



Guardians of the Bays Comment on the Wellington International Airport Southern Seawall Renewal

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)	Guardians of the Bays Incorporated		
First name	[REDACTED]		
Last name	[REDACTED]		
Postal address	143 Queens Drive, Lyall Bay, Wellington 6022		
Home phone / Mobile phone	[REDACTED]	Work phone	
Email (a valid email address enables us to communicate efficiently with you)	guardiansofthebays@gmail.com		

2. We will email you draft conditions of consent for your comment			
<input checked="" type="checkbox"/>	I can receive emails and my email address is correct	<input type="checkbox"/>	I cannot receive emails and my postal address is correct

1. Introduction

- 1.1 Guardians of the Bays Incorporated (GOTB) thanks the panel for asking us to comment on the proposal as per their [Minute 2 of the Expert Panel](#).
- 1.2 GOTB is an incorporated society that represents concerned Wellington residents working to reduce the adverse effects that arise from Wellington airport on the land surrounding the airport made up of predominately pre-

existing residential neighbourhoods and the sea at either end of the airport runway.

- 1.3 GOTB objectives are to reduce the adverse effects that arise from Wellington airport including proposed runway extensions, expansions, increased aircraft and land transport movements and other related activities on the environment. The adverse effects may include but are not limited to coastal reclamation, emissions, noise, stormwater, reduction of visual and landscape amenity and neighbourhood disruption.
- 1.1 In June 2022 GOTB were part of a mediated Environment Court agreement for the conditions on the Man Site Area designation and the East Side Area designation (the expansion of the Wellington Airport into the southern section of Miramar Golf Course).
- 1.2 On Wellington City Councils Proposed District Plan GOTB made numerous submissions, further submissions, attended hearings and became party to the appeals relating to Wellington Airport.
- 1.3 The comments below relate to the [*Wellington International Airport Limited Southern Seawall Renewal Fast Track Approvals Act – Substantive Application 23 October 2025*](#)-that relate to the:

Replace and upgrade the existing seawall at the southern end of the runway at Wellington Airport, and carry out activities to support reconstruction, including a new or upgraded supply wharf and construction yards.
- 1.4 Wellington International Airport Limited (“WIAL”) is applying for all the approvals to renew Wellington International Airport's (“the Airport”) Southern Seawall.¹
- 1.5 Primarily this project is being considered due to the existing seawall not being resilient enough to resist ongoing increasing storms and sea level rise due to climate change. The proposed construction of the new southern seawall is also proposed to reduce maintenance. The southern seawalls that surround Wellington Airport also protect Moa Point Road, stormwater infrastructure, drinking water infrastructure and wastewater pipelines.
- 1.6 GOTB members attended consultation sessions held in the community and the Strathmore Park Residents Association meeting where Wellington Airport and their consultants presented their construction proposal.
- 1.7 GOTB understands from reading the [*substantive application documents or the Wellington International Airport Southern Seawall Renewal Project*](#) that the project is expected to take 6 to 8 years, with the seawall construction anticipated to take 24 to 30 months and mainly comprises of the following key elements (see Figure 1 below).

¹ Wellington International Airport Limited Southern Seawall Renewal Fast Track Approvals Act – Substantive Application 23 October 2025- Executive Summary page i.

Three constructions yards –

1. Miramar Golf Course Construction Yard (“MGC Yard”) – a new construction yard.
2. Moa Point Construction Yard (“Moa Point Yard”) – a new construction yard.
3. George Bolt Street Construction Yard (“George Bolt Yard”) and existing yard for storage and construction activities.

Renewal of the Southern Seawall - using rock and Cubipods that will increase the width of the seawall seaward by approximately 20 m to 30 m. The crest is anticipated to sit approximately 1m higher than the current seawall crest. The total finished length of the formal seawall will increase (at the crest) by approximately 100 m.

Wellington documents suggest that this additional 100 m length of formal seawall replaces the 100 m existing ‘informal’ length of seawall, meaning the overall 400 m seawall length will be unchanged and while the seawall increases it is not creating additional ‘dry land’². The visual assessment undertaken by Boffa Miskell VS1 – View from Moa Point Beach would suggest that you will visually be able to see the increased seawall due to the increased size and smoother Cubipod construction surface³.

Remediating the eroding Eastern Bank - with rock protection.

Establishing two new kororā colonies – of relocated kororā (blue penguins) that currently inhabit a portion of the Southern Seawall to support kororā habitation and breeding.

² A.02 Description of proposal page 48

³ B-13 Boffa Miskell- Landscape – Natural Character and Visual Effects Assessment

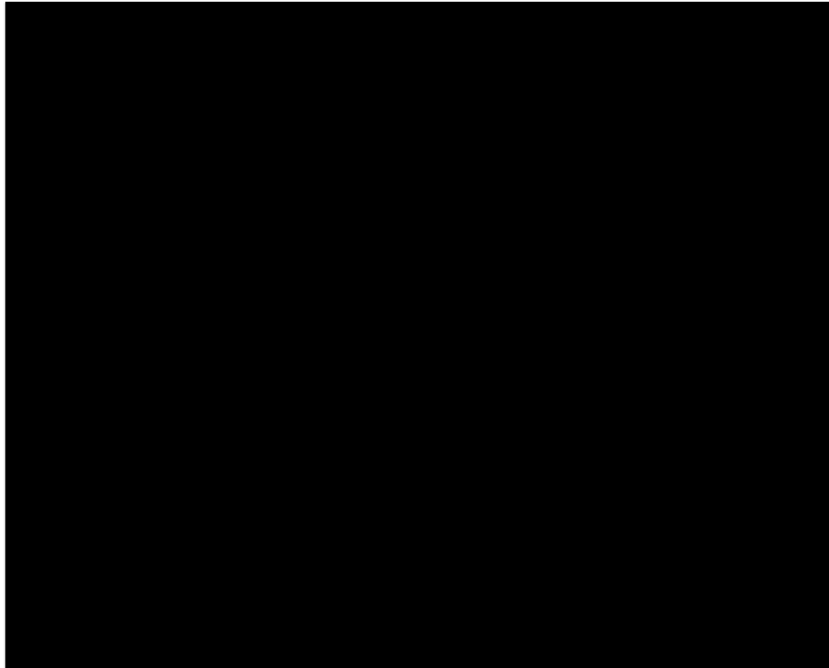


Figure 1: Southern Seawall Renewal Project Area.

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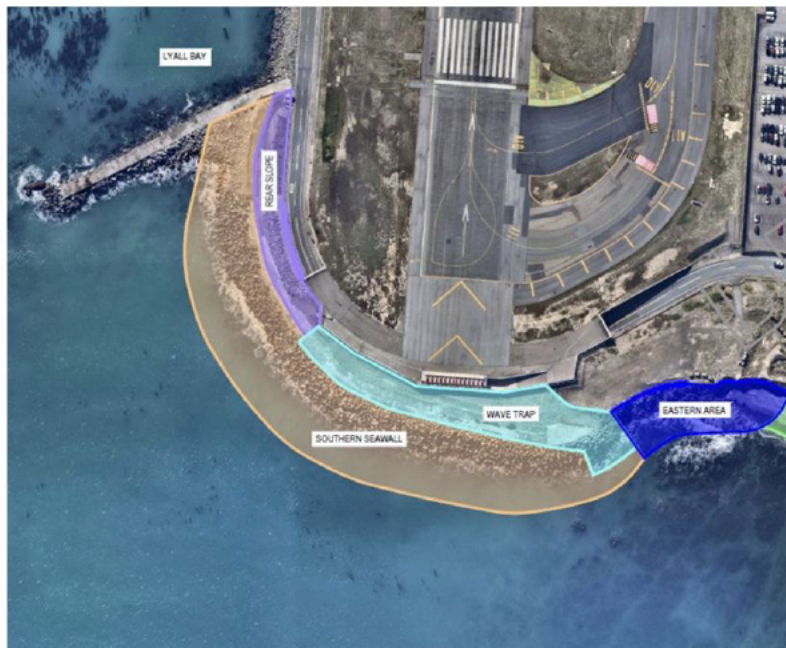


Figure 2.6: Existing Southern Seawall including seawall elements (Beca, 2025a). 5

1.8 GOTB has contacted its executive, members, newsletter subscribers, Predator Free Lyall Bay, Wellington Board Riders, Strathmore Park Residents

⁴ Wellington International Airport Limited Southern Seawall Renewal Fast Track Approvals Act – Substantive Application 23 October 2025- Executive Summary page ii.

⁵ A.02 Description of proposal pg. 16.

Association, and Moa Point residents for comments on Wellington Airports Southern Seawall project. The following comments are made up of discussions around this proposal over a number of years and analysis of the Wellington International Airport Limited Southern Seawall Renewal Fast Track Approvals Act – Substantive Application 23 October 2025.

- 1.9 GOTB acknowledges the need for the project; however, it also notes a significant irony. Increased climate-changing emissions, including those generated by aviation, are contributing to more frequent and severe storm events affecting the southern seawall at Wellington Airport. Despite this clear connection, aviation emissions are not addressed or considered within this Fast Track application.
- 1.10 GOTB agrees that the seawall overlay option using the two layer Cubipod® system of this Fast Track application would appear to have the lower environmental effects of the number of options considered by Wellington Airport. (A.01 Introduction Page 10 introduction). However, GOTB has concerns at the increased footprint of the seawall even if it's not considered by Wellington Airport as 'dry land'.
- 1.11 GOTB also notes while surf and wave assessments have been done the assessments of the effects on Lyall Bay and Moa Point beach have not been considered in this application. Our comments/questions on these effects relate to:
 - 1.11.1 Erosion that is occurring at the western end of Moa Point beach (eastern end of the southern seawall). A small portion is being reconstructed in this project but the rest of the beach will remain in an increasing eroded state. Will the wave effects and combined storm wave and rain-water that will run off from the wave trap (Figure 2.6 above) of this project increase the erosion of the western end of Moa Point beach?
 - 1.11.2 The beach sands of Lyall Bay. The constant erosion of products (rocks, gabions and concrete features) put at the end of the southern seawall, breakwater and western seawall have changed the substrate of Lyall Bay beach from white sand to small grey gravel. Will the proposed new Cubipod reduce the amount of gravel coming into Lyall Bay from the erosion of the seawall?
- 1.12 GOTB would have preferred to use tracked changes when commenting on [DO4 – Resource Consent Conditions](#). However, this was not possible due to the format of the Substantive Application documentation being supplied by the applicant. The consent conditions are presented entirely in table form, which prevents the use of tracked changes and limits commenting to screenshots only. Reproducing and editing these tables would have been time-consuming, complex, and unnecessarily frustrating. As a result, GOTB's comments are provided separately and, in some cases, are abbreviated. Where changes to specific sections of the resource consent conditions are proposed, these have been indicated by underlining rather than tracked changes.

1.13 GOTB would like to present these comments if the Expert Panel decides to have a hearing on this project.

2. Detailed Comments of the Resource Consent Conditions covered in [DO4 -Resource Consent Conditions](#)

General Conditions- GC

Management Plans and Amendments to Management Plans

There are a large number of management plans that are part of this proposal (see list below). Management Plans proposed by WIAL to be approved as part of the fast-track process are:

- Archaeological Site Management Plan (“ASMP”)
- Avifauna Management Plan (“AMP”)
- Lizard Management Plan (“LMP”)
- Kororā Penguin Management Plan (“KPMP”)
- Contaminated Land Management Plan (“CLMP”)
- Marine Mammal Management Plan (“MMMP”)

Management Plans to be certified at a later date by Greater Wellington Regional Council are:

- Site Specific Erosion and Sediment Control Plans (“SSESCPs”)
- Erosion and Sediment Control Monitoring Plan (“ESCMP”)
- Chemical Treatment Plan (“ChemTP”)
- Construction Noise and Vibration Management Plan (“CNVMP”)

Management Plans to be certified at a later date by Wellington City Council are:

- Construction Traffic Management Plan (“CTMP”)
- Construction Noise and Vibration Management Plan (CNVMP)
- Site Specific Erosion and Sediment Control Plans (SSECPs)
- Erosion and Sediment Control Monitoring Plan (ESCMPs)
- Chemical Treatment Plan (ChemTP)

GOTB recommends that in addition to **GC.8** that all certified management plans and any subsequent changes certified amendments are made available for the public to view on a freely available website within 5 working days of any plan or amendments being certified.

Stakeholder Communication and Engagement -SC

SC.1, SC.2, SC.3, SC.4 Community Liaison Group

GOTB supports the proposed Stakeholder Communication and Engagement process and the establishment of a Community Liaison Group (CLG). However, we recommend that the proposed structure of the CLG requires strengthening to ensure it provides

effective, meaningful, and ongoing engagement with the affected communities throughout the duration of this long-term project.

Community Representation

GOTB recommends that the representation of the local community on the CLG should be increased. The proposal for “up to five (5) representatives” from the surrounding neighbourhoods is insufficient. At a minimum, the CLG should include **at least five (5) community representatives**, and preferably **up to ten (10) representatives**, drawn from the affected local communities.

In addition, the communities of **Moa Point** and **Breaker Bay** must be explicitly included as affected communities.

Community and Interest Group Representation

GOTB recommends that the following community and interest groups should each have a representative, in addition to the five representatives of the local communities, on the CLG:

- A representative of **Guardians of the Bays**
- A representative of **Strathmore Park Residents Association**
- A representative of **Breaker Bay and Moa Point Progressive Association**
- A representative of **Wellington Board Riders Club**
- A representative of **Predator Free Miramar**
- A representative of **Predator Free Lyall Bay**

While this may appear to result in a relatively large CLG, GOTB has extensive experience participating in Community Liaison Groups for long-term infrastructure projects. Our experience shows that it is preferable to begin with a larger group, as attendance inevitably fluctuates over time due to personal circumstances, illness, work commitments, or other factors. Participation typically reduces as projects progress.

It is also important to ensure that community representation is not outweighed by Wellington Airport representatives or technical specialists, which would be likely to occur if community membership is set too low at the outset.

Terms of Reference of the Community Liaison Group- SC2

While terms of reference are being prepared by the Consent Holder and the Community Liaison Group GOTB would recommend the following:

Meeting Format and Accessibility

All CLG meetings should be available via **video conferencing**, in addition to any in-person option. This is essential to ensure accessibility, particularly given factors such as meeting times, illness, caring responsibilities, and periods when members may be out of the city.

Timing of the First Meeting

The first CLG meeting should be held **at least four (4) weeks prior to the commencement of construction**. This meeting should consider matters relating to the consent, including but not limited to:

- Construction Traffic Management Plan
- Lighting effects
- Construction Noise and Vibration Management Plan (CNVMP)
- Ecological Management Plans, including **Herpetofauna and Avifauna Management Plans**
- Complaints procedures, including:
 - how complaints are made
 - how complaints are recorded
 - how complaints are responded to
- Key contact points throughout the project
- The potential expansion of the CLG where additional community or interest group representation may be required during specific stages of the southern seawall construction

Meeting Frequency

Meeting frequency should be set at a **minimum of every three (3) months**, rather than every six months. During periods of peak construction activity, meetings should be held **monthly**, or in advance of specific construction activities that may have significant community impacts, such as **micro-piling (Condition CN.12)**.

The frequency of meetings should remain flexible and be capable of increasing or decreasing depending on construction progress, emerging issues, and the level of impact being experienced by the community and Wellington Airport.

DO4 -Resource Consent Conditions - Complaints procedures SC.5, SC.6

GOTB recommends that further detail is required on **where and how complaints can be made**, and on **how information about complaints will be made publicly available**.

It is likely that multiple complaints may relate to a single issue e.g. specific night noises or light spill into houses not in this consent. In such cases, the community needs transparency about **what the issue is and how it is being addressed**, rather than information about who has made the complaint. For this reason, the complaints

register should be **publicly accessible**, with information provided in an **appropriate, timely, and easily understandable manner**.

GOTB recommends that a publicly available complaints register would support accountability and community confidence. Comparable approaches are already used by other infrastructure providers, such as Wellington Water's public reporting of pipe breaks and Wellington Electricity's power and lighting outage maps. A similar system could be used to log complaints relating to construction activities, including (but not limited to) works occurring outside consented timeframes, excessive noise, dust, light spill, or other construction-related effects.

Such an approach would allow the community to understand what issues are occurring, how frequently they arise, and what actions are being taken to resolve them.

Pre-construction conditions

GOTB recommends that pre-construction advice be made available to the general public so that they are aware of when and how

PC2 Following the pre-construction meeting with WIAL, the Council (WCC and GWRC) and the primary contractor the Consent Holder will inform the general public, affected residents and Community Liaison Group about the construction start date and any other relevant matters including complaints procedures.

Advice Note: The purpose of this pre-construction community engagement is so that the community understands the conditions of the resource consent, who to make complaints to if they believe the resource consent is not being complied to and any other relevant matters.

Construction conditions (general) -CC

CC.2 Due to the high number of recreational cyclists who use the Moa Point and Lyall Parade Roads GOTB recommends the following is added to the Construction Traffic Management Plan ("CTMP"). Roads around the southern seawall construction site and yards are kept clean and free of off-site mud and gravel from the construction sites.

Managing Effects from lighting

LTG.9- Moa Point residents mentioned in the conditions of consent

GOTB supports the provision of black-out blinds for bedrooms affected by construction lighting. However, we propose that black-out blinds be offered for all windows with a direct line of sight to the project. This approach would allow residents to keep internal doors open and maintain normal household use, rather than needing to close bedroom doors to avoid light intrusion during construction of the southern seawall. This approach would also appear to be in line with the Boffa Miskell assessment which

proposes black out blinds being recommended for the neighbouring properties to mitigate light spill and not just the bedrooms⁶

The seven houses listed are LTG9 are:

- a) 35 Moa Point Road
- b) 40 Moa Point Road
- c) 41 Moa Point Road
- d) 42 Moa Point Road
- e) 44 Moa Point Road
- f) 46 Moa Point Road
- g) 47 Moa Point Road

GOTB recommends that this condition for black-out blinds also applies to the houses that are owned by the Consent Holder as it appears these houses are to be let to construction workers who could be sleeping in the day.

Management of Construction Traffic

CT. 4 The Construction Management Plan

(b) GOTB supports the measures being detailed in this section of the conditions of consent. Moa Point Road and Lyall Parade are used by a diversity of users including residents, recreational users e.g. cyclists, runner, walkers, surfers and fisher people, commercial users and tourists sightseeing and those using the airport.

Communication of construction traffic requirements and prevention measures of mud, dirt and gravel will all be very important.

To the local residents the minimisation of contractor vehicles on local roads will be particularly important.

GOTB recommends the addition of a condition regarding the rapid removal of mud, dirt and gravel that may occur on the roads around the Southern Seawall Project.

CT.5 Additional matter for the Construction Traffic Management Plan (CTMP)

Community Liaison Group input

CT.5 Additional matters for the Construction Traffic Management Plan (CTMP) should explicitly require that the Consent Holder proactively review and update the CTMP in response to recommendations from the Community Liaison Group (CLG) where construction-related traffic effects are identified or anticipated.

The CLG should not be placed in a position where it must first experience and then formally “complain” about adverse traffic effects before action is taken. Instead, the conditions should provide a clear mechanism whereby the CLG can **formally notify the**

⁶ B-13 Boffa Miskell- Landscape – Natural Character and Visual Effects Assessment pg. 48.

Consent Holder that the CTMP requires review, and the Consent Holder must then **consider, respond to, and where appropriate implement those recommendations within a defined timeframe**.

This approach would better reflect the purpose of the CLG as a preventative and solution-focused forum, rather than a reactive complaints body, and would help avoid ongoing or repeated traffic safety and amenity issues for affected communities.

Temporary speed management during construction

In addition, consideration should be given to **temporary reductions in speed limits along the construction traffic routes identified in Attachments E and F**, particularly during peak construction periods and times of high community use.

Temporary speed reductions would be an effective mitigation measure to:

- improve safety for pedestrians and cyclists,
- reduce noise and vibration effects on nearby residents, and
- manage the increased risk associated with heavy vehicle movements.

Any temporary speed management measures should be developed in consultation with the relevant road controlling authority and the CLG, and clearly communicated to the public in advance.

Time and route restrictions

GOTB has been part of the GLG for the Te Whare Wai Para Nuku- Moa Point sludge minimisation facility (SMF). The SMF construction required continuous pours of concrete, with multiple concrete truck movements, at parts of the project and the movement of heavy and oversized machinery. The conditions of consent and truck routes of the SMF appear not to have created many complaints from the local community. Though it is noted that the SMF construction was not being undertaken over continuous periods of time at night.

GOTB advises that the Southern Seawall Contractor consults with the SMF Traffic Managers to find the best times and routes for frequent and oversized truck movements.

Road inspection and maintenance

CT 13 – Potholes and their repair

GOTB knows that the community is concerned about roads deteriorating because of construction activity. This includes the formation of large potholes and the risk of roads being left in a hazardous condition. Lyall Parade between Tirangi Road and Onepu Road has already undergone significant reconstruction works and similar major repair work appear to be required in another section of Lyall Parade.

Moa Point Road, Lyall Parade, Onepu Road, and Tirangi Road are all heavily used for recreational purposes, including by walkers, runners, cyclists and by people accessing and enjoying the coastal environment.

GOTB therefore recommends that any potholes or other road damage caused directly by construction traffic associated with this project are identified promptly and repaired in a timely manner, to ensure public safety and maintain the usability of these roads for all users.

Management of Construction Noise (CNVMP)

From the Tokin and Taylor Noise and Vibration Assessment there are 19 houses that will be affected by external noise levels above 45 dB outside bedrooms that will cause sleep disturbance. This number does not include the properties owned by Wellington Airport- the consent applicant.

GOTB notes that many of the residents on Moa Point Road may not want to sell their properties to Wellington Airport even though the construction will be noisy and at night over a period of 2 or more years.

GOTB supports the objectives of the CNVMP (CN.4 and CN.5)

GOTB however notes there is nothing in the consent conditions to expand the number of houses affected if the Tokin and Taylor Noise and Vibration Assessment if it under represents the number of houses that will be affected by the noise e.g. Strathmore Park residents in Kererenga Street and Ahuriri Street.

CN12 – Micro Piling CN.12

GOTB supports the condition that owners and occupiers of 33 to 49 Moa Point Road are to be notified in writing of the piling schedule. GOTB also recommends that other methods are also added including emails, a What's App group or text messages. In addition, the Community Liaison Group and larger community should be informed as this piling may be heard on a still day or night across Lyall Bay.

Location specific conditions -

CN.14 and CN15– Attachment G –Consent owner install mechanical ventilation

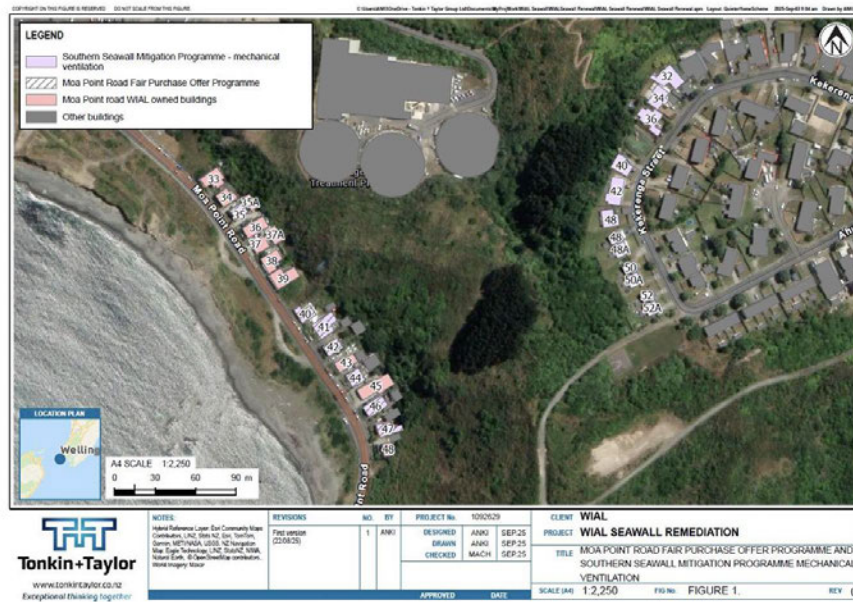
GOTB is concerned that it is not just mechanical ventilation systems residences require but also double glazing. GOTB recommends double glazing is also offered to the 19 owners of properties that will be affected by the noise.

CN.16- There is an error in this condition as it states *-After Consent Holder purchase the property is no longer eligible for the mitigation under Condition CT15.* As there isn't a CT 15 condition of consent- should this be CN 15?

C19 -Tenancy of Consent Holder must not be tenanted except where the tenancy is to provide for accommodation of construction staff associated with the Southern Seawall

works e.g. the night staff. GOTB would recommend that night staff be given black out curtains, mechanical ventilation and double glazing as there will be times when these workers get sick, have days they can not work on the project as other contractors are on site or other reasons that they are wishing to sleep either in the day or night.

Attachment G



Management Effect on Ecology – ECO

Herpetofauna

Lizard Management Plan

GOTB supports the identification of lizard habitat within the construction and laydown yards at Moa Point (Moa Point works site) and Miramar Golf Course Yard (MGC Yard) and the removal of lizards to a safe location prior to vegetation removal and construction commences as proposed in the Lizard Management Plan (LMP).

GOTB understands that the removal of vegetation and construction would result in lizard mortality otherwise and native reptiles are legally protected under the Wildlife Act (1953). We also note that there is higher mortality of relocated lizards.

It should be noted that that Predator Free Miramar does not carry out possum control as at present there are no possum on the Miramar Peninsula or Rongotai Isthmus due to past possum control measures. Predator Free Wellington and Predator Free Miramar (east of Wellington Airport) and Predator Free Lyall Bay (west of Wellington Airport) maintain traps for mustelids and rats.

Mice had a rapid increase after the rat and mustelid control measures of Predator Free Miramar though at present mice numbers appear to have stabilised. There is no

hedgehog and cat control on the Miramar Peninsula. However, hedgehogs and mice can both get caught in the traps that are set.

GOTB recommends that cat control and engagement with the local community on their domestic cats should be undertaken as part of the LMP.

GOTB recommend that all proposed relocation sites are subject to a robust monitoring programme to assess lizard presence and population response. Monitoring should include visual encounter surveys and tracking tunnels using ink cards with a banana lure. Tracking tunnels should be deployed and left in situ for six days prior to any relocation, and then redeployed post-relocation. This monitoring is necessary to determine whether lizard numbers at relocation sites increase, remain stable, or decline, and therefore to evaluate the success or failure of the lizard relocation programme.

Avifauna and Terrestrial Avifauna

GOTB considers that, for simplicity and to support contractor compliance, a single setback distance should apply to all nesting avifauna, both coastal and terrestrial.

GOTB recommends a **50-metre buffer** from the point at which eggs or chicks are identified. This buffer should be clearly **demarcated on site using tape and markers**. This recommendation applies to all nesting birds, including **pōhowera (banded dotterel)** and **variable oystercatchers**.

An increased setback distance of 100 metres is typically applied to nesting **kārearea / New Zealand falcon**.

Applying different buffer distances for different bird species is likely to create confusion for contractors, reduce compliance, and result in the smallest setback being applied in practice. A single, clear standard will better achieve the purpose of these conditions, which is to **protect nesting birds, eggs, and chicks**, rather than inadvertently causing harm by allowing construction machinery to operate too close to nests, frightening birds away, or increasing the risk of nest failure.

Our proposed changes include:

ECO31 –

If nesting native bird species and or their eggs are discovered

(a) No works may commence within 50 metres of the nest....

(c) Works within 50 metres of the nest may only commence or recommence when....,

Kororā (Little Penguin) Management ECO.32- ECO62

Kororā are facing widespread and ongoing threats especially with climate change rising sea temperatures and overfishing by humans. They are classified as at risk and declining under the New Zealand Threat Classification System and regionally threatened - endangered under the Greater Wellington Regional Council.

The southern seawall as it is presently constructed is not a good dog walking area, even if people let their dogs roam freely around this area. Low number of dog interactions and lots of holes and cavities in the present seawall allows Kororā to flourish in what may seem a highly inhospitable environment.

The local community knows this having seen, heard and smelt them. Tourists and Wellingtonians come to Mōa Point looking for Kororā.

The annual cycle of Kororā (Figure 2.1 Draft -Penguin Management-plan for Southern Seawall Renewal January 2026) would suggest that Kororā will be present along the southern seawall throughout the year. Number of Kororā increase in autumn and Winter where between July to December they are breeding and December to February they are moulting.

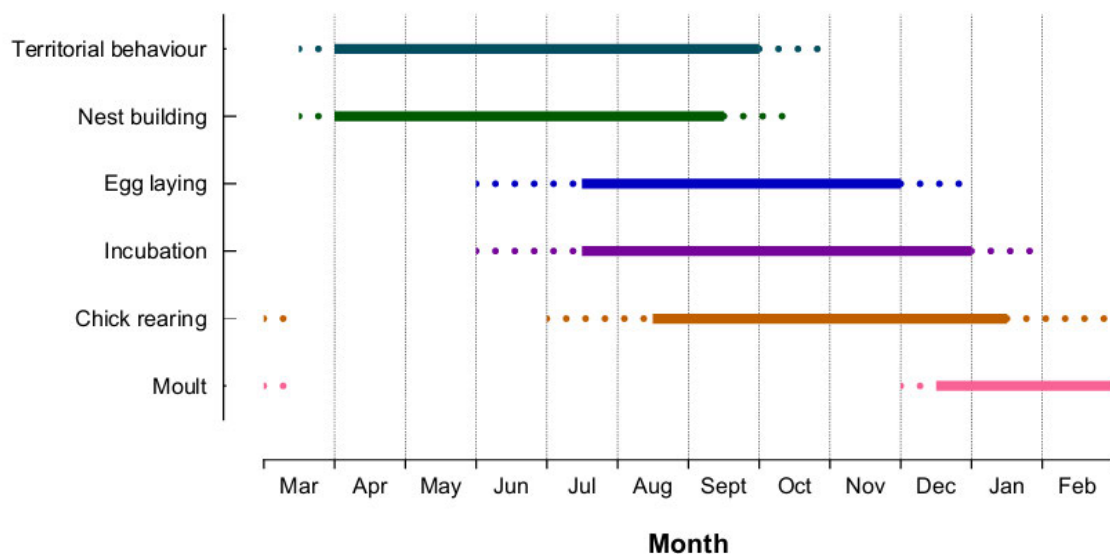


Fig. 2.1. Annual cycle of the kororā. Timing of events in the annual cycle varies between locations, and varies between years at each kororā location.

The areas that the 39 penguin sites were identified (and potentially 50 estimate of Kororā) in Figure 3.2 of the Draft -Penguin Management-plan for Southern Seawall Renewal January 2026. The area areas Kororā are found on the southern seawall are consistent with reports by the local community where they have seen, heard and smelt them in the past.

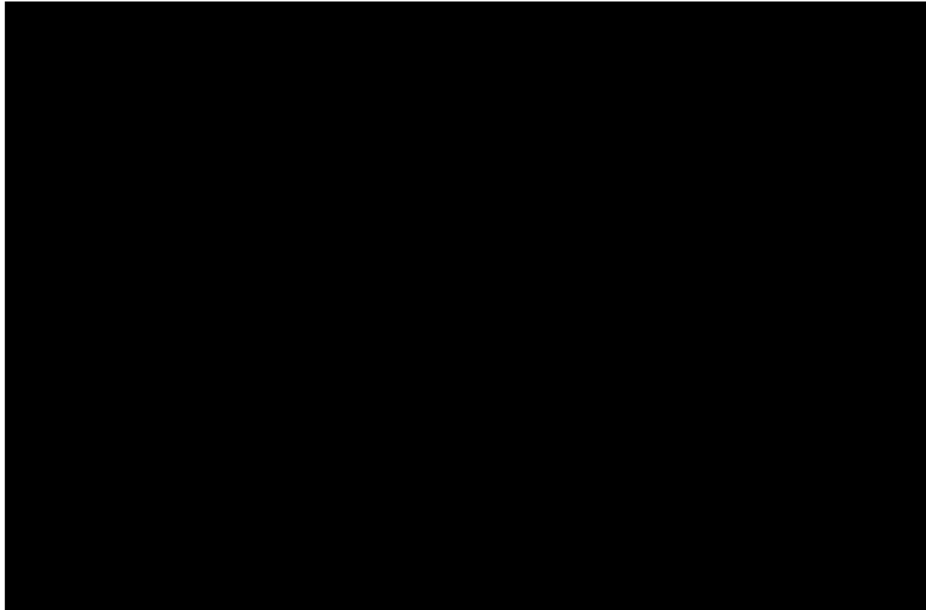


Fig. 3.2. Penguin sites identified in project construction areas.

GOTB understands the necessity of moving the Kororā and sequence of removal but have a number of grave concerns about the proposed new Stage one- Kororā colony, north of the Moa Point Animal colony.

GOTB would like to know if a more appropriate site could be found directly on the coastline that can be fenced off from the public?

GOTB's main concern is relating to the safety of Kororā in the Stage one- Kororā colony – will it actually be safe?

GOTB key safety concerns are around the proposed 1metre high by 2 metre wide tunnel/underpass under the road that both penguins, dogs and cat will be able to freely enter. The smell of Kororā of a successful colony will be very inviting to predators. How are you going to restrict entry to only Kororā and not their predators such as dogs and cats into the tunnel/underpass?

GOTB has concerns that Kororā tunnel/underpass may be affected by ongoing erosion and inundation of gravel into the tunnel that will occur with higher seas and increased storm swells in this area over the life of the colony. Has the increased sea level and storm swells been considered with the position and placement of the Kororā tunnel/underpass and how will it be maintained with continued erosion and possible inundation of the tunnel with gravel?

GOTB are concerned that predator control of Kororā needs to include both predator control of cats and community engagement on domestic cats in Moa Point and Strathmore Park in relationship to the safety of Stage one- Kororā colony.

GOTB are concerned that there is no conditions on community engagement on dogs in relationship to the safety of Stage one- Kororā colony. Dogs are walked without leads in this area and dogs roam freely on the beach and along the road walkway. GOTB believes that the proposed restrictions of dogs 30m around the tunnel/underpass entrance on the beach will be unworkable. Have further restriction such as fencing been considered on the sea entrance to the tunnel/underpass entrance?

GOTB is aware that the old and not unconsented Moa Point sewage outfall pipes are in the vicinity of the road or Stage one- Kororā colony. Can a plan be shown indicating where the old sewage pipe to the short outfall is in relationship to this colony, tunnel/underpass and how it would be affected if any maintenance needed to be done on this old piece of infrastructure?

GOTB has concerns that this could become a 'Kororā event site' e.g. people will realise that penguin come into the site at night and be there to film and photo them when they do appear. Tourists and Wellingtonians already ask residents in Moa Point where they can view Kororā? Has the interaction of viewing public to the Stage one- Kororā colony been considered? How can the viewing public be incorporated into the overall design with signage, position of the tunnel, type of fencing, ability to have a viewing platform and any other features of the Stage one- Kororā colony?

Fencing being proposed appear more of a 'rural' design and not ideal for the site of the Stage one- Kororā colony. The fencing is next to a well used public road and recreational area used for walking, dog walking, cycling, snorkelling and other coastal recreation. The fencing needs to withstand the rigours of Wellington's saline southern coastline and interactions with cars, people and dogs over a number of years. Has a more robust and culturally appropriate fence design been considered with mana whenua and local artists?

Marine Ecology ECO 63- 68

Marine Mammal Management Plan

The local community is very aware of increased sightings of marine mammals in and around the southern coast of Wellington Airports. Local Facebook groups regularly post photos and video of dolphins and Orca in and around Lyall Bay and Moa Point. The sightings of small and large pods of dolphins have increased after the development of the Taputeranga Marine Reserve.

GOTB considers that the community will want to know what is happening to protect the marine species in and around the southern seawall during the construction project and the community can help with sightings and recording of marine mammals .

GOTB recommends that the marine ecologist responsible for the overseeing and implementation of the Marine Mammal Management Plan makes themselves known to the Community Liaison Group and community and how we can help with sightings of marine mammals.

Managing Effects of Landscape, Visual and Natural Character- LV

GOTB is concerned that that proposed layout of the Miramar Gulf Course Yard (MGCY) as seen in Attachment L of the consent conditions. It appears this layout will increase the visibility of the stockpiles of rock, topsoil and other material to the residents of Strathmore Park.

GOTB recommends that a more detailed assessment is undertaken of the layout of materials within the MGCY to reduce or improve the views from Strathmore Park.

Attachment L



Managing Effects from Activities in the Coastal Environment - CA

GOTB recommends that the Community Liaison Group and local community are informed of construction and maintenance within the common marine and coastal area. GOTB is aware of a large amount of ongoing misinformation that occurs even on Wellington Airports marine warning bouys to the south of the southern seawall. Keeping the community informed will help with the communities understanding what is

happening in the coastal environment during the construction and will reduce misinformation being spread on social media.

Final Comments on conditions of consent

There appears to be no information on the fencing of either end of the southern seawall after the construction works are finished. GOTB believe this will be required as the smoother Cubipods would appear to have a smoother more walkable surface than the present highly articulated surface.