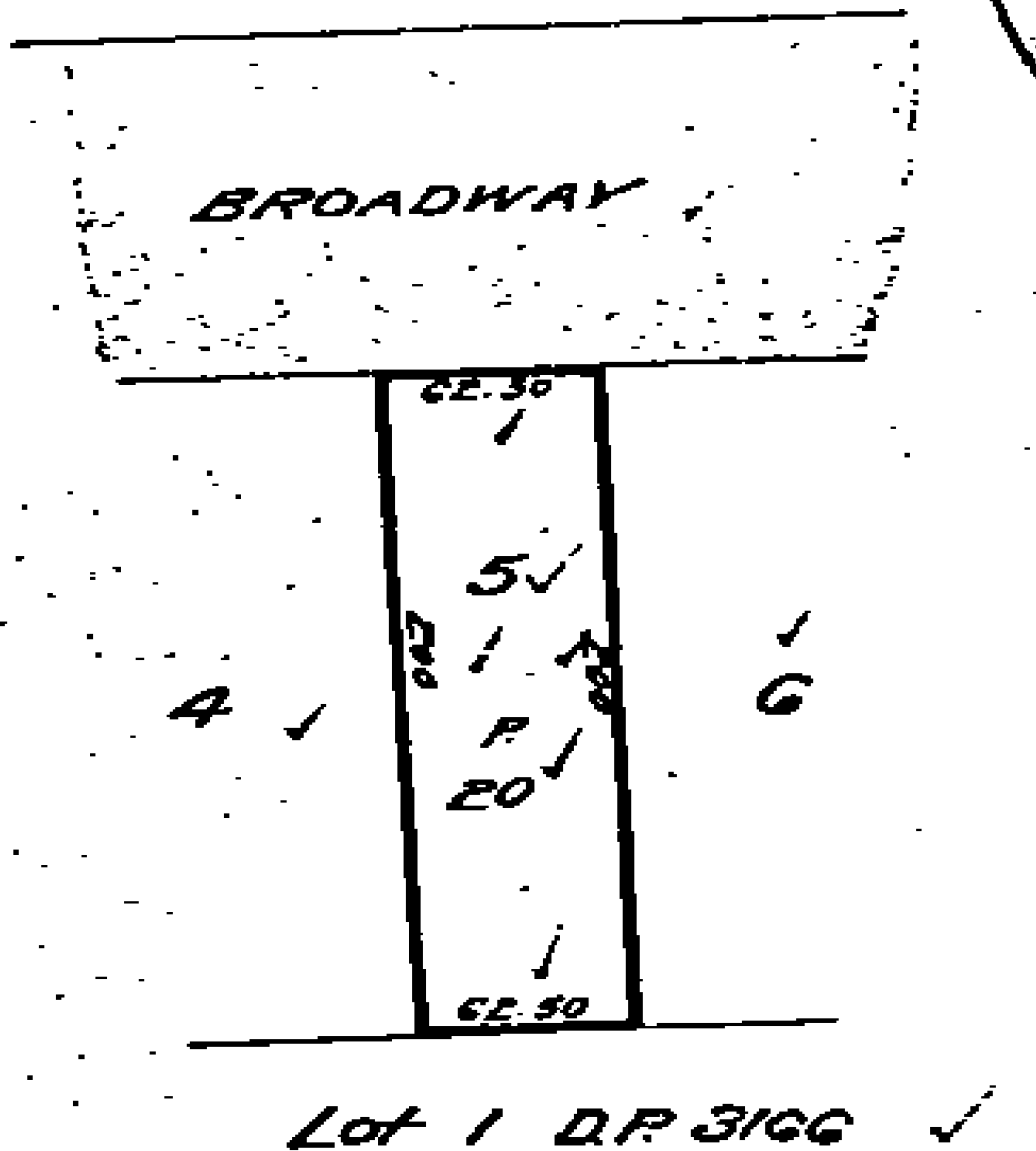
Wellington International Airport Limited

---

**Interests**

8160683.1 Gazette Notice (2009 pg 1506) declaring part of the within land (46m<sup>2</sup>) shown as Section 7 on SO 38354 to be road and vested the Wellington City Council on 14.5.2009 - 26.5.2009 at 9:17 am







**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN47D/260**  
**Land Registration District** **Wellington**  
**Date Issued** 14 December 1995

**Part-Cancelled**

**Prior References**  
GN B493115.1

---

**Estate** Fee Simple  
**Area** 2072 square metres more or less  
**Legal Description** Lot 1 and Lot 2-3, 6 Deposited Plan 5054

**Registered Owners**  
Wellington International Airport Limited

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**Interests**

Subject to a right (in gross) to convey aviation fuel and petroleum products over part marked A on DP 90872 in favour of Mobil Oil New Zealand Limited and BP Oil New Zealand Limited created by Transfer 5106205.2 - 9.11.2001 at 11:11 am

7232664.1 Surrender of the easement created by Transfer 5106205.2 as to Section 8 SO Plan 38354 - 14.2.2007 at 9:00 am

8160683.1 Gazette Notice (2009 pg 1506) declaring part of the within land (1584m<sup>2</sup>) shown as Sections 3,4,5 & 8 on SO 38354 to be road and vested the Wellington City Council on 14.5.2009 - 26.5.2009 at 9:17 am

Transaction Id  
Client Reference    sharon aitchison=000040



**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN357/296**  
**Land Registration District** **Wellington**  
**Date Issued** 21 April 1926

**Prior References**

WA 5/78                      WN267/158

---

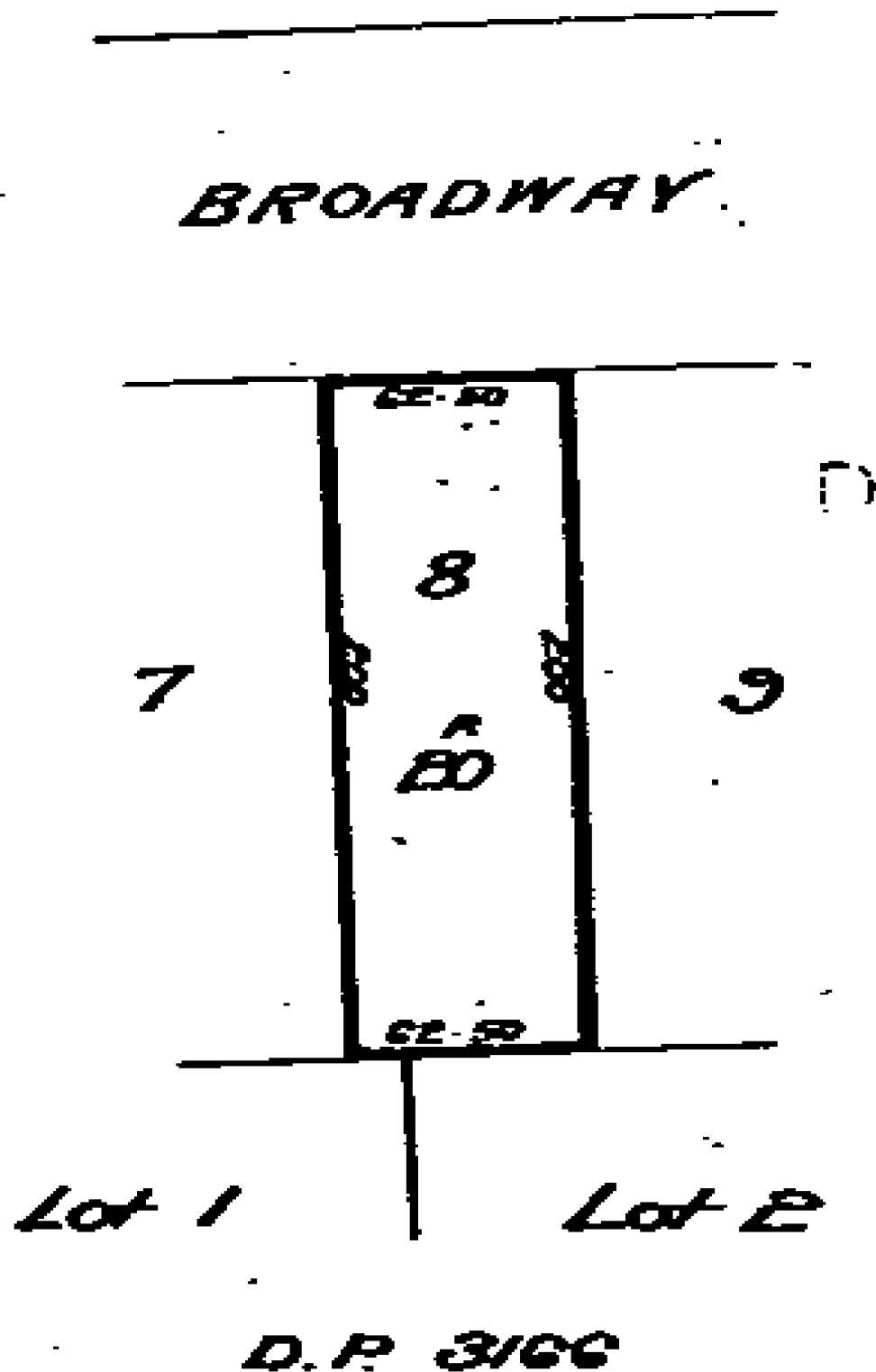
**Estate**                      Fee Simple  
**Area**                      506 square metres more or less  
**Legal Description**      Lot 8 Deposited Plan 5054

**Registered Owners**  
Wellington International Airport Limited

---

**Interests**

9161878.1 CERTIFICATE PURSUANT TO SECTION 77 BUILDING ACT 2004 THAT THIS COMPUTER REGISTER IS SUBJECT TO THE CONDITION IMPOSED UNDER SECTION 75(2) (ALSO AFFECTS 518352, WN327/110 and WN356/267 ) - 27.8.2012 at 9:57 am





**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN356/267**  
**Land Registration District** **Wellington**  
**Date Issued** 15 March 1926

**Prior References**

WA 5/86                      WN267/158

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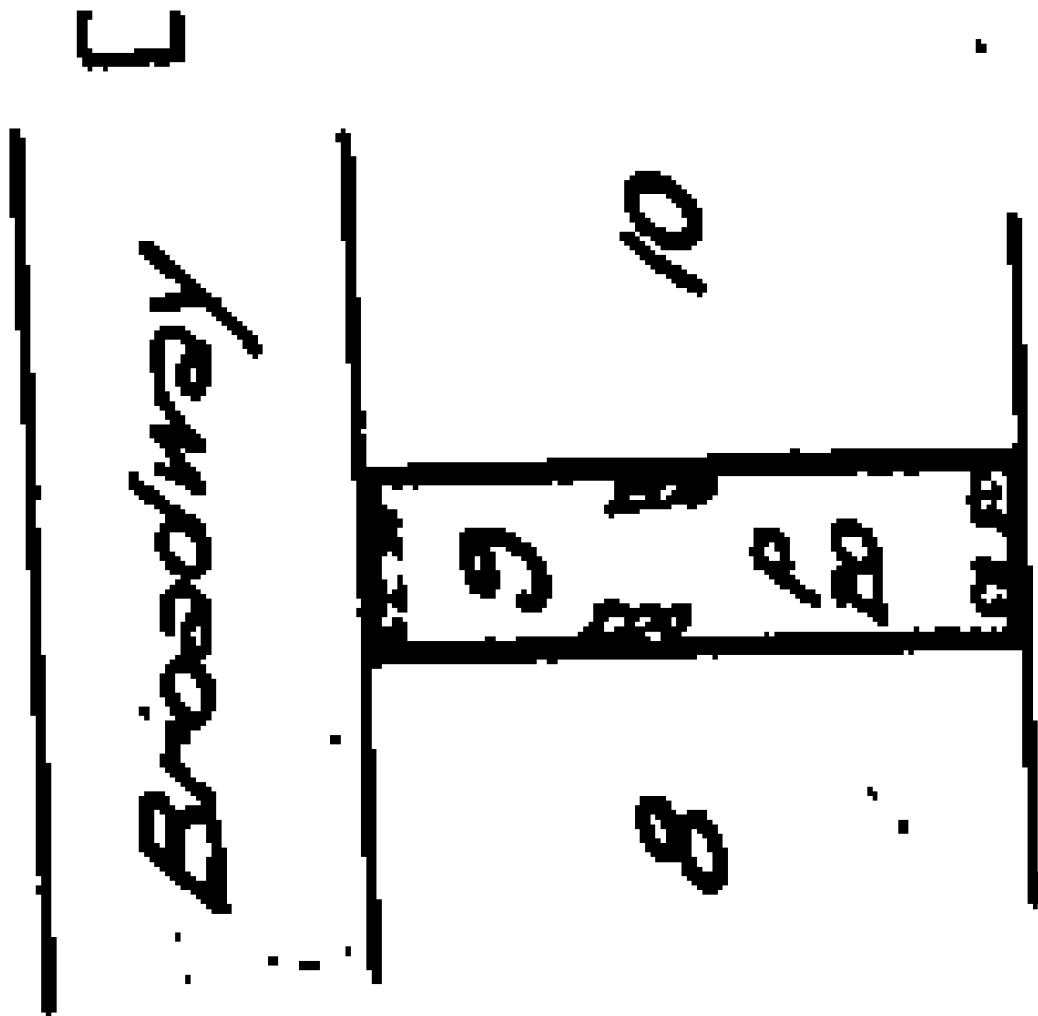
**Estate**                      Fee Simple  
**Area**                        506 square metres more or less  
**Legal Description**      Lot 9 Deposited Plan 5054

**Registered Owners**  
Wellington International Airport Limited

---

**Interests**

9161878.1 CERTIFICATE PURSUANT TO SECTION 77 BUILDING ACT 2004 THAT THIS COMPUTER REGISTER IS SUBJECT TO THE CONDITION IMPOSED UNDER SECTION 75(2) (ALSO AFFECTS 518352, WN327/110 and WN357/296 ) - 27.8.2012 at 9:57 am



## Schedule of Areas – SO 536355

Road to be Stopped			
Shown	Adjoining	Title Reference	Area
Section 1	Part Lot 1 DP 78304	RT 518352	0.0900 Ha
Section 2	Part Lot 1 DP 78304	RT 518352	0.0041 Ha
Section 3	Part Lot 1 DP 78304	RT 518352	0.0217 Ha





# Title Plan - SO 536355

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<b>Survey Number</b>	SO 536355
<b>Surveyor Reference</b>	3323579/RSSURV WIAL Moa Point Road
<b>Surveyor</b>	Vicki Leigh Webster
<b>Survey Firm</b>	Beca Limited
<b>Surveyor Declaration</b>	

---

## Survey Details

<b>Dataset Description</b>	Sections 1 - 3		
<b>Status</b>	Initiated		
<b>Land District</b>	Wellington	<b>Survey Class</b>	Class A
<b>Submitted Date</b>		<b>Survey Approval Date</b>	
		<b>Deposit Date</b>	

---

## Territorial Authorities

Wellington City

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## Created Parcels

Parcels	Parcel Intent	Area	RT Reference
Section 1 Survey Office Plan 536355	Legalisation	0.0900 Ha	
Section 2 Survey Office Plan 536355	Legalisation	0.0041 Ha	
Section 3 Survey Office Plan 536355	Legalisation	0.0217 Ha	
Area A Survey Office Plan 536355	Easement		
Area B Survey Office Plan 536355	Easement		
Area C Survey Office Plan 536355	Easement		
CSC Parcel Number: 7	Road		
<b>Total Area</b>		<hr/> 0.1158 Ha	

**SO 536355 Schedule of Easements**

Schedule of Easements in Gross			
Purpose	Shown	Servient Tenement (Burdened Land)	Grantee
Right to Convey Water, Right to Drain Water, Right to Drain Sewage	A	Section 1	Wellington City Council
	B	Section 2	
	C	Section 3	
Right to Convey Electricity	A	Section 1	Wellington Electricity Lines Limited
	B	Section 2	
	C	Section 3	
Right to Convey Telecommunications	A	Section 1	Chorus New Zealand Limited
	B	Section 2	
	C	Section 3	
Right to Convey Gas	A	Section 1	Powerco Limited
	B	Section 2	
	C	Section 3	



Beca // 7 November 2019 // Page 1  
2329579 / Moa Point Road





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



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN46C/667**  
**Land Registration District** **Wellington**  
**Date Issued** 04 July 1995

**Prior References**  
GN B417697.2

---

**Estate** Fee Simple  
**Area** 4323 square metres more or less  
**Legal Description** Lot 37-38 Deposited Plan 21360

**Registered Owners**  
Wellington International Airport Limited

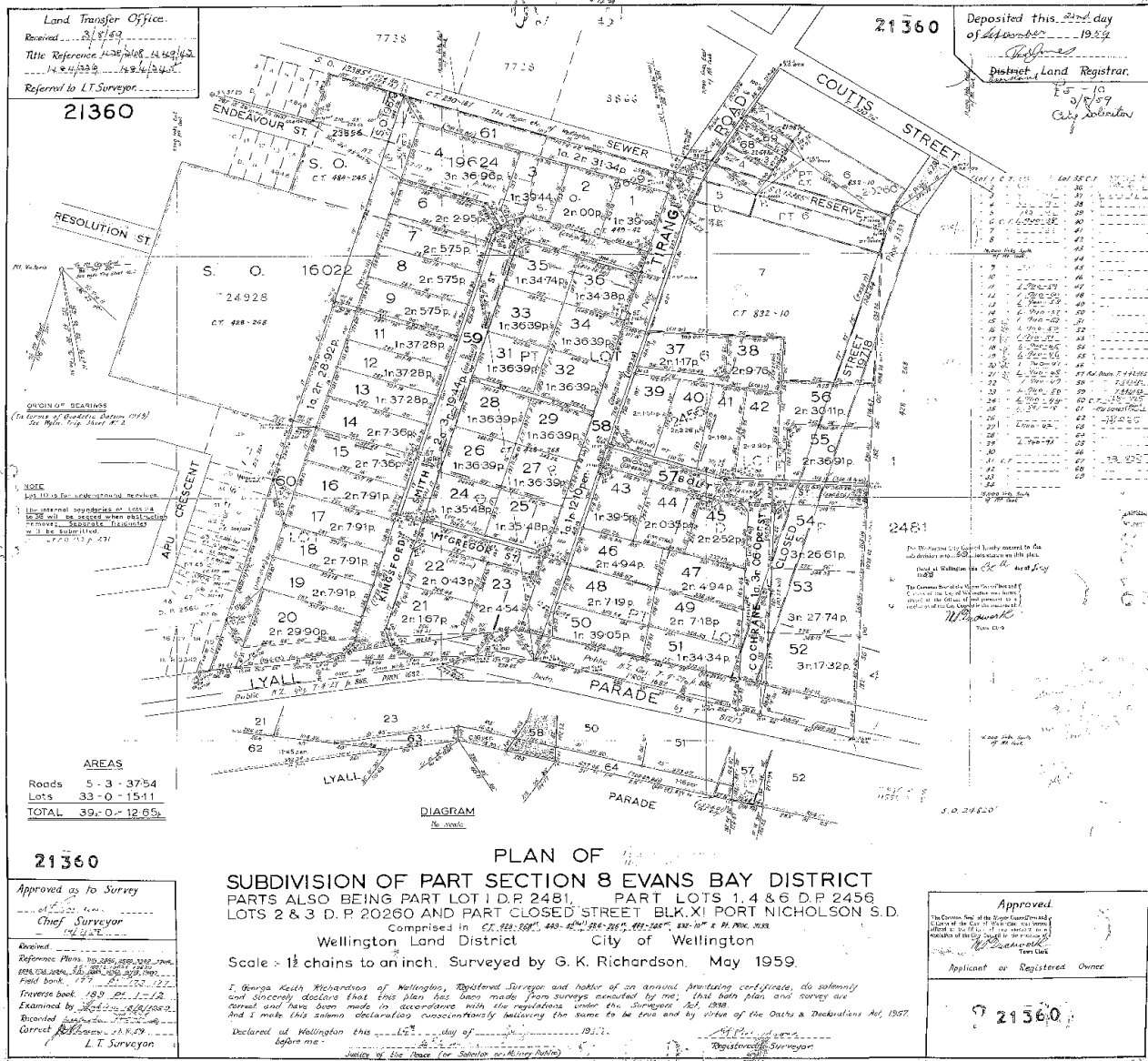
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**Interests**

10065530.1 CERTIFICATE PURSUANT TO SECTION 77 BUILDING ACT 2004 THAT THIS COMPUTER REGISTER IS SUBJECT TO THE CONDITION IMPOSED UNDER SECTION 75(2) (ALSO AFFECTS PART LOT 1 DP 78304 ON CT 518352) - 20.5.2015 at 2:45 pm

Identifier

WN46C/667





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



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN46C/668**  
**Land Registration District** **Wellington**  
**Date Issued** 04 July 1995

**Prior References**  
GN B417697.2

---

<b>Estate</b>	Fee Simple
<b>Area</b>	2.7054 hectares more or less
<b>Legal Description</b>	Lot 39-51 and Lot 66 Deposited Plan 21360

**Registered Owners**  
Wellington International Airport Limited

---

**Interests**

5398237.1 Notice stopping adjoining road (5684m2 Section 1 SO 303569)- 8.11.2002 at 1:40 pm

**WN46C/668**

Search Copy Dated 3/12/19 3:45 pm, Page 2 of 2  
Register Only



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UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Search Copy**



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **62499**  
**Land Registration District** **Wellington**  
**Date Issued** 08 November 2002

**Prior References**

5398237.1

---

<b>Estate</b>	Fee Simple
<b>Area</b>	5684 square metres more or less
<b>Legal Description</b>	Section 1 Survey Office Plan 303569

**Registered Owners**

Wellington International Airport Limited

---

**Interests**

Subject to a right (in gross) to telecommunications over parts marked A, B, C, D, E, F, J, N, P, S, U, Y, AA, AB, AD, AE, AF, AG2, AH, AI, AJ, AN, AO, AP, AS, AV, AW, AX, AY and AZ all on DP 317453 in favour of (now) Chorus New Zealand Limited created by Transfer 6453138.1 - 10.6.2005 at 9:00 am

Subject to a right (in gross) to convey gas over parts marked D, H, M, P, Q, R, X, AC, AD, AL, AQ1, AQ2, AR, AT, AU and AW all on DP 317453 in favour of Powerco Limited created by Easement Instrument 6734996.1 - 30.1.2006 at 9:00 am

Subject to a telecommunications right (in gross) over part marked B,G,K, O,P,Q,T,V,Z,AA, AG2, AI, AK, AN, AQ1, AQ2, AR, AT, AU, and AY all on DP 317453 in favour of Telstraclear Limited created by Transfer 7249775.1 - 26.2.2007 at 9:00 am

Subject to a electricity easement (in gross) over parts marked A, B, C, D, E, I, J, K, L, M, U, V, X, AF, AGI, AM, AP, AQL, AT, AV, AW, AX, AY & AZ on DP 317453 in favour of Vector Wellington Electricity Network Limited created by Transfer 7552083.1 - 25.9.2007 at 9:00 am



[illegible]



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UNDER LAND TRANSFER ACT 2017  
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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN370/155**  
**Land Registration District** **Wellington**  
**Date Issued** 14 March 1927

**Prior References**

WN362/289

---

**Estate** Fee Simple  
**Area** 402 square metres more or less  
**Legal Description** Lot 16 Deposited Plan 6741

**Registered Owners**  
Wellington International Airport Limited

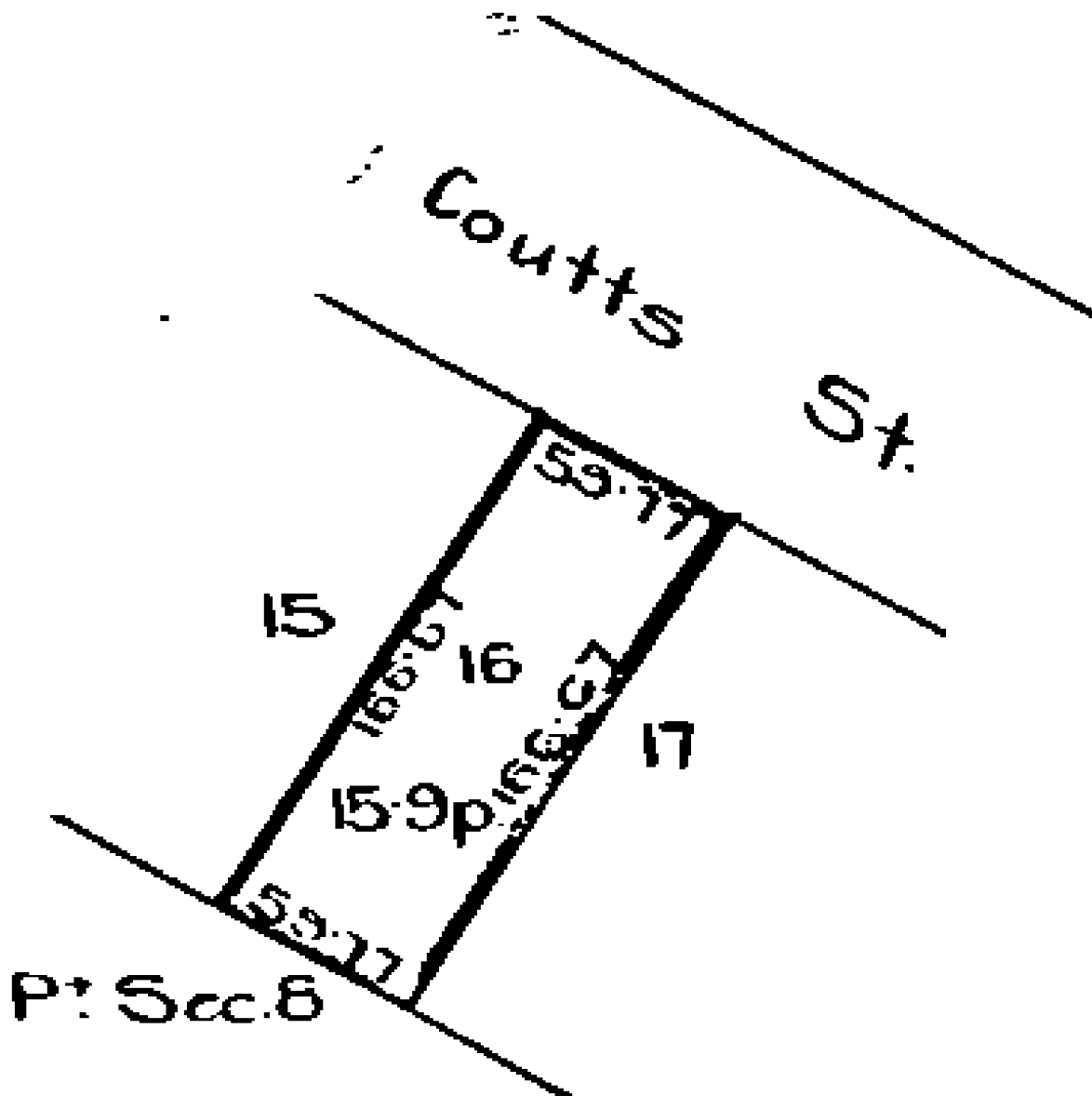
---

**Interests**

Fencing Agreement in Transfer 181966 - 14.3.1927

Identifier

WN370/155





**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN366/246**  
**Land Registration District** **Wellington**  
**Date Issued** 03 December 1926

**Prior References**  
WN362/289

---

**Estate** Fee Simple  
**Area** 402 square metres more or less  
**Legal Description** Lot 17 Deposited Plan 6741

**Registered Owners**  
Wellington International Airport Limited

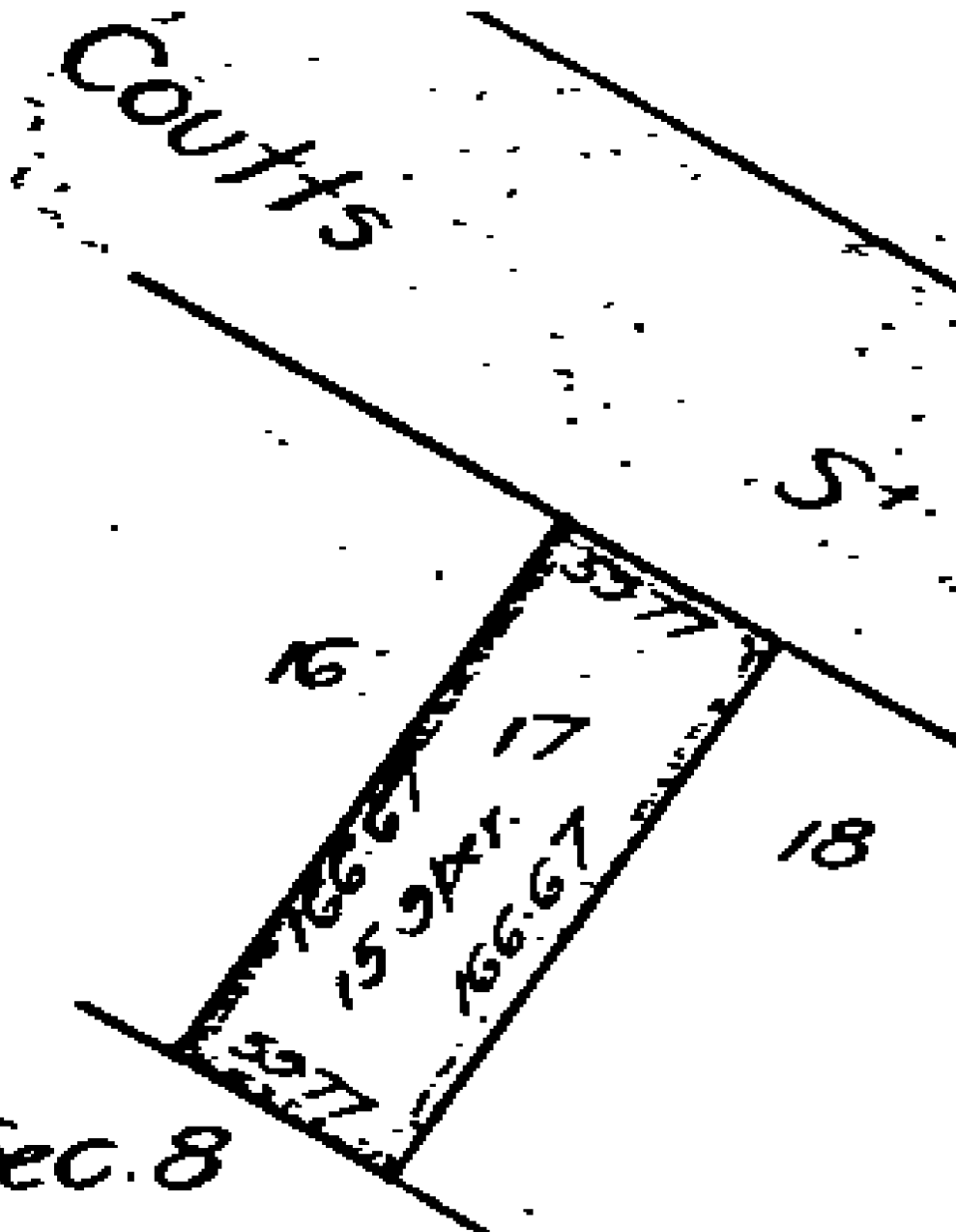
---

**Interests**

Fencing Agreement in Transfer 180058 - 3.12.1926

Identifier

WN366/246



Pt. Sec. 8



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UNDER LAND TRANSFER ACT 2017  
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R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN454/120**  
**Land Registration District** **Wellington**  
**Date Issued** 17 December 1936

**Prior References**  
WN390/212

---

**Estate** Fee Simple  
**Area** 402 square metres more or less  
**Legal Description** Lot 18 Deposited Plan 6741

**Registered Owners**  
Wellington International Airport Limited

---

**Interests**

Fencing Agreement in Transfer 193353

**WN454/120**

A hand-drawn map showing a rectangular area. The area is labeled "15.3" and "15.3". The area is bounded by "Coutts St" and "Bridge St". The area is labeled "DP 8866".



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



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN409/112**  
**Land Registration District** **Wellington**  
**Date Issued** 23 October 1929

**Prior References**  
WN390/212

---

**Estate** Fee Simple  
**Area** 402 square metres more or less  
**Legal Description** Lot 19 Deposited Plan 6741

**Registered Owners**  
Wellington International Airport Limited

---

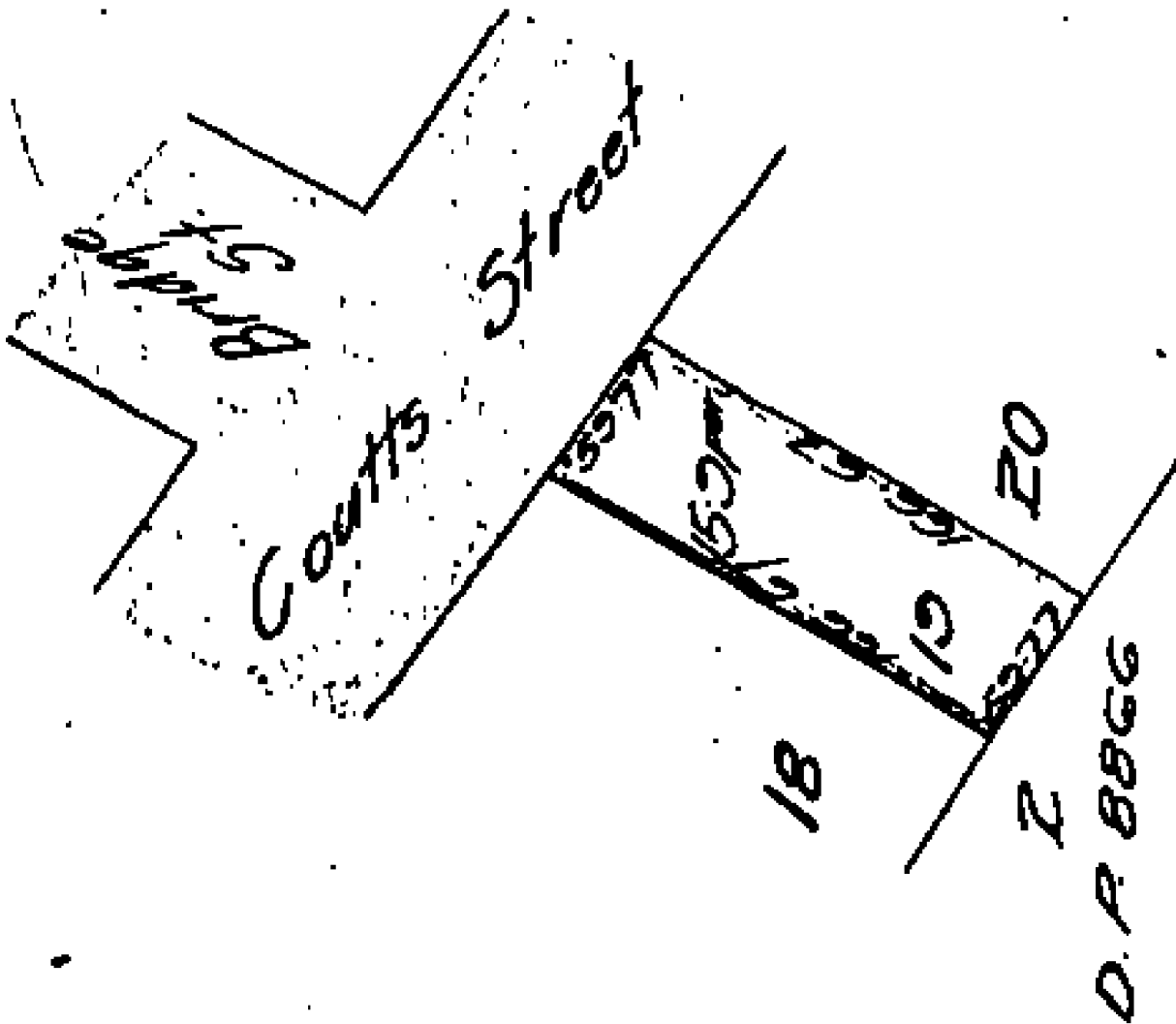
**Interests**

Fencing Agreement in Transfer 193353  
Fencing Agreement in Transfer 202331 - 23.10.1929



Identifier

WN409/112





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



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN357/174**  
**Land Registration District** **Wellington**  
**Date Issued** 25 March 1926

**Prior References**  
WN294/35

---

**Estate** Fee Simple  
**Area** 402 square metres more or less  
**Legal Description** Lot 20 Deposited Plan 6741

**Registered Owners**  
Wellington International Airport Limited

---

**Interests**

Fencing Agreement in Transfer 174151 - 25.3.1926

**WN357/174**

COUTTS

St

19

20

21

16867  
16868  
16869  
16870  
16871

Pt. Sec. 8



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



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN34D/142**  
**Land Registration District** **Wellington**  
**Date Issued** 05 October 1989

**Prior References**  
WN355/274

---

<b>Estate</b>	Fee Simple
<b>Area</b>	402 square metres more or less
<b>Legal Description</b>	Lot 21 Deposited Plan 6741

**Registered Owners**  
Wellington International Airport Limited

---

**Interests**

<i>Transaction Id</i>	
<i>Client Reference</i>	<i>sharon aitchison=000040</i>



# Title Plan - SO 536353

---

<b>Survey Number</b>	SO 536353
<b>Surveyor Reference</b>	3323579/RSSURV WIAL Coutts Street
<b>Surveyor</b>	Blair Richard Duckett
<b>Survey Firm</b>	Beca Limited
<b>Surveyor Declaration</b>	

---

## Survey Details

<b>Dataset Description</b>	Section 1		
<b>Status</b>	Initiated		
<b>Land District</b>	Wellington	<b>Survey Class</b>	Class A
<b>Submitted Date</b>		<b>Survey Approval Date</b>	
		<b>Deposit Date</b>	

---

## Territorial Authorities

Wellington City

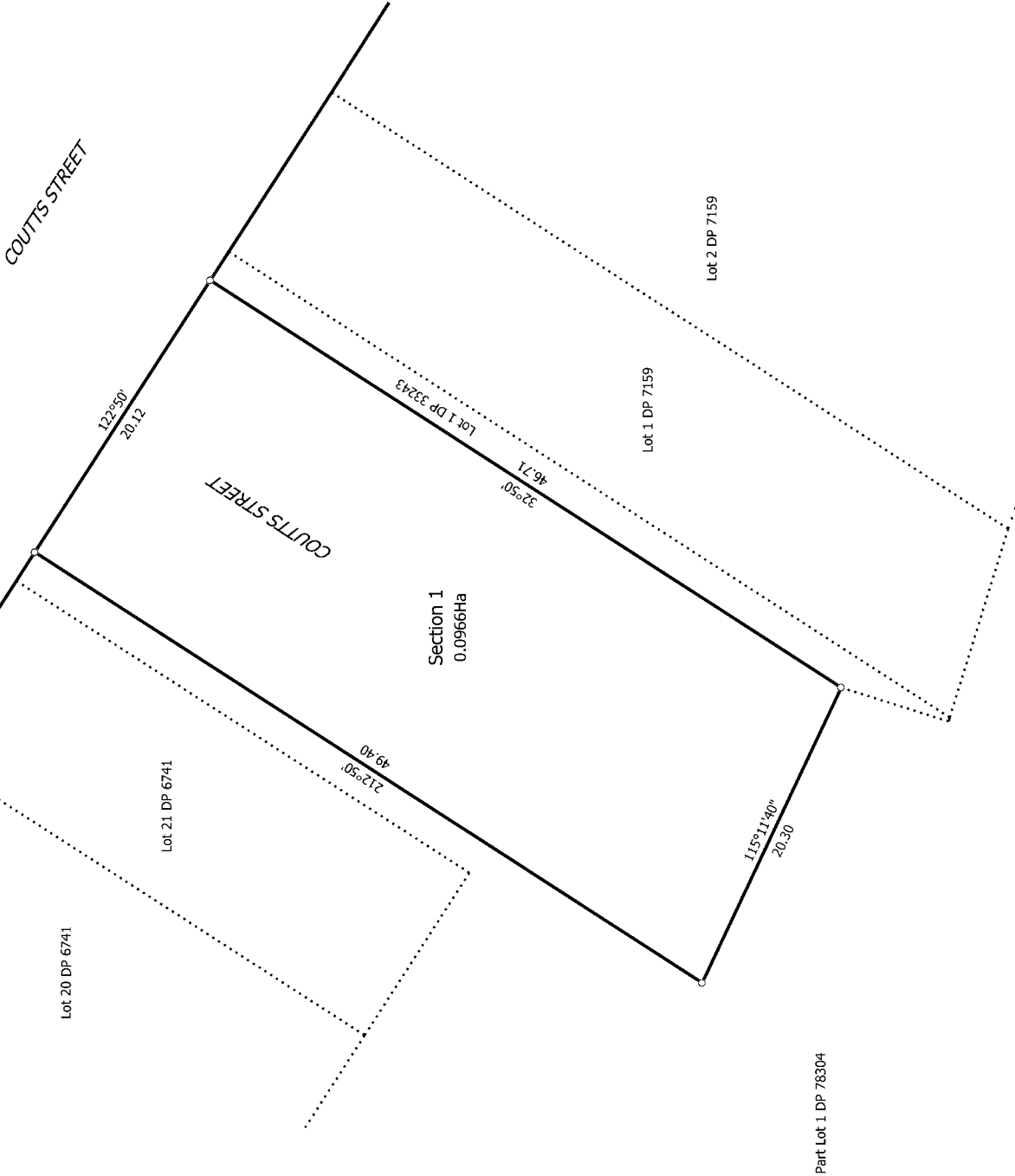
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## Created Parcels

Parcels	Parcel Intent	Area	RT Reference
Section 1 Survey Office Plan 536353	Legalisation	0.0966 Ha	
CSC Parcel Number: 3	Road		
<b>Total Area</b>		<hr/> 0.0966 Ha	



Diag. A



T 1/1

Land District: Wellington Dataset Type: Parcels without Survey Information <b>Digitally Generated Plan</b> Generated on: 22/10/2019 4:13pm Page 2 of 2	Section 1	Surveyor: Blair Richard Duckett Firm: Beca Limited	Title Plan SO 536353 DRAFT
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## **APPENDIX C**

Proposed Designation Form and  
Conditions



# WELLINGTON INTERNATIONAL AIRPORT LTD

## AIRPORT PURPOSES DESIGNATION

### Designation

The designation shall cover the area shown in **Attachment 1** (“**the Designated Area**”).

Within the Designated Area land may be used for activities for the operation of Wellington International Airport (“**the Airport**”) including but not limited to:

- Aircraft operations and associated activities, including all ground-based infrastructure, plant and machinery necessary to assist aircraft operations;
- Aircraft rescue training facilities and emergency services;
- Runways, taxiways, aprons, and other aircraft movement areas;
- Airport terminal, hangars, control towers, rescue and fire facilities, navigation and safety aids, lighting and telecommunication facilities, car parking, maintenance and service facilities, catering facilities, freight facilities, quarantine and incineration facilities, border control and immigration facilities, medical facilities, fuel storage and fuelling facilities, facilities for the handling and storage of hazardous substances;
- Associated administration and office activities;
- Roads, accessways, stormwater facilities, monitoring activities, site investigation activities, infrastructure and utility activities, and landscaping;
- Vehicle parking and storage, rental vehicle facilities, vehicle valet activities, and public transport facilities;
- Signage, artwork or sculptures, billboards and flags;
- Hotel/visitor accommodation, conference facilities and services;
- Retail activities, restaurants and other food and beverage facilities including takeaway food facilities and industrial and commercial activities, provided they serve the needs of passengers, crew, ground staff, airport workers, and other associated workers and visitors;
- Structures to mitigate against the impact of natural hazards;
- All demolition (if required) construction and earthworks activities, including associated structures;
- Ancillary activities, buildings and structures related to the above; and
- Servicing, testing and maintenance activities related to the above.

Airport Precinct Development Areas (**Precincts**) are shown in **Attachment 2**.

## Conditions

### Glossary:

#### Aircraft Operations

Means the engine runup, taxiing, take off or landing at the Airport of an aircraft, and “operate” has a corresponding meaning.

### Outline Plan Criteria

1. In accordance with section 176A(2) of the Resource Management Act 1991 (“**RMA**”), an outline plan need not be submitted if the following criteria is achieved within a Precinct or location identified in Table 1 below:

**Table 1: Airport Precincts and Outline Plan Criteria**

Condition Sub-Reference	Precinct / Location	Activity/ Criteria
A	Rongotai Ridge Precinct	<p>Any earthworks shall achieve the following:</p> <ol style="list-style-type: none"><li>i. The existing ground level shall not be altered by more than 2.5 metres measured vertically.</li><li>ii. The total area of ground surface disturbance shall be less than 250m<sup>2</sup>.</li><li>iii. The earthworks shall not be undertaken on slopes of more than 45°.</li></ol>
B	Terminal Precinct	<p>Buildings or structures shall not exceed a height limit of 25m: except that:</p> <ol style="list-style-type: none"><li>i. Buildings or structures located within 8m of the Golf Course Recreation Area shall not exceed a height limit of 12m.</li></ol>
C	All Precincts with the exception of the Terminal Precinct	<ol style="list-style-type: none"><li>i. Buildings or structures shall not exceed a height limit of 12m; except that:</li><li>ii. Buildings or structures used for hangars shall not exceed a height limit of 15m; and</li><li>iii. Buildings or structures within 5m of any adjoining Residential zone shall not exceed a height limit of 3m.</li></ol>



Condition Sub-Reference	Precinct / Location	Activity/ Criteria
D	All Precincts	<b>Lighting – Non-Aviation Activities</b> <ul style="list-style-type: none"> <li>i. Any development or activity which includes pedestrian routes and/or car parks available for public use during the hours of darkness shall be lit at a minimum of 10 lux measured in accordance with AS/NZS 1158.3.1:2005 and any subsequent amendments.</li> <li>ii. The direct or indirect illumination of outdoor areas associated with any other non-aviation activity shall not exceed 8 lux at the windows of residential buildings in any adjoining Residential zone.</li> </ul>
E		<b>Landscape Design</b> <ul style="list-style-type: none"> <li>i. Existing trees within the Designated Area are to be retained except where they affect the safe operation of the Airport, and provided that;</li> <li>ii. Any pohutukawa trees adjacent to Tirangi Road required to be removed shall be resited as close as is practicable to the boundary of Tirangi Road.</li> </ul>
F		<b>Electromagnetic Radiation</b> <ul style="list-style-type: none"> <li>i. Any activity shall be conducted to comply with the New Zealand NZS 6609:1990 (Radio Frequency Radiation) and any subsequent amendments.</li> </ul>
G	Sites identified on <b>Attachment 3</b>  (Sites on the east side of the runway fronting Broadway, Miro Street and Calaber Road.  Sites on the west side of the runway).	<b>Restricted Site Access for Vehicles</b> <ul style="list-style-type: none"> <li>i. No vehicle shall be permitted to a site across any Restricted road frontage identified on Attachment 3.</li> </ul> <b>Site Access for Vehicles</b> <ul style="list-style-type: none"> <li>ii. Site access for vehicles shall be provided and maintained in accordance with the standards set out in Appendix 3 of the</li> </ul>

Condition Sub-Reference	Precinct / Location	Activity/ Criteria
		Wellington City District Plan Airport and Golf Course Recreation Precinct Chapter 11.
		<ul style="list-style-type: none"> <li>iii. There shall be a maximum of one site access to any site, except that sites with more than one frontage may have one access across each frontage.</li> <li>iv. The width of any site access shall not exceed 6 metres.</li> <li>v. Where site access can be provided from a service lane or right of way registered in favour of the site or other private road or private right of way, no site access shall be from a street.</li> <li>vi. No site access shall be sited closer to a street intersection than the following: <ul style="list-style-type: none"> <li>- Arterial and principal streets: 20 m</li> <li>- Collector streets: 15 m</li> <li>- Other streets: 10 m</li> </ul> </li> <li>vii. Any site access shall be designed to permit a free flow of traffic so that vehicles do not have to queue on the street.</li> </ul>
<b>Signage</b>		
H	All Precincts –	<ul style="list-style-type: none"> <li>i. Any sign located on a building: <ul style="list-style-type: none"> <li>a. That is affixed to the underneath of a verandah shall provide at least 2.5 metres clearance directly above the footpath or ground level.</li> <li>b. Shall be displayed only on plain wall surfaces.</li> <li>c. Shall not obscure windows or architectural features.</li> <li>d. Shall not project above the parapet level, or the highest part of that part of the building/ structure to which it is attached (including above verandah).</li> </ul> </li> </ul>



Condition Sub-Reference	Precinct / Location	Activity/ Criteria
		<p>This part of the condition does not apply to temporary signs.</p> <p>ii. Any illuminated sign (excluding signs below verandah level) within 50 metres and visible from any Residential zone shall not flash.</p>
I	All Precincts with the exception of Terminal Precinct and the West Side Precinct	i. Any sign located on a building shall not exceed a total maximum area of 20m <sup>2</sup> on each elevation.
J	West Side Precinct –	i. Any sign located on a building shall not exceed a total maximum area of signage permitted on each elevation of a tenancy is 20m <sup>2</sup> .
K	Terminal Precinct	<p>i. Any sign located on a building in excess of 12 metres in height above ground level shall bear only the name and/or logo of the building owner or occupier, or the building on which the sign is located.</p> <p>ii. Any sign located on a building in excess of 12 metres in height above ground level shall not flash.</p> <p>iii. Any free standing sign or sign located on a structure shall not exceed a maximum height of 9m.</p>
L	All Precincts with the exception of the Terminal Precinct	<p>i. Any free-standing sign or sign located on a structure, with the exception of signs related to the purpose of directing pedestrian or vehicular traffic, or to provide safety and security information:</p> <p>a. shall not exceed a maximum area of 8m<sup>2</sup>.</p> <p>b. shall not exceed a maximum height of 4m.</p> <p>c. Any illuminated sign shall not flash.</p>

Condition Sub-Reference	Precinct / Location	Activity/ Criteria
-------------------------	---------------------	--------------------

- d. must be located a minimum of 50m from any Outer Residential Area zoned land
- e. shall not front onto State Highway 1, Moa Point Road, or Lyall Parade.

2. Notwithstanding Condition 1, in accordance with section 176A(2) of the Resource Management Act 1991 (“**RMA**”) an outline plan need not be submitted for works and activities occurring within, or associated with the following:

- a) Any aviation activity within the Airside Precinct; or
- b) Lighting poles and navigational instruments; or
- c) Building or structure maintenance or repair; or
- d) Upgrade or maintenance of existing formed roads and public accessways; or
- e) Pavement maintenance or repair; or
- f) Landscape maintenance or repair; or
- g) Earthworks, other than those which do not comply with the conditions in Table 1 in the Rongotai Ridge Precinct; or
- h) Placement/ maintenance of street furniture or art/ sculptures; or
- i) Maintenance or repair of lighting, signage and other existing fixtures or structures.

3. Within the Terminal Precinct, where an outline plan is required under Section 176A of the RMA, the outline plan shall include, in addition to the matters required under section 176A(3) of the RMA, a report or reports covering the following matters, as relevant to the scale and location of the works proposed:

- a) Whether there will be a consistency of building materials and colours between buildings;
- b) Provision for the visual softening of large buildings;
- c) Using variations in building mass, height and architectural form to provide visual interest, reduce visual massing and promote visual permeability through the higher elements of built form to maintain view lines from adjoining more elevated properties to the east where this is practicable;



- d) Whether any landscape treatment is necessary and if so whether it is in scale with the proposed development;
  - e) Screening of parking, loading and storage areas, while recognising operational requirements of airside facilities;
  - f) Details of traffic management and car parking proposals for the period of construction of the proposed works and for the operation of the proposed activities once established;
  - g) The timetable for the completion of works.
4. Within the Rongotai Ridge Precinct, where an outline plan is required under Section 176A of the RMA the outline plan specific to this area shall include in addition to the matters required under section 176A(3) of the RMA, a report or reports covering the following matters:
- a) Whether any earthworks will alter the existing topography of the site and the impacts on the area's amenity values and cultural values;
  - b) The extent to which earthworks affect the stability and erosion potential of the site and surrounding sites; and,
  - c) Whether any landscape treatment is necessary and if so whether it is in scale with the proposed development.
5. Prior to any work or activity which requires an outline plan under Section 176A of the RMA, the Requiring Authority shall prepare or update a Network Utilities Management Plan. The purpose of the Plan shall be to inform the relevant network utility providers that enabling work, design, and construction of any development or construction activity, takes account of (and includes measures to address) the safety, integrity, protection (or where necessary) relocation of exiting network utilities.

#### **Aircraft Operations Noise**

- 6. The Requiring Authority shall ensure that all aircraft operations are managed so that the rolling day average 24 hour night-weighted sound exposure does not exceed a Day/night Level (Ldn) of 65dBA outside the Air Noise Boundary shown on District Plan Map 35.
- 7. Aircraft noise shall be measured in accordance with NZS6805:1992 and calculated as a 90 day rolling average. All terminology shall have the meaning that may be used or defined in the context of NZS:6805.
- 8. The following aircraft operations shall be excluded from the calculation of the rolling 90 day average described in Conditions 6 and 7:

- a) Aircraft landing in an emergency;
- b) The operation of emergency flights required to rescue persons from life-threatening situations or to transport patients, human vital organs or medical personnel in an emergency;
- c) The operation of unscheduled flights required to meet the needs of a national civil defence emergency declared under the Civil Defence Act 2002;
- d) Military aircraft operations.

9. The Requiring Authority shall ensure that:

- a) All domestic aircraft operations shall not occur during the hours from midnight (12am) to 6am; and
- b) All international aircraft operations shall not occur during the hours:
  - i. Midnight to 6am for departures.
  - ii. 1am to 6am for arrivals.

*For the purposes of this condition “operations” means the start of the take off roll or touch down on landing.*

10. The following are exceptions to Condition 9:

- a) Disrupted flights where aircraft operations are permitted for an additional 30 minutes;
- b) In statutory holiday periods where operations are permitted for an additional 60 minutes;

*For the purposes of this condition, statutory holiday period means:*

- i. *The period from 25 December to 2 January, inclusive. Where 25 December falls on either a Sunday or Monday, the period includes the entire of the previous weekend. Where 1 January falls on a weekend, the period includes the two subsequent working days. Where 2 January falls on a Friday, the period includes the following weekend.*
- ii. *The Saturday, Sunday and Monday of Wellington Anniversary weekend, Queens Birthday Weekend and Labour Weekend.*
- iii. *Good Friday to Easter Monday inclusive.*
- iv. *Waitangi Day.*
- v. *ANZAC Day.*
- vi. *Where Waitangi Day or ANZAC Day falls (or is recognised) on a Friday or a Monday, the adjacent weekend is included in the statutory holiday period.*



- vii. *The hours from midnight to 6am immediately following the expiry of each statutory holiday period defined in (i) to (vi).*
- c) Aircraft using the Airport as a planned alternative to landing at a scheduled airport, but which shall not take off unless during the scheduled hours in Condition 9;
  - d) Aircraft landing in an emergency;
  - e) The operation of emergency flights required to rescue persons from life threatening situations or to transport patients, human vital organs, or medical personnel in a medical emergency;
  - f) The operation of unscheduled flights required to meet the needs of any state of emergency declared under the Civil Defence Emergency Management Act 2002 or any international civil defence emergency;
  - g) Aircraft carrying heads of state and/or senior dignitaries acting in their official capacity or other military aircraft operations;
  - h) No more than 4 aircraft movements per night with noise levels not exceeding 65 dB LAFmax (1 sec) at or beyond the Air Noise Boundary.

#### **Engine Testing**

11. The Requiring Authority shall ensure that aircraft propulsion engines may be run within the Designated Area for the purpose of engine testing as follows:
- a) Undertaken during the hours of 6am to 8pm only;
  - b) To carry out essential unscheduled maintenance between 8pm and 11pm only;
  - c) To operate an aircraft within flying hours but provided the engine run is no longer than required for normal procedures, which for the purpose of this condition, shall provide solely for short duration engine runs by way of flight preparation while the aircraft is positioned on the apron;
  - d) No person shall start or run any aircraft propulsion engine for the purposes of engine testing on the locations shown on the map attached as **Attachment 4**;
  - e) Restrictions on engine testing from 11pm to 6am do not apply if engine testing can be carried out in compliance with all of the following:
    - i. measured noise levels do not exceed 60 dB LAEQ (15 min) at or within the boundary of any residential zone;
    - ii. measured noise levels do not exceed 75 dB LAFmax at or within the boundary of any residential zone;
    - iii. noise levels shall be measured in accordance with NZS6801: 2008 Acoustics – Measurement of Environmental Sound;

- iv. the total number of engine test events relating to aircraft using the Airport as an alternate landing site shall not exceed 18 in any consecutive 12 month period;
- v. the total duration of engine test events relating to aircraft using the Airport as an alternate landing site in terms of Condition 10 c) shall be no more than 20 minutes.

#### **Ground Power and Auxiliary Power Units (GPUs/APUs)**

12. The Requiring Authority shall ensure that the operation of ground power units (**GPUs**) and auxiliary power units (**APUs**) when measured at any adjoining Residential zone shall not exceeding the following limits:

- a) Monday to Saturday 7am to 10pm 55 dB  $L_{Aeq}$  (15 MIN)
- b) At all other times 45 dB  $L_{Aeq}$  (15 MIN)
- c) All days 10pm to 7am 75 dB  $L_{AFmax}$

Exception that these limits shall not apply to APUs for:

- i. Aircraft under tow;
- ii. The first 90 minutes after an aircraft has stopped on the gate;
- iii. 60 minutes prior to scheduled departure;
- iv. The use of APUs to provide for engine testing pursuant to Condition 11.

#### **Land Based Noise**

13. The Requiring Authority shall ensure that noise emission levels from any activity within the Designated Area, other than aircraft operations, engine testing and the operation of APUs when measured at any adjoining Residential zone, shall not exceed the following limits:

- a) Monday to Saturday 7am to 10pm 55 dB  $L_{Aeq}$  (15 MIN)
- b) At all other times 45 dB  $L_{Aeq}$  (15 MIN)
- c) All days 10pm to 7am 75 dB  $L_{AFmax}$

## **Attachment 1**

### **Designation Boundary**





Airport Purposes Designation Boundary

## **Attachment 2**

### **Precinct Areas**





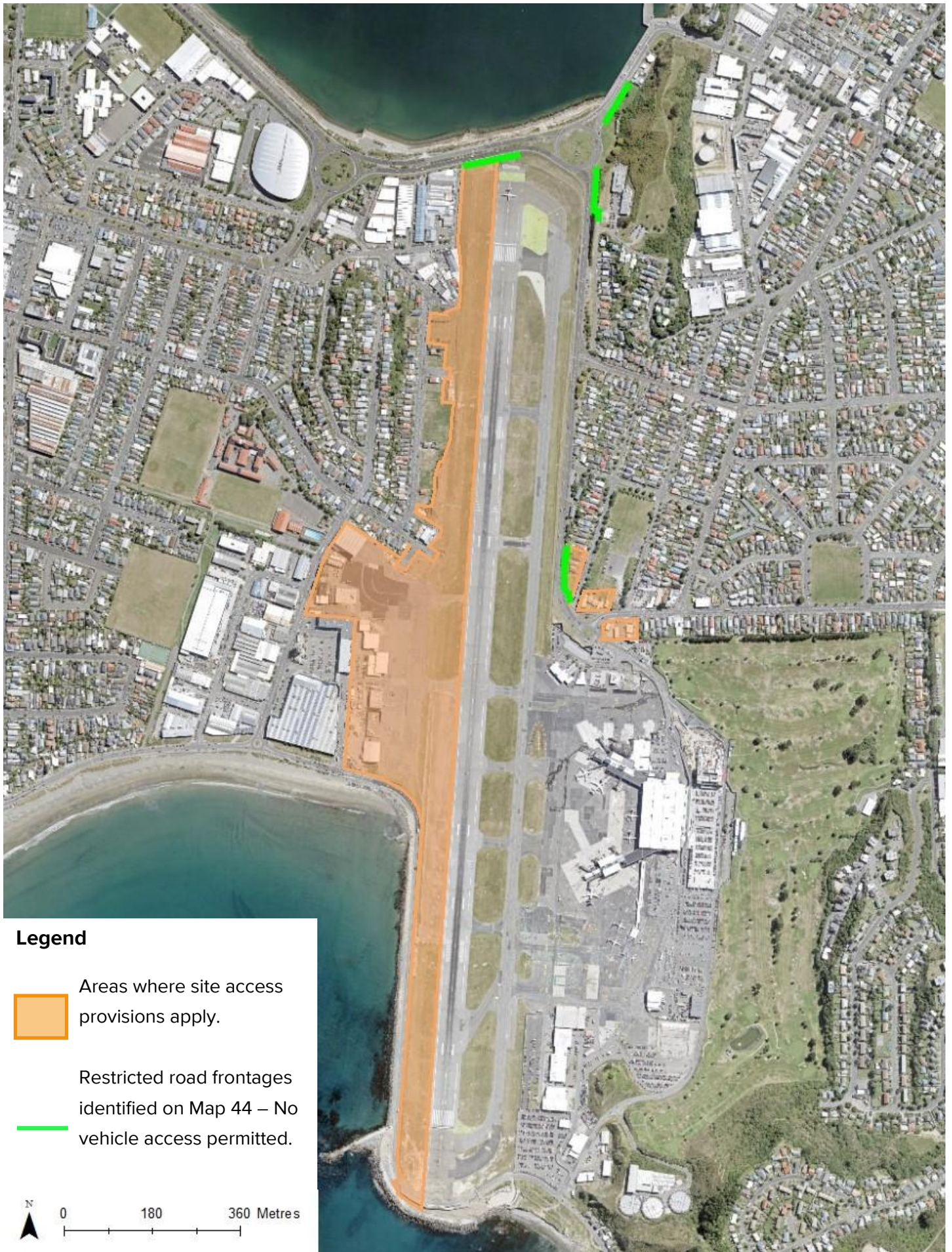
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**Airport Precinct Development Areas**



### **Attachment 3**

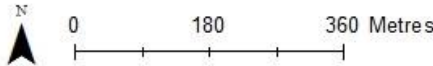
#### **Site Access for Vehicles – Location Map**





**Legend**

-  Areas where site access provisions apply.
-  Restricted road frontages identified on Map 44 – No vehicle access permitted.





## **Attachment 4**

### **Engine Testing Exclusion Area**



Figure XX: Engine testing exclusion area



## **APPENDIX D**

Conceptual (Partial) Master Plan









## **APPENDIX E**

Wellington International Airport Ltd as  
Requiring Authority

**Reprint  
as at 11 December 1992**



**Resource Management (Approval  
of Wellington International Airport  
Limited as Requiring Authority)  
Order 1992**  
(SR 1992/349)

Catherine A Tizard, Governor-General

**Order in Council**

At Wellington this 7th day of December 1992

Present:  
Her Excellency the Governor-General in Council

Pursuant to sections 167 and 420(6) of the Resource Management Act 1991, Her Excellency the Governor-General, acting by and with the advice and consent of the Executive Council, and on the recom-

---

**Note**

Changes authorised by section 17C of the Acts and Regulations Publication Act 1989 have been made in this reprint.

A general outline of these changes is set out in the notes at the end of this reprint, together with other explanatory material about this reprint.

**This order is administered by the Ministry for the Environment.**

mendation of the Minister for the Environment, hereby makes the following order.

### Contents

	Page
1 Title and commencement	2
2 Interpretation	2
3 General approval	2
4 Approval in respect of project with existing designation	2

---

### Order

#### **1 Title and commencement**

- (1) This order may be cited as the Resource Management (Approval of Wellington International Airport Limited as Requiring Authority) Order 1992.
- (2) This order shall come into force on the seventh day after the date of its notification in the *Gazette*.

#### **2 Interpretation**

In this order, unless the context otherwise requires, **airport** has the meaning given to that term by section 2 of the Airport Authorities Act 1966.

#### **3 General approval**

Wellington International Airport Limited is hereby approved as a requiring authority under section 167 of the Resource Management Act 1991 for the operation, maintenance, expansion, and development of the airport known as the Wellington International Airport.

#### **4 Approval in respect of project with existing designation**

Wellington International Airport Limited is hereby approved as a requiring authority under section 167 of the Resource Management Act 1991 for the following project (to which an existing designation relates):

<b>Territorial authority</b>	<b>Location</b>	<b>Description of project</b>
Wellington City	Part Miramar Golf Course	Expansion and development of Wellington International Airport

Bob MacFarlane,  
Acting for Clerk of the Executive Council.

---

### **Explanatory note**

*This note is not part of the order, but is intended to indicate its general effect.*

By this order Wellington International Airport Limited is approved as a requiring authority—

- (a) for the operation, maintenance, expansion, and development of Wellington International Airport; and
- (b) for a project to which an existing designation relates (which project is the expansion and development, on part of the Miramar Golf Course, of Wellington International Airport).

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Issued under the authority of the Acts and Regulations Publication Act 1989.  
Date of notification in *Gazette*: 10 December 1992.

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## Contents

- 1 General
  - 2 Status of reprints
  - 3 How reprints are prepared
  - 4 Changes made under section 17C of the Acts and Regulations Publication Act 1989
  - 5 List of amendments incorporated in this reprint (most recent first)
- 

## Notes

### **1 General**

This is a reprint of the Resource Management (Approval of Wellington International Airport Limited as Requiring Authority) Order 1992. The reprint incorporates all the amendments to the order as at 11 December 1992, as specified in the list of amendments at the end of these notes.

Relevant provisions of any amending enactments that contain transitional, savings, or application provisions that cannot be compiled in the reprint are also included, after the principal enactment, in chronological order. For more information, see <http://www.pco.parliament.govt.nz/reprints/>.

### **2 Status of reprints**

Under section 16D of the Acts and Regulations Publication Act 1989, reprints are presumed to correctly state, as at the date of the reprint, the law enacted by the principal enactment and by the amendments to that enactment. This presumption applies even though editorial changes authorised by section 17C of the Acts and Regulations Publication Act 1989 have been made in the reprint.

This presumption may be rebutted by producing the official volumes of statutes or statutory regulations in which the principal enactment and its amendments are contained.

### **3 How reprints are prepared**

A number of editorial conventions are followed in the preparation of reprints. For example, the enacting words are not

included in Acts, and provisions that are repealed or revoked are omitted. For a detailed list of the editorial conventions, see <http://www.pco.parliament.govt.nz/editorial-conventions/> or Part 8 of the *Tables of New Zealand Acts and Ordinances and Statutory Regulations and Deemed Regulations in Force*.

#### **4      *Changes made under section 17C of the Acts and Regulations Publication Act 1989***

Section 17C of the Acts and Regulations Publication Act 1989 authorises the making of editorial changes in a reprint as set out in sections 17D and 17E of that Act so that, to the extent permitted, the format and style of the reprinted enactment is consistent with current legislative drafting practice. Changes that would alter the effect of the legislation are not permitted. A new format of legislation was introduced on 1 January 2000. Changes to legislative drafting style have also been made since 1997, and are ongoing. To the extent permitted by section 17C of the Acts and Regulations Publication Act 1989, all legislation reprinted after 1 January 2000 is in the new format for legislation and reflects current drafting practice at the time of the reprint.

In outline, the editorial changes made in reprints under the authority of section 17C of the Acts and Regulations Publication Act 1989 are set out below, and they have been applied, where relevant, in the preparation of this reprint:

- omission of unnecessary referential words (such as “of this section” and “of this Act”)
- typeface and type size (Times Roman, generally in 11.5 point)
- layout of provisions, including:
  - indentation
  - position of section headings (eg, the number and heading now appear above the section)
- format of definitions (eg, the defined term now appears in bold type, without quotation marks)
- format of dates (eg, a date formerly expressed as “the 1st day of January 1999” is now expressed as “1 January 1999”)

- position of the date of assent (it now appears on the front page of each Act)
- punctuation (eg, colons are not used after definitions)
- Parts numbered with roman numerals are replaced with arabic numerals, and all cross-references are changed accordingly
- case and appearance of letters and words, including:
  - format of headings (eg, headings where each word formerly appeared with an initial capital letter followed by small capital letters are amended so that the heading appears in bold, with only the first word (and any proper nouns) appearing with an initial capital letter)
  - small capital letters in section and subsection references are now capital letters
- schedules are renumbered (eg, Schedule 1 replaces First Schedule), and all cross-references are changed accordingly
- running heads (the information that appears at the top of each page)
- format of two-column schedules of consequential amendments, and schedules of repeals (eg, they are rearranged into alphabetical order, rather than chronological).

**5**     ***List of amendments incorporated in this reprint  
(most recent first)***

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# APPENDIX F

Map of Utilities



# Wellington Maps



June 6, 2019

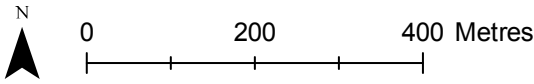
1:9,000

Disclaimer:  
The use of any land or property information in OneMap is entirely at the user's own risk and discretion.  
Wellington City Council does not give any warranty that any information contained is accurate or complete.  
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Data Statement:  
Property boundaries, 20m Contours, road names, rail line, address & title points sourced from Land  
Information NZ. Assets, contours, water and drainage information shown is approximate and must not be  
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accuracy may vary, but is generally +/- 1m. Crown Copyright reserved.

Property Boundaries Accuracy:  
+/- 1m in urban areas  
+/- 30m in rural areas

Data Source:  
Census data - Statistics NZ.  
Postcodes - NZ Post.



Absolutely Positively  
Wellington City Council  
Me Heke Ki Pōneke