

20 May 2021

Notice of Requirement for Designation Wellington Airport – Main Site

Submission to Hearings Commissioners

1. Submitters Details

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2. Introduction

I appear before the Commissioners as a resident and property owner of Lyall Bay.

I was previously involved in the submission and hearing process for PC57.

In this submission I refer to the version of the proposed designation as attached to the Planner's Joint Witness Statement.

3. Submissions and Reasons

Main Site Designation – Purpose

Bullet Point 11

My submission sought to amend the description of the proposed designation purpose to remove repeated use of the word 'associated' in relation to the provision of services for workers that are not airport worker and for visitors.

I proposed the following:

Industrial and commercial activities provided they are associated with aircraft operations or serve the needs of passengers, crew, ground staff, airport workers, and ~~other associated workers and~~ airport visitors;

The inclusion of the phrases “*other associated workers*” and as well as “*airport workers*” creates confusion. Hence I propose a simplified version.

Bullet Point 14

My submission sought to amend the proposed designation purpose as defined, to remove uncertainty in relation to the provision of ancillary activities, buildings and structures.

I proposed the following:

Ancillary activities, buildings and structures ~~related to the above~~;

The ancillary activities should be ancillary to the main purpose of the designation, which is the operation of an airport. The definition is too vague as it provides scope for the ancillary activities to be ancillary to anything related to the associated activities already listed in the designation.

Bullet Point 15

My submission sought to amend the proposed designation purpose as defined, to remove further uncertainty in relation to the provision of “other activities”.

I proposed the following:

~~*Servicing*~~, *testing and maintenance activities related to the above.*

Again, the definition is too vague. It provides open scope for the servicing of activities that are ancillary to anything related to the activities already listed in the designation. The purpose of the designation needs to have tighter descriptions to avoid a series of loopholes that appear to be available.

West Side – Building Heights

My submission was to remove the exclusion that would allow hangar buildings to 20m high in the west side precinct.

My concern is that 20m high buildings in the vicinity of Coutts St, Tirangi Road and Layll Bay Parade would have significant visual & shading effects. This is a matter that Robin Simpson for Council has also noted. She presents the case of the Execujet building on Tirangi Road. This building is a large building that presents its back to the streetscape - being a flat, featureless tin shed with a roller door. As Mr Ashby notes, it would be extremely concerning to have an even taller hangar building along the frontage of Tirangi Road, or Coutts Street or Lyall Bay Parade.

The Rongotai South Business Area on the opposite side of Tirangi Road, allows buildings to 12m on Tirangi Road, with scope to go to 18m via a resource consent process. However, all buildings over 500m² require a resource consent that involves a design guide assessment and urban design critique. I consider that a similar design guide assessment process should be required for all airport buildings.

The amended version of the designation now requires an outline plan for buildings over 12m or over 15m for hangar buildings. I support that an outline plan is required. However, the amended provisions would still allow a repeat of a similar building to the Execujet building as a permitted activity. Such an outcome would have significant adverse visual effects.

I support Ms Simpson's Westside recommendations for a 9m building height at the street frontages (Coutts St, Tirangi Rd and Lyall Bay Parade) with progressive setbacks to higher buildings of 12m, 15m and 20m for hangars. A significant setback would be required for a 20m high building.

I further support the landscape design provisions that require retention of the pohutukawa trees on Tirangi Road. I would add the existing requirement under rule 11.1.1.8 for planting of similar trees along the Lyall Bay Parade frontage.

I am also supportive of the landscape and urban design statement requirement for the outline plan process under item 4 of the amended version of the designation.

4. Summary of Decision Sought

That the Commissioners amend the notice of requirement for the main airport site as suggested in my submission.

Signature of person making submission.



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A D Gibson

Date 20 / 5 / 2021