

ANZIP AUSTRALIA NEW ZEALAND INFRASTRUCTURE PIPELINE

The Australia & New Zealand Infrastructure Pipeline (ANZIP) provides a forward view of public infrastructure activity across Australia and New Zealand, providing certainty of the forward work programme to investors, constructors, governments and other agencies. ANZIP informs industry of where and what infrastructure opportunities are available, and when they come to market by tracking greenfield and brownfield transactions from when they are proposed, until they reach contractual and financial close.

CONTACT

Infrastructure Partnerships Australia
96 Pitt Street Sydney NSW 2000
P / 02 9152 6000
F / 02 9152 6005
E / anzip@infrastructure.org.au

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STATUS DEFINITIONS

Prospective pipeline

Greenfield (construction) or brownfield (government asset divestment) projects needed or likely to occur within the next five years, but is not formally proposed by a state, territory or major local government.

Credibly Proposed

The project or divestment is supported by a state, territory or major local government, is subject to studies or other processes (such as pre-feasibility or scoping studies or business case development), and is likely to proceed to formal announcement

Announced

The project has a firm commitment and timeline from a state, territory or major local government, but has not yet entered the market.

Under procurement

The project or transaction is under procurement (such as a call for Expressions of Interest, requests for tender, or another offer to the market).

Preferred bidder announced

A preferred bidder has been selected and is in exclusive negotiations.

Recently closed

Projects that have progressed to contractual close remain on ANZIP for 12 months.

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SUPPORTING AGENCIES



WELLINGTON INTERNATIONAL AIRPORT RUNWAY EXTENSION

**PROJECT
PIPELINE
STATUS**



STATUS: Prospective pipeline

SECTOR: Other transport

JURISDICTION: New Zealand

PROCUREMENT APPROACH: Unknown

TYPE: Greenfield

The extension of the runway at Wellington International Airport would increase the capacity and ability of the airport to service international flights, particularly larger wide-bodied aircraft that conduct long-haul services.

The proposed extension would extend the runway 355 metres out into Lyall Bay providing a total runway length of 2,300 metres. The extension works would also include:

- extending the existing Moa Point Road tunnel underpass;
- erecting a protection structure over Moa Point Wastewater Treatment Plant main outfall pipeline;
- construction and maintenance of a Submerged Wave Focusing Structure in Lyall Bay; and
- landscape and amenity improvement works.

In April 2016 Wellington International Airport Limited (WIAL) lodged a Resource Consent Application with the Wellington City Council (WCC) and Greater Wellington Regional Council (GWRC) for the project. The Application was put on indefinite hold in March 2017 to appeal separate proceedings regarding a challenge to the airport's safety areas to the Supreme Court. WIAL has stated that until the issue is resolved it represents an impediment to Wellington progressing its Resource Consent Application.

WIAL indicates the proposal to extend the runway has a Benefit-Cost Ratio (BCR) of 2.3.

In April 2019, WIAL withdrew its application for resource consents associated with an extension to the runway. WIAL anticipates lodging an updated application in early 2020.

On 22 October Wellington Airport released its 2040 Masterplan. The Plan flags more than NZ\$1 billion (A\$933 million) in infrastructure upgrades. This includes the potential runway extension, along with upgrades to passenger terminals and facilities for non-scheduled movements, such as freight and medical services.

Value undisclosed

Last reviewed: 04/11/2019



RELATED RESOURCES

[Project website](#)

[Greater Wellington Regional Council Resource Consent Application Report \(October 2016\)](#)

[Wellington City Council Resource Consent Application Report \(October 2016\)](#)

[WIAL 2010 Master Plan](#)

[Resource Consents Application Withdrawn \(April 2019\)](#)

[Wellington Airport Masterplan 2040](#)

