1. INTRODUCTION

Wellington International Airport Limited ("**WIAL**") owns and operates Wellington International Airport ("**the Airport**"). This application is made on behalf of WIAL under the Fast-track Approvals Act 2024 ("**the Act**" or "**fast-track**") and seeks to authorise the renewal of the Airport's Southern Seawall, which is nearing the end of its functional life. This proposal is referred to as the Wellington International Airport Southern Seawall Renewal ("**the Project**" or "**Southern Seawall Renewal**").

The Project is a listed project in Schedule 2 of the Act. WIAL is now making a substantive application under the Act for all necessary approvals for the renewal of the Southern Seawall. The required approvals include:

> Resource consents that would otherwise be applied for under the Resource Management Act 1991 ("**RMA**");

> Concessions that would otherwise be applied for under the Reserves Act 1977 ("**Reserves Act**");

> Approvals for a lawful authority for an act or omission that would otherwise be an offence under the Wildlife Act 1953 ("**Wildlife Act**"); and

> An archaeological authority described in section 44(a) or (b) of the Heritage New Zealand Pouhere Taonga Act 2014 ("**HNZPT Act**") that would otherwise be applied for under that Act.

1.1 BACKGROUND

1.1.1 Wellington International Airport

The Airport is regionally and nationally significant infrastructure, and a critical strategic asset for Wellington City and the surrounding regions. As the only international airport in central New Zealand, it plays a vital role in connecting Wellington to both national and global destinations, while serving communities stretching from Hawke's Bay to Marlborough.

The Airport is one of the busiest airports in New Zealand, operating a mixture of scheduled domestic and international flights, corporate jets, military and diplomatic flights and general aviation. 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 has a major influence on the regional economy and is a fundamental part of the social and economic wellbeing of the community. BERL (2024) estimates that in 2024, the Airport:

> Contributed expenditure of $3.9 billion to the Wellington region (made up of direct expenditure of $2.2 billion and flow-on (indirect and induced) expenditure of $1.7 billion);

> Generated a total of $2 billion in gross domestic product ("**GDP**"); and

> Supported the employment of 14,503 full time equivalent employees ("**FTEs**").

These figures include 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 from international and domestic passenger flights. Forecast growth in scheduled aircraft operations is predicted to continue. Currently around 5.5 million passengers pass through the Airport per annum. This will likely reach around 12 million passengers per annum by 2040.

1.1.1.1 Current Configuration and Land Holdings

The Airport operates on a constrained 130 hectare (**"ha"**) site in the suburb of Rongotai, within 8 kilometres of central Wellington. As shown in **Figure 1.1**, the Airport is bounded by Lyall Bay to the southwest and south and Evans Bay to the north. The Miramar Golf Course is located immediately to the east of the Airport terminal area.

The Airport has a single 1,945 m long runway[1] with a full-length parallel taxiway between Evans Bay to the north and Lyall Bay to the south. A 150 m runway protection area[2] is provided at each end of the runway.

The Airport is significantly constrained by available land area, its geographic location, surrounding land use, and regional and district plan provisions. To provide some context as to its land constraints, Wellington Airport is sited on approximately 130 ha whereas Auckland Airport is sited on approximately 1,600 ha. This requires Wellington Airport to be 460% more efficient, processing 56,000 passengers per hectare of available land against

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[1] Take Off Runway Available ("**TORA**").

[2] Comprised of a 90 m long Runway End Safety Area ("**RESA**") and a 60 m Runway Strip.

Auckland's 12,000. This presents a significant challenge for WIAL given the growth in passenger numbers anticipated over the coming decades.

Figure 1.1: Wellington International Airport location context.

1.1.1.2 The Airport's Coastal Defences

Lyall Bay, on the Airport's southwestern boundary, faces south towards the Southern Ocean. Consequently, the Airport is exposed to large waves from southerly storms. To protect the Airport's runway and flight operations, wave protection seawalls and a breakwater were constructed around 1954. Since then, various extensions, modifications, and maintenance works have been carried out to preserve the functional integrity of these coastal defences. The current configuration of the Airport's coastal defences is shown in **Figure 1.2**, and includes the Southern Seawall, the Western Seawall and the Lyall Bay Breakwater.

These coastal defences not only ensure the ongoing protection of the Airport – which is nationally and regionally significant infrastructure – but also protect a range of Wellington City Council ("**WCC**") assets, including Wellington City's main wastewater connection to the Moa Point Wastewater Treatment Plant and Moa Point Road itself.

Figure 1.2: Wellington International Airport's existing coastal defences.

1.2 PROJECT OVERVIEW

Engineering advice has confirmed that the Airport's coastal defences are nearing the end of their design life and are under-designed by today's standards (particularly acknowledging the increased severity and frequency of storm events due to changes in climate patterns).

The Project will replace and extend the existing Southern Seawall to help safeguard the long-term operation of the Airport against coastal wave action, increase the Airport's resilience to climate change, and reduce the (otherwise increasing) maintenance demands of the existing seawall. The Airport's other coastal defences (the Western Seawall and the Lyall Bay Breakwater) may also require replacement, but WIAL intends to take a staged approach to any further upgrading of these coastal defences. As a result, this application relates only to the Southern Seawall Renewal, which is the first stage of the coastal defences works. Any subsequent stages of work will be the subject of a later application.

The characteristics of the Southern Seawall site ("**seawall site**"), including its location directly adjacent to the operational airport and its exposure to strong northerly and southerly weather conditions, present unique construction challenges that have necessarily had a significant influence on the proposed seawall design and the construction methodology adopted for the Project.

The constraints that have had the greatest bearing on the design of the proposed seawall and the construction methodology selected are:

> The exposed nature of the site which experiences southerly storms and swells, and strong northerly and southerly winds;

> The essential need to maintain a fully operational airport throughout the duration of the construction period, and ensuring that Civil Aviation Authority ("**CAA**") requirements are met at all times;

> The need to minimise the amount of noise that will occur overnight to reduce noise effects on sensitive receivers in the local community as far as practicable;

> The undertaking of construction at the site where the exposed nature of the site to significant wave conditions typically preclude the use of marine-based plant and are challenging for operating land-based plant;

> The need to avoid potential damage to the works from adverse wave conditions and significant storm events; and

> The logistics associated with moving and placing large quantities of rock and armour units above and below water.

The Project is comprised of seven key elements, described below, and shown in **Figure 1.3** (with a more detailed description of the Project set out in Section 2 of this report).

1. Establishment and use of the Miramar Golf Course Construction Yard ("**MGC Yard**"). Site establishment works, including fencing and bulk earthworks which will be undertaken to establish the MGC Yard. Once established, the yard will be used for various construction activities, most notably, for the storage of rock and armour units necessary to reconstruct the Southern Seawall.
2. Clearance and use of the George Bolt Street Construction Yard ("**George Bolt Yard**"). The existing storage yard on George Bolt Street will be cleared, and the hangar on-site demolished. The George Bolt Yard will then be used for general storage of rock and armour units, construction plant and equipment, and other miscellaneous construction material associated with the Project, as well as the site of a workshop and staff facilities.
3. Establishment and use of the Moa Point Construction Yard ("**Moa Point Yard**") and site facilities at the corner of Stewart Duff Drive and Moa Point Road. Site establishment works, including fencing, vegetation clearance and re-contouring will be undertaken to establish the Moa Point Yard. The location of the Moa Point Yard – directly adjacent to the Southern Seawall working face – is critical to ensure ready access to rock and armour units as well as plant and equipment once works at the Seawall commence. Having ready access to rock and armour units reduces construction risk associated with both weather and sea state, and reduces construction timeframes.
4. Remediation of the Eastern Bank (to the immediate east of the Southern Seawall). The remediation works involve protection of the bank with rock. The rock protection provides a transition between the main Southern Seawall and the unprotected coastline further east, helping to reduce the active erosion of the existing bank. It will also assist to support the Stage 2 Kororā Colony (see below).
5. Renewal of the Southern Seawall. The works involve overlaying the existing seawall with a layer of rock and re-used concrete units ("**underlayer**"), and a layer of concrete armour units ("**armour layer**"). This work is founded on a seawall toe which involves excavation of the seabed and placement of rock to form this seawall toe. A brief overview of this element is provided in the following video: WIAL Presentation_Animation_251009.mp4
6. Creation of two kororā (little penguin) colonies to support kororā habitation and breeding. The colonies will be located on the landward side of Moa Point Road to the southeast of the Southern Seawall (Stage 1 Kororā Colony) and on the seaward side of Moa Point Road behind the Eastern Bank Remediation (Stage 2 Kororā Colony, once

construction is complete). The Stage 1 Kororā Colony will be developed before work which may affect kororā habitat in the construction areas begins, allowing kororā to be relocated before their existing roost and nest sites are affected by construction activities. The colonies will provide shelter from the wind, and will include purpose built kororā nestboxes and vegetation suitable to provide habitat. Additionally, the colonies will be fenced to protect kororā from attacks by dogs and disturbance by people.

7. Supply of rock and armour units. Due to the number / volume and specific composition of rock and armour units required for the Project, a gradual programme of rock and armour unit delivery and storage will be undertaken. The MGC and George Bolt Yards will be used to store rock and armour units until such time as they are required to be placed on the Seawall. It is anticipated that most of this material will be transported via road from a North Island quarry, however access to a central city marine unloading point to support the importation of rock by barge transport from the South Island may be needed. By using the MGC Yard for storage in this way, the use of the roading network by heavy delivery vehicles can occur over a time period which avoids significant peaks in heavy vehicle movements to the site.

These Project elements will require:

> Works on land that has been vested in WCC as local purpose (esplanade) reserve or road reserve along the coastline of Lyall Bay;

> The handling and salvage of native lizards and kororā – on both local purpose (esplanade reserve) and on publicly or privately owned land; and

> The undertaking of earthworks in areas with potential cultural, heritage and / or archaeological values.

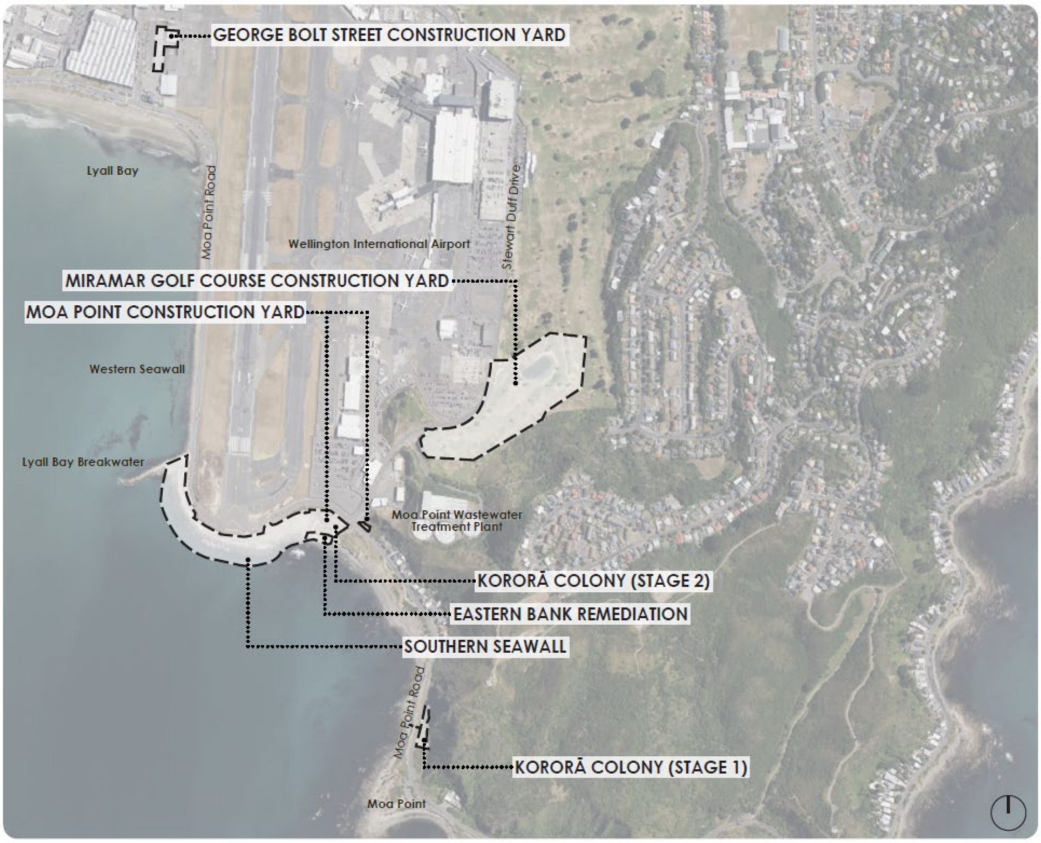

Figure 1.3: Southern Seawall Renewal Project Area.

1.2.1 Project development

Project development first commenced in 2022, and the Project has continued to be refined since that time. An overview of the process to date has been summarised below and with further information provided by Beca (2025a) in the *WIAL Southern Seawall Renewal Option Assessment and Design Report* included in **Part B** of the application documents.

In summary, WIAL has undertaken a number of investigations and considered a variety of potential options for managing and improving its coastal defences before settling on the works that have been put forward in this application.

Early in the project development phase, WIAL identified a range of minimum requirements that any future coastal defence structure would need to achieve. These included:

> A design working life of 50 years;

> Provision for 50 years of sea level rise as a result of climate change;

> Adaptability for up to 100 years of climate change; and

- The ability to protect against a 1% Annual Exceedance Probability (**“AEP”**) design wave and water level event.

The constraints of the site have also informed the design options available to WIAL and the analysis that has been carried out. Key site constraints included:

- The Obstacle Limitation Surface (“**OLS**”) and clearway requirements associated with the runway, which must remain clear of obstructions at all times the runway is operating;
- Moa Point Road closure limitations;
- The need to design around the existing WCC wastewater outfall east of the existing Southern Seawall;
- The water depths at the seawall toe;
- The site’s wind and wave exposure;
- Planning rules and requirements including environmental constraints;
- Land ownership; and
- The need to undertake work in a manner that best ameliorates effects on sensitive receptors in the local environment and to manage effects on other key environmental values.

Once the parameters and constraints were identified a list of design options and initial concepts were developed. The options broadly included:

- Monitor and manage the condition of the existing seawall;
- Maintain the existing seawall with 12t Akmon units (the existing armour type);
- Overlay the existing seawall with new armour units;
- Construct a submerged or emerged caisson, rubble mound or berm breakwater, located offshore, several hundred metres south of the Southern Seawall;
- Remove the existing seawall armour and replace with new armour using a conventional or berm seawall cross section;
- Construct an artificial reef (5m high, 150m wide, 200m long) at the seawall toe to break incoming waves seaward of the seawall, and maintain the existing seawall; or
- Construct a more extensive artificial reef (5m high, 150m wide, 300m long), extending around the central and western sections of the seawall, and maintain the existing seawall.

The options above were taken to a short-listing and challenge workshop which was attended by the planning and environment, engineering and constructability specialists. During this workshop the options were scored on a range of environmental, approval, design, construction, cost and operational criteria.

At the conclusion of the workshop the following five options were shortlisted and progressed to the next stage of project development:

- Seawall overlay with new armour units;
- Emerged caisson breakwater;
- Emerged rubble mound breakwater;
- Emerged berm breakwater; and
- New berm seawall.

The options above were then taken through two separate Multi-Criteria Analysis (**"MCA"**) processes, each utilising a ten point scoring scale to rank the most suitable options. The following categories were used and ranked as part of the MCA:

- Environmental & social impacts;
- Sustainability & future development of Airport operations;
- Constructability;
- Engineering (averaged); and
- Adaptability.

The seawall overlay with new concrete armour units was confirmed as the preferred option following the two rounds of MCA. The seawall overlay option was selected for a range of reasons, including but not limited to lesser environmental effects, cost, availability of local construction capability and ongoing maintenance requirements.

Community engagement sessions were also completed at various stages of the process, to seek wider community feedback on the options being put forward and to feed into the design process.

Once the seawall option was selected further assessments were undertaken to confirm the preferred concrete armour unit. A range of options[3] were investigated before a two-layer

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[3] Including including Accropode II®, Akmon, Cube, Cubipod® (1- and 2- layer), Ecopode®, Hanbar, Xbloc® and Xbloc Plus®.

Cubipod® system was selected as the preferred option, due to its size, tolerant underlay requirements, comparative cost, and engineering and constructability performance.

Ground investigations and geotechnical analysis, marine field investigations and numerical wave modelling was completed to feed into the progression of the seawall design, as well as 2D and 3D physical modelling, to refine the seawall performance and design. The design put forward in this application has also been subject to an independent peer review.

1.3 THE PURPOSE OF THE FAST-TRACK APPROVALS ACT

The purpose of the Act is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits. The Project demonstrably achieves the purpose of the Act as the Airport is regionally and nationally significant infrastructure providing both regional and national benefits, and the Project's main purpose is to protect this infrastructure and provide for its uninterrupted and ongoing operation.[4] As the Southern Seawall safeguards the Airport, and is critical to its ongoing operation, the Southern Seawall is also considered to be regionally and nationally significant infrastructure.[5]

As well as the Airport being regionally and nationally significant infrastructure, WIAL is a lifeline utility with important duties to fulfill under the Civil Defence Emergency Management Act 2002. Of most relevance to this Project, every lifeline utility must ensure that it is able to function to the fullest possible extent, even though this may be at a reduced level, during and after an emergency.[6]

The renewed Southern Seawall has been designed to increase the resilience of the existing seawall and bank to coastal erosion and inundation – both of which have the potential to disrupt the Airport's operations during extreme weather events. The renewed Southern Seawall has a design working life of 50 years, has been designed with the provision for 50 years of climate change and the adaptability for up to 100 years of climate change. It has also been designed to withstand a 1% AEP design wave and water level event. This is

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4 The Airport is identified as regionally significant infrastructure in the Wellington City 2024 District Plan (**"2024 District Plan"**), the Greater Wellington Regional Policy Statement (**"RPS"**), Plan Change 1 to the RPS (**"PC1 RPS"**), the Greater Wellington Natural Resources Plan (**"NRP"**) and Plan Change 1 to the NRP (**"PC1 NRP"**)The Airport is also considered "nationally significant infrastructure" in the National Policy Statement for Urban Development ("**NPSUD**").

5 PC1 RPS recognises "Wellington International Airport including infrastructure and any buildings, installations, and equipment required to operate, maintain, upgrade and develop the airport located on, or adjacent to, land and water used in connection with the airport. This includes infrastructure, buildings, installations and equipment not located on airport land" as regionally significant infrastructure.

6 Civil Defence Emergency Management Act 2002, Section 60(a).

discussed further in Section 1.2 of this report and the design summary report (Beca, 2025), provided in **Part B** of these application documents.

As noted in Section 1.1.1 above, the Airport is regionally significant in an economic sense. In 2024, it was estimated that the Airport contributed over 14,500 jobs and $2 billion in GDP to the Wellington region's economy. Without safe and effective sea defences, the Airport will be unable to operate and maintain the significant economic benefits that it delivers to the Wellington regional economy.

Detailed investigations have shown that fully reconstructing the Southern Seawall provides greater resilience and improved economic outcomes compared to the current scenario of ongoing maintenance to the existing seawall. This is demonstrated by the Project's estimated benefit-cost ratio ("**BCR**") of 2.6 with a median net benefit of $336.9 million (net present value ("**NPV**") over a 50 year timeframe.[7] In other words, for every dollar spent on the Project, two-dollars and sixty cents of benefits are achieved compared to an ongoing maintenance scenario.

In addition, construction of the new seawall is expected to generate employment equivalent to approximately 800 FTE positions over the seven-year construction period. This increase in employment will expand across many sectors including labourers, civil engineers and consultants. Across the most intensive 24-to-30-month construction phase five percent of the regional construction workforce will be employed to work on the project.

The economic assessment of the Project (BERL, 2025) is provided in **Part B** of these application documents, and discussed further in Section 7.2 of this report.

The incremental benefits associated with the Project, relative to maintaining the existing seawall, are estimated at $553.6 million NPV – these benefits are significant at a regional and national level.

As noted in Section 1.1.1.2 above, the Southern Seawall also protects the main WCC wastewater network pipes that connect significant parts of Wellington City to the Moa Point Wastewater Treatment Plant. Like the Airport, both the wastewater network and the pipes are classified as regionally significant infrastructure.[8]

The Act is designed to provide a "one-stop-shop" approvals process for significant proposals, primarily to minimise delays and costs associated with the need to obtain sequential approvals under different statutory regimes. Recognising the Project's need for

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7 NPV represents the sums of future money discounted back to reflect its value today.

8 The WCC wastewater network and pipes are identified as regionally significant infrastructure in the 2024 District Plan, the RPS, PC1 to the RPS, the NRP and PC1 to the NRP.

approvals under a range of statutes and from a variety of regulatory authorities, it is an ideal project for processing under the Act.

1.4 THE APPLICANT - WELLINGTON INTERNATIONAL AIRPORT LIMITED

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

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.

WIAL is also a requiring authority approved under section 167 of the RMA, as confirmed by the Resource Management Order (Approval of Wellington Internal Airport Limited as Requiring Authority) Order 1992.[9]

1.4.1 Responsible Operations and Community Contribution

WIAL is committed to operating responsibly by prioritising environmental sustainability, community engagement and safe and efficient service. WIAL actively manages the impacts of its activities and strives to contribute positively to the Wellington region. WIAL has an excellent compliance record with all its statutory obligations and there have been no formal enforcement proceedings issued against it.

While WIAL maintains a strong record of regulatory compliance and community engagement, the Airport's central location – surrounded by residential areas – presents operational challenges. The unavoidable impacts of Airport operations, particularly aircraft noise, can and does affect nearby residents. To manage these effects, WIAL operates within noise limits and curfew conditions set by its designations and provided for in the 2024 District Plan. The Wellington Airport Noise Management Committee oversees WIAL's compliance with the noise-related conditions of the airport purpose designations. The Committee meets quarterly and is comprised of Airways NZ, BARNZ, WIAL, airlines, WCC, resident representatives and other airport stakeholders such as Life Flight Trust.

To reduce the effects on those houses that are most impacted by Airport noise, WIAL runs the Quieter Homes programme to provide noise attenuation and/or mitigation to eligible

[9] List of requiring authorities under the RMA | Ministry for the Environment

houses within its Air Noise Boundary ("**ANB**").[10] To date, the Quieter Homes programme has spent more than $14.5 million and supported over 130 homeowners. This programme is soon to be expanded to also include houses within the 60dB L_{dn} Noise Boundary.

More broadly, WIAL is deeply conscious of its responsibilities to people, community, and wider environment, and embeds these responsibilities into its kaitiakitanga philosophy.[11]

In 2025, the Airport achieved a 5-star rating and scored 98 out of 100 in and independent sustainability assessment carried out by GRESB who rate the environmental, social and governance ("ESG") efforts of companies worldwide each year..[12] WIAL has a goal of net zero emissions from its operations by 2030 and to reduce its waste to landfill, water use and electricity intensity by 30% by that date. Emissions from WIAL's direct operations have reduced by 38% since 2017 (or by 68% when renewable energy certificates are taken into account). WIAL is on track to achieve net zero emissions by 2028, two years ahead of schedule. As part of this plan, Wellington Airport is aiming for absolute zero emissions (no carbon output at all) by 2050.

WIAL is also a proud supporter of various local groups working to restore biodiversity in the Wellington region. This includes partnerships with Predator Free Wellington, Trees that Count, Te Motu Kairangi, Mountains to Sea and Capital Kiwi.

Engagement with the local community is a priority for WIAL. The airport employs a full-time Community Affairs adviser and regularly consults and updates through a variety of public channels, including a regular community newsletter which goes to all suburbs around the airport four times a year.

1.5 APPROACH TO MINIMISING EFFECTS AND THEIR MANAGEMENT

Whilst the benefits of the Project are significant and enabling the Project clearly meets the purpose of the Act, as discussed in Section 1.3, the approach taken to the development of the Project has been to ensure that environmental effects are managed appropriately.

In particular, WIAL has iteratively developed and refined the Project in a manner which reduces environmental effects. Notably, this has included (but is not limited to):

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[10] The ANB is a defined area surrounding the Airport where noise levels from aircraft operations are monitored and managed. The boundary is set based on predicted day / night sound levels (Ldn 65dB) from Airport operations. WIAL aims to ensure that the total noise generated at the ANB does not exceed 65 decibels, measured over a rolling 90-day period.

[11] Wellington Airport Kaitiakitanga

[12] Wellington_Airport_Kaitiakitanga_Report_2025

> Carefully considering the location, size and operating hours of each construction yard with regard to nearby residential properties and potential noise effects;
> Adopting micro piling techniques, which are quieter than traditional piling techniques and enables the work to occur below the OLS, to stabilise the land surrounding the Southern Seawall and avoid the need for overnight piling activities;
> Establishing an offsite Cubipod casting facility, removing the need for concrete batching and casting works onsite;
> Utilising existing central city wharves to accommodate barge movements if they are necessary, removing the potentially significant noise and transportation effects arising from redevelopment and use of the historic Miramar Wharf, which was initially considered as an option for landing large rock and armour units;
> Engaging a range of technical specialists to assess the effects of construction related activity and advise on how best to mitigate these effects on the surrounding community;
> Working with independent expert ornithologists to discourage banded dotterel from establishing nests in construction areas, prior to any site establishment or construction works commencing at the Moa Point Yard; and
> Working with independent expert ornithologists to develop a construction methodology which requires the establishment of new, improved penguin habitat early in the Project (Stage 1 Kororā Colony), careful inspection of potential kororā habitat in the construction footprint, with any kororā found moved to the Stage 1 Kororā Colony, exclusion of penguins from work areas to reduce the likelihood that they will be present once construction commences, and construction of additional kororā habitat once works are complete (Stage 2 Kororā Colony).

WIAL has undertaken extensive consultation on the Project, consistent with its broader objectives to be a good neighbour and above and beyond the requirements of the Act. This consultation has helped WIAL to refine the Project and this application, to ensure that effects are comprehensively managed and to ensure that Māori cultural values and interests are appropriately accounted for. WIAL's consultation approach is discussed in detail in Sections 4 and 6, and is summarised in Section 1.6 below.

Section 7 of this report provides an assessment of the actual and potential effects of the project, which is based on the various technical assessments commissioned by WIAL. Many of the technical assessments have recommended the implementation of measures to avoid, remedy or mitigate potential adverse effects on the environment. These recommendations have shaped the development of the robust suite of proposed conditions to attach to the various approvals sought, as provided in **Part D** of these application documents.

The proposed activities will also be managed by a suite of comprehensive management plans developed with appropriate input from technical experts. These management plans are provided in **Part G** of this application and are listed in Table 1.2. WIAL is seeking a number of these be approved by the Panel as part of the fast-track process and some to certified by the relevant consent authority at a later date. Further description of the detail and intent of these management plans is contained in Sections 7 and 8.

Table 1.1: Southern Seawall Renewal Project Management Plans.

Management Plans to be approved as part of the fast-track process
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
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
Construction Traffic Management Plan ("**CTMP**")
CNVMP
SSECPs
ESCMPs
ChemTP

Section 8 of this report provides a summary of the key management and monitoring measures proposed by WIAL for the Project.

Individually and collectively, these measures will be effective in managing the Project's potential adverse effects to a very high standard, consistent with the requirements for approval under the Act and the other primary statutes relevant to this application. When considered in the context of the purpose and decision-making criteria of the Act, the basis for granting the necessary approvals is robust and well-supported.

WIAL is proud to present a Project for approval that will strengthen the resilience of the regionally and nationally significant Airport against natural hazards – safeguarding its long-term operations while responsibly addressing and minimising impacts on the surrounding community and environment.

1.6 APPROACH TO ENGAGEMENT WITH TANGATA WHENUA, COMMUNITY, STAKEHOLDERS AND INTERESTED PARTIES

WIAL is committed to operating responsibly and being a good neighbour. It holds longstanding relationships with residential and commercial neighbours, mana whenua, tenants and airlines, and groups with a particular interest in the special wildlife in the vicinity of the Airport. It considers that building trust through the sharing of information and perspectives is critical to good decision making around project development. Accordingly, WIAL has adopted and promoted an active and open stakeholder engagement approach with mana whenua, the relevant local, regional and central government agencies, various interest groups, and the local community. In doing this, WIAL has met and exceeded all consultation requirements set out in Section 11 of the Act.

WIAL's consultation approach has been informed by the following objectives:

> Consult openly, honestly and with integrity during all stages of the Project;

> Ensure that key stakeholders and neighbours have access to factual information so that they can reach an informed view about the Project, and how it might affect them;

> Provide an accessible feedback loop so that those interested in the Project can provide feedback to WIAL, and that any action taken as a result of that feedback is articulated to interested parties;

> Ensure that WIAL is well-informed of concerns about the Project and can incorporate these, as appropriate, into the design of the Project;

> Engender support for the Project from the wider community, wherever possible; and

> Create a constructive relationship that maximises the potential for achieving agreed outcomes with stakeholders.

WIAL acknowledges the long association of tangata whenua within this area and its various cultural values. In recognition of this, WIAL has engaged closely with Taranaki Whānui ki Te Upoko o te Ika (**"Taranaki Whānui"**) (through Port Nicholson Block Settlement Trust **("PNBST")**) and Ngāti Toa Rangatira (**"Ngāti Toa"**) (through Te Runanga o Toa Rangatira Inc (""**Te Rūnanga**")) to ensure that those values are properly respected in the implementation of the Project. Iwi have provided letters of support for the Project that endorse the description of those values and the Project's effects as set out in this report. This process and the ongoing engagement and consultation undertaken by WIAL has assisted in ensuring that Māori cultural values and interests, and the potential impacts of the Project on these, are appropriately and transparently accounted for in the Project design and effectively managed by the proposed conditions of consent, included in **Part D** of these application documents.

Section 5 of this report provides an overview of the consultation that WIAL has undertaken on the Project. This includes a summary of all consultation that has been undertaken in relation to the Project, and the resulting steps and actions that have been made by WIAL to appropriately account for Māori cultural values and feedback received from the administering agencies and the community regarding the Project.

Separately to the requirements of this Act, WIAL is required, under section 4B of the Airport Authorities Act 1966 to consult with its substantial customers before setting prices for airport activities. Consultation under the Airport Authorities Act 1966 covers a number of inputs, including capital expenditure. For the pricing period covering April 2024 through to March 2029, consultation on capital expenditure included the initial phases of the Project; broadly this included design, consenting and enabling works.

Further consultation with substantial customers will continue, prior to the works on the Southern Seawall commencing, and as an input into the next pricing period.

1.7 APPLICATION STRUCTURE

This application has been prepared to describe the activities proposed, to provide an assessment of the environmental effects associated with the Southern Seawall Renewal, and to set out other relevant information as required under section 43 of the Act.

The application comprises the following parts:[13]

Part A This substantive application document, which is structured as follows:

> **Section 1**: This introduction, summarising the Project, the applicant, how the application aligns with the purpose of the Act, other relevant background information, and sets out the structure of this document;

> **Section 2:** Describes the proposed Southern Seawall Renewal Project;

> **Section 3:** Provides a description of the environmental setting of the Project;

> **Section 4:** Provides an overview of the cultural values associated with the Project, and discussion of how the Project affects these values and how effects are proposed to be managed;

> **Section 5:** Identifies the various approvals required under the regulatory statutes covered by the Act;

> **Section 6:** Describes the consultation undertaken by WIAL and the outcomes of this consultation;

> **Section 7:** Provides an assessment of effects on the environment associated with the proposed activities;

> **Section 8:** Sets out the measures that WIAL proposes to take to manage and monitor the environmental effects of the Project;

> **Section 9:** Sets out the statutory framework against which the fast-track application has been made and assesses the Project in relation to the provisions of the Act;

> **Section 10:** Assesses the Project in relation to the provisions of the RMA and the relevant provisions of the statutory planning documents;

> **Section 11:** Assesses the Project in relation to the provisions of the Reserves Act;

> **Section 12:** Assesses the Project in relation to the provisions of the Wildlife Act;

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[13] While the application structure does not precisely follow the recently released Fast-track Approvals Act: 2024 Panel Conveners' Practice and Procedure Guidance note (July 2025), separate sections have been created to address each of the types of approvals required under the Act, with cross referencing clearly directing the reader to where the relevant material can be found within the wider application documents.

- **Section 13:** Assesses the Project in relation to the HNZPT Act; and
- **Section 14:** Sets out the key conclusions of this substantive application.
- **Appendix A:** Provides an analysis of the legal framework of the application.
- **Appendix B:** Identifies where the relevant information can be found with respect to the various matters for which the Act requires specific information to be provided for a listed substantive application.

Part B Contains 17 reports prepared by technical specialists relating to the Project and its environmental effects.

Part C Is a graphic supplement of project maps and technical drawings showing key project components.

Part D Contains the conditions WIAL proffers for the inclusion on each of the various approvals being sought.

Part E Details the relevant existing consents that WIAL holds.

Part F Contains copies of the key correspondence with section 29 parties and copies of affected party acknowledgements.

Part G Contains eight management plans which set out measures necessary to assist with managing the environmental effects of the Southern Seawall Renewal, six for which WIAL is seeking certification as part of the decision documents to be prepared under Section 87 of the Act.

Part H Contains an assessment of the rules which are triggered under the relevant RMA planning documents.

Part I Contains details of land ownership of proposed works areas and adjacent owners and occupiers, and all relevant Records of Title for the proposed works areas.

The various technical reports included in **Part B** of these application documents are listed in Table 1.2 below. They are referenced throughout this report as necessary.

Table 1.2: Technical Reports Prepared by Technical Specialists on the Project.

Report #	Author	Topic	Title	Reference within the Report
B.01	Business and Economic Research Limited (BERL)	Economics	Economic Contribution of Wellington International Airport	BERL (2024)
B.02	Business and Economic Research Limited (BERL)	Economics	Economic Assessment of the Southern Seawall Renewal	BERL (2025)
B.03	Emily Howitt Archaeology (EHA)	Archaeology	Southern Sea Defences Renewal: Stage 1 - Archaeological Assessment of Effects	EHA (2025)
B.04	Beca	Engineering and Design	WIAL Southern Seawall Renewal Option Assessment and Design Report	Beca (2025a)
B.05	Beca	Coastal Processes	WIAL Southern Seawall Renewal Assessment of Effects on Coastal Processes	Beca (2025b)
B.06	Beca	Contaminated Land	Preliminary Site Investigation (Contamination) Sea Defences Renewal	Beca (2025c)
B.07	Beca	Contaminated Land	Detailed Site Investigation (Contamination) Sea Defences Renewal	Beca (2025d)
B.08	DHI Water & Environmental Limited	Surfing	Wellington International Airport Limited Southern Seawall Renewal Project - Surfbreak Impact Assessment	DHI (2025)
B.09	Kororā Ornithology	Kororā (little penguins)	Kororā assessment for the Wellington International Airport Southern Seawall Renewal Project	Kororā Ornithology (2025)
B.10	Bioresearches	Terrestrial Ecology	Southern Seawall Renewal Project Terrestrial Ecological Impact Assessment	Bioresearches (2025a)

Report #	Author	Topic	Title	Reference within the Report
B.11	Bioresearches	Marine Ecology	Southern Seawall Renewal Project Marine Ecological Impact Assessment	Bioresearches (2025b)
B.12	Bioresearches	Ecological Offset Modelling	Residual Effects Assessment Report	Bioresearches (2025c)
B.13	Boffa Miskell	Landscape and Natural Character	Wellington International Airport Limited Southern Seawall Renewal Project Landscape and Natural Character Effects Assessment	Boffa Miskell (2025)
B.14	Tonkin + Taylor (T+T)	Noise and Vibration	WIAL Southern Defences Renewal Project Construction and Vibration Assessment	T+T (2025)
B.15	Stantec	Transportation	Wellington International Airport Limited Southern Seawall Project Transportation Assessment Report	Stantec (2025)
B.16	Leading Design Professionals (LDP)	Lighting	WIAL Southern Seawall Construction Lighting Assessment of Environmental Effects	LDP (2025)
B.17	Southern Skies	Erosion and Sediment Control	Southern Seawall Erosion and Sediment Control Assessment Report	Southern Skies (2025)