

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

**In the Matter** of the Resource Management Act  
1991

**And**

**In the Matter** of a Notice of Requirement to  
designate land for Airport Purposes  
known as the Main Site NOR

**And**

**In the Matter** of a Notice of Requirement to  
designate land for Airport Purposes  
known as the East Side Area NOR.

**Summary Statement of Evidence of  
Mark Georgeson  
for Wellington International Airport Ltd**

Dated: 19 May 2021

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## **INTRODUCTION**

### **Qualifications and Experience**

1. My full name is Mark Grant Georgeson
2. My qualifications and experience are provided in my statement of evidence dated 5 May 2021.

### **SCOPE OF EVIDENCE**

3. My evidence has a focus on the capacity and performance of the wider transport network that serves the Airport, and the way in which traffic demands arising from continued activity growth at the Airport can be addressed, including as part of the transport system changes proposed through the Let's Get Wellington Moving (LGWM) programme.

### **EXECUTIVE SUMMARY**

4. The LGWM programme is a joint initiative between Wellington City Council, Greater Wellington Regional Council and Waka Kotahi NZ Transport Agency. These partners are currently investigating transport interventions with the vision of moving more people with fewer vehicles, to deliver a step change in public transport services and journeys.
5. Whilst the Airport enjoys close proximity to the CBD, its location near the end of one primary route from the north creates challenges in terms of access. To ensure that growth at the Airport and within the eastern suburbs does not result in sustained additions of more of the same surface access demands, more efficient modes of transport to and from the CBD are needed. This is the focus of the LGWM programme, that includes a proposed Mass Rapid Transit (MRT) route between the CBD and the Airport.
6. The MRT system presents a significant opportunity for the Airport to realise forecast growth – growth that is entirely consistent with the objectives of LGWM, which seek to consolidate land use and activity density around key nodes, linked by MRT, to support a shift to more sustainable travel modes.
7. WIAL continues to be an active stakeholder with the LGWM partners, to ensure that the right attention is given to future access demands at the Airport. This coordination is essential to establishing that LGWM's transport

initiatives will respond appropriately to increased Airport activity, as a component part of future growth in the eastern suburbs.

8. While the indicative timing of the LGWM MRT connection to the Airport is yet to be confirmed, other shorter-term improvements such as returning an efficient bus service, and increasing frequency and accessibility of bus connections, can be made. The Airport infrastructure and forward masterplanning allows for integration of these services.
9. In my view, the transport system interventions and proposed initiatives including mode shift planned by LGWM, can keep pace with the surface access demands associated with continued Airport growth.

### **EXPERT CONFERENCING**

10. I have participated in expert conferencing with Wellington City Council's traffic expert, Mr Spence, from which the Traffic Joint Witness Statement dated 17 May 2021 has been prepared.
11. Mr Spence and I agree that the Airport has a key role in working closely with LGWM to achieve the envisioned transport outcomes.
12. Mr Spence and I agree that the Airport provides the infrastructure for an immediate return of bus transport.
13. Mr Spence and I differ in our views relating to through-vehicle access at the Airport. While the Airport does not have any current plans to remove through-access, my view is that the Council could seek to establish legal access should it deem such to be of significant importance.
14. Mr Spence and I differ in our views as to the manner in which the Requiring Authority should participate in responding to off-airport parking effects. My view is that Suggested Condition 23 is an appropriate response and calls for the Airport to take action in reducing off-airport parking effects.



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Mark Georgeson  
19 May 2021