SOUTHERNSKIES ENVIRONMENTAL

Site Specific Erosion, Sediment & Dust Control Plan
Moa Point Yard

Southern Seawall Project

Wellington International Airport Limited

January 2026

Document Control

Project Name	Southern Seawall Project
Client	Wellington International Airport Limited
Date	21/01/2026
Version	Rev D
Issue Status	Final
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Contents

1. INTRODUCTION

This Site-Specific Erosion, Sediment & Dust Control Plan (**SSESDCP**) relates to the activities associated with the establishment of the Moa Point Construction Yard ("**Moa Point Yard**"). The location is shown in Figure 1.

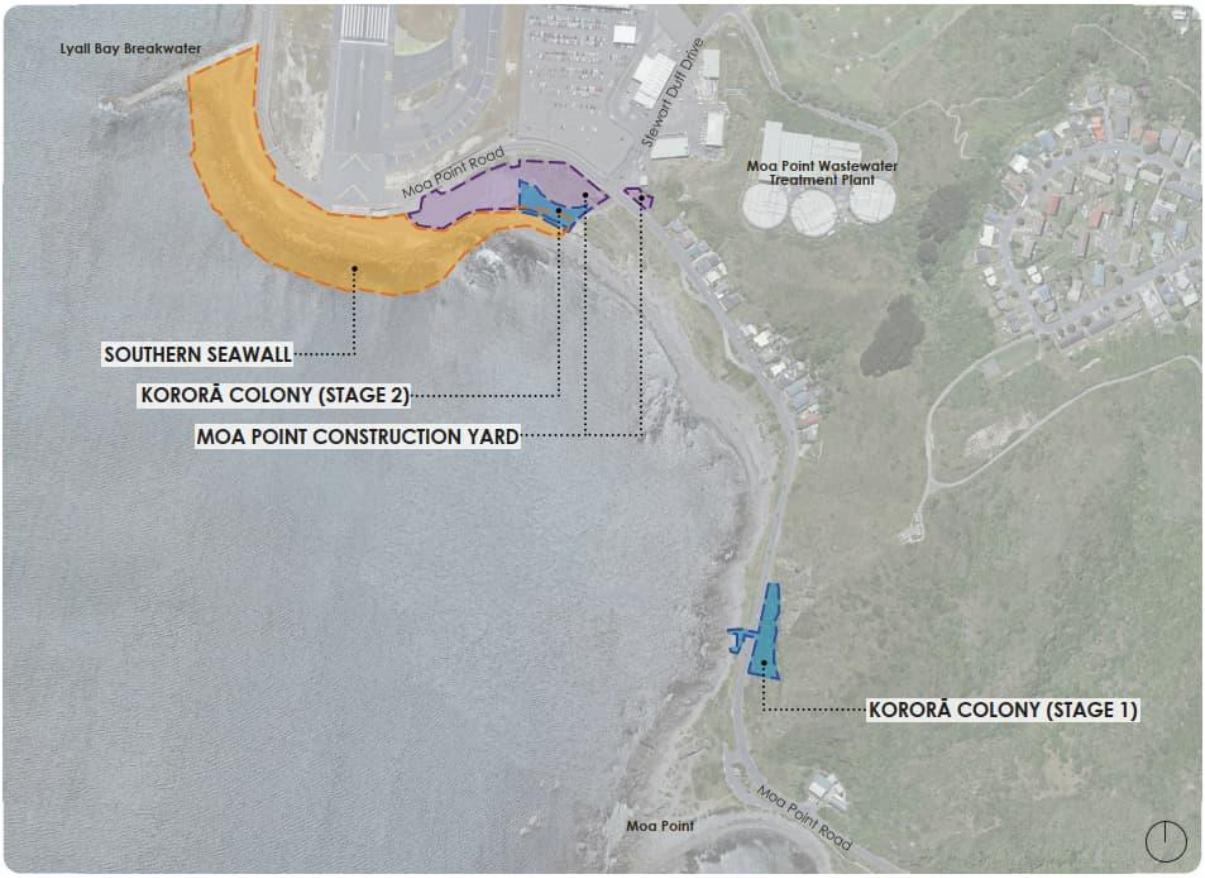

Figure 1: Location of Moa Point Yard

This SSESDCP provides design erosion and sediment control (ESC) measures indicating how the site will manage runoff during these construction activities.

This SSESDCP has been prepared in accordance with the principles of the Greater Wellington Regional Council *Erosion and Sediment Control Guidelines for Land Disturbing Activities in the Wellington Region,* February 2021 (the **ESC Guideline**) and addresses the following earthwork activities:

- Establishment of erosion and sediment control measures (clean water control, sediment retention devices and dirty (site) water control);
- Initial vegetation clearance and topsoil stripping;
- Earthworks to recontour the site to a level surface suitable for yard activities;
- Installation of drainage works; and
- Establishment of laydown and working yard areas.

2. CONSTRUCTION PROGRAMME

To be included prior to Council certification.

3. DESCRIPTION OF WORKS

The Moa Point Yard, will be the main operational storage area during the seawall construction works. It will be used for storing construction materials and general plant setup and maintenance facilities adjacent to the seawall workface. The Moa Point Yard will also be used for servicing large equipment that cannot easily be transported to the George Bolt Yard.

3.1. Earthworks

Refer to ESCP-002, 003 and 004, which show which show the erosion and sediment controls for the Moa Point Yard and typical details of each control.

The proposed specifications including earthworks of the Moa Point Yard works are shown in Table 1, with detailed design drawings included in Part C of the application documents.[1]

Parameter	Specification
Earthworks area	Up to 10,000 m^2 (including Stage 2 Kororā Colony from Stewart Duff Drive to east end of Eastern Bank rock protection).
Earthworks volume	Up to 25,000 m^3
Paved area (crossings and accessway)	Up to 200 m^2
All-weather (permeable granular) pavements	Moa Point Yard: 9,000 m^2 Moa Point Foreman's Yard: 284m^2
Yard buildings (if required)	Up to 80-100 m^2, and up to 6 m high OR Up to 170 m^2, and up to 4m high

Table 1 - Proposed specifications of the Moa Point Yard (source WIAL Southern Seawall Renewal Draft Description of Proposal July 25

3.2. Contaminated Soils

Beca has prepared a preliminary site investigation ("PSI") and detailed site investigation ("DSI") for the site. Analytical results identified per-and poly-fluoroalkyl substances ("PFAS") and concentrations of perfluorooctane sulfonic acid ("PFOS").

Any contaminated material encountered will be managed in accordance with the recommendations of those reports.

The contaminated material will be either:

- Removed from site and disposed of to an approved landfill; or
- Temporarily stockpiled and covered in an impervious lining or contained within a sealed and bunded area.

[1] These figures are approximate and subject to detailed design.

4. EROSION AND SEDIMENT CONTROL DETAILS

Typical erosion and sediment control devices cannot be used in this location given the extreme weather that occurs. As an example, silt fences have been installed for the maintenance works that are being undertaken. Those silt fences have been rendered unusable, as a result of the wind conditions. In that regard the main ESC for the establishment of the yard is a robust construction methodology incorporating progressive and rapid stabilisation.

4.1. Construction Entrance

An existing stabilised access off Moa Point Road has been upgraded to provide for construction traffic associated with the maintenance activities that are currently occurring. The entrance will be constructed and maintained in accordance with Section E2.6 of the ESC Guidelines. The typical details are shown on ESCP-004.

4.2. Cut and Cover

The Moa Point Yard will generally be constructed using a 'cut and cover' approach in accordance with the ESC Guidelines (Section G3.1.2). This approach means that the contractor can only strip an area where the surface will be stabilised with aggregate on the same day.

As a contingency measure, prior to earthworks commencing, a perimeter bund will be installed around the extent of the works to provide containment.

4.3. Stabilisation

Progressive stabilisation will be undertaken throughout the earthwork operations. Both temporary and permanent stabilisation measures will be employed on site. Common stabilisation measures include spreading of aggregate and the use of geotextiles.

Once the catchment area for a particular ESC device is stabilised then the ESC monitoring and maintenance will cease, and the ESC device could be decommissioned.

4.4. Dust Control

General principles to be adopted to ensure that potential dust effects are avoided include:

- Staging of earthworks activities as much as possible and progressive stabilisation of completed surfaces to ensure that exposed areas at any one time are minimised;
- Managing the route and speed of vehicles traversing the site taking into account potential dust mobilisation and effects;
- Monitoring and maintenance of potential nuisance dust effects;
- Implementation of appropriate control measures to suppress dust generation effects should dry/windy conditions be encountered.

Further details of these proposed dust management methods are outlined as follows:

4.4.1. Earthworks Staging/ Progressive Stabilisation

A progressive approach to covering and stabilisation of earthworks surfaces will be undertaken with construction being undertaken as cut and cover, surfaces being covered with either aggregate or topsoil within 10 working days (as a maximum) of completion or as soon as practicable.

Once either an aggregate or topsoil cover is established on completed earthworks surfaces it is considered that the potential for dust effects will be significantly reduced and all efforts will be made to promote vegetation of completed surfaces as soon as possible once a topsoil cover is achieved.

Stockpiles should not have a single angular peak and should be oblong in shape at an angle into the prevailing wind.

4.4.2. Vehicle/ Machinery Use

Specific site management requirements which will be implemented to minimise potential vehicle/traffic generated dust effects will include:

- Reducing vehicle movements through a well-planned and co-ordinated construction programme;
- Controlling all vehicle speed on site (max 30km/h);
- Location/use of haul routes to minimise dust generation taking into consideration current weather conditions;
- Regular maintenance of internal haul roads;
- Ensuring all traffic leaving the site is in a clean condition to avoid tracking of fine sediments onto public roads. However, if site monitoring identifies that sediment tracking is occurring, a contingency comprising immediate employment of a sweeper truck/power broom to clean the road surface will be implemented to prevent any further effects; and
- Ensuring any dry material being carted by trucks is adequately covered/secured;

At least one water cart will be established on site at the start of construction works to dampen down any potential dust generating surfaces during dry, windy conditions and will be kept on site at all times with additional water carts being available on call.

Polymer stabilisers may be used to protect the high-risk areas and be applied to surfaces where dust has been identified as a significant risk. The inert nature of these products makes them ideal as an environmentally friendly application.

4.4.3. Restriction of Work

Where dry and windy conditions are severe enough then construction activities may cease or be restricted to mitigate any potential dust issues. The decision to restrict or cease work all together will be made by the Project Manager. The decision will be based on several factors including, but not limited to:

- Wind speed and direction
- Construction activities currently being performed
- Mitigation measures currently in place and potential additional measure available.

4.5. As Builts

Prior to bulk earthworks commencing, as-builts for the erosion and sediment controls will be provided to the Greater Wellington Regional Council. The as-built certification will confirm that the controls have been constructed in accordance with the approved SSESDCP.

This SSESDCP is intended to be a live document and if the earthworks methodologies or erosion and sediment control measures for the anticipated work changes then an update / review of the SSESDCP drawings will be made before the earthworks commence. Any changes to the SSESDCP will be confirmed in writing and provided to the Greater Wellington Regional Council for certification, prior to the implementation of any changes proposed.

5. EROSION, SEDIMENT & DUST CONTROL MONITORING

All erosion and sediment control measures will be maintained in accordance with the ESC Guidelines throughout the works until the site is stabilised against erosion.

All erosion and sediment control measures and methodologies will be monitored during the works in accordance with the Erosion, Sediment & Dust Control Monitoring Plan (ESDCMP) provided as Appendix C of the Erosion, Sediment & Dust Control Assessment Report. Any required maintenance or improvements to control measures will be undertaken immediately.

Once an area is stabilised and the controls removed, the operational requirements commence and monitoring under the ESDCMP will cease.