

6. CONSULTATION

6.1 OVERVIEW

In accordance with section 29(1)(a) and (b), Schedule 5 (clause 6(1)(e)) , Schedule 6 (clause 3 (1)(k)), Schedule 7 (clause 2 (1)(n)) and Schedule 8 (clause 2 (1)(i)) of the Act, this section provides a summary of the consultation and engagement undertaken by WIAL with relevant administering authorities, tangata whenua, and other stakeholders.

Section 1.6 of this report identifies WIAL’s approach to consultation and engagement, which has been ongoing for a number of years. WIAL initiated consultation on the Project in 2020 with a community survey, then placed the project on hold due to COVID-19 until 2022 when its engagement processes recommenced. Over the development of the Project, WIAL has consulted with a wide range of stakeholders and interested parties including local authorities, mana whenua, neighbours and central government agencies.

The feedback provided by those entities has proven invaluable for WIAL and its advisors to factor in as the Project’s design has been refined and measures to address adverse effects on the environment (including proposed conditions) have been developed. WIAL is grateful to those entities for the time they have dedicated to WIAL’s engagement processes.

The following sections provide an overview of the consultation and engagement that has taken place to support the preparation of this substantive application for the renewal of the Southern Seawall (and associated ancillary activities).

6.2 LOCAL AND ADMINISTERING AUTHORITIES

Section 29 of the Act requires applicants for substantive applications to consult with the applicable local and administering authorities prior to lodging an application with the Environmental Protection Authority (“**EPA**”). In the case of this Project, the applicable local and administering authorities are:

- > GWRC;
- > WCC;
- > DOC;
- > The Ministry for Culture and Heritage;
- > Heritage New Zealand Pouhere Taonga (“**HNZPT**”); and
- > MfE.



Details of the consultation with these parties are provided below.

In addition to the pre-lodgement consultation, WIAL acknowledges that the above parties will be involved in the approvals process at several points after the substantive application is lodged, including:

- > The EPA's completeness assessment (section 46(1) of the Act) and subsequent functions in the processing of the substantive application (section 90 of the Act);
- > The Panel Convener's decision to fix any non-default time frame for the issue of the Panel's decision documents (section 79(2)(c) of the Act);
- > Reports for the Panel as specified in section 51 of the Act or that the Panel considers necessary (section 67 of the Act);
- > Comments on the substantive application (section 53(2) of the Act); and
- > Comments on conditions (section 70 of the Act).

Details of the consultation with these parties are provided below and a record of key correspondence with these parties is provided in **Part F** of the application documents.

6.2.1 Greater Wellington Regional Council

WIAL recognises the importance of designing and constructing the Project in a way that promotes the protection and preservation of the coastal marine area and ecosystems. To ensure that work on the Project to this end is appropriately informed by the relevant regulatory body, WIAL has kept GWRC informed on the Seawall Renewal Project from the outset and has worked closely with GWRC in finalising the technical reports that inform this substantive application.

WIAL has a longstanding and established working relationship with GWRC. WIAL has been actively involved in GWRC's recent PC1 RPS and PC1 NRP review processes, with submissions and evidence being presented on various topics, including the need for the relevant documents to provide a consenting pathway for the Project. These processes continue, and WIAL continues to discuss various aspects of the Project through these forums with GWRC.

WIAL has provided GWRC the opportunity to review and make comments on the relevant draft technical assessments prepared for the Project, including providing copies of draft conditions for the Project. Again, WIAL is grateful for GWRC's engagement in this process and for the feedback provided. The review comments from GWRC have been considered and, where possible, responded to prior to the lodging of this substantive application. A

copy of this correspondence, including summaries of changes made or reasons where feedback has not been adopted, is included in **Part F** of the application documents.

WIAL has also hosted GWRC representatives on a number of occasions and has held meetings and workshops with technical experts to clarify and discuss feedback on draft technical assessments.

WIAL provided formal written notice to GWRC on 15th July 2025 of WIAL's intention to apply for all approvals necessary to authorise the Seawall Renewal Project under the Act (a copy of which is provided in **Part F** to these application documents). This correspondence included a request for written notice from GWRC that there are no existing consents to which 124C(1)(c) or 165ZI of the RMA would apply if the Project were to be applied for as a resource consent under the RMA (as per section 30(3)) of the Act.

Written notice was provided by GWRC on 15 October 2025, confirming that there are no existing consents to which 124C(1)(c) or 165ZI of the RMA would apply (provided in **Part F** to these application documents).

6.2.2 Wellington City Council

WIAL likewise has an established working relationship with WCC and its representatives and has kept communication channels open and transparent throughout the pre-lodgement consultation period.

Similar to GWRC, WIAL has worked closely alongside WCC over the past three years as the Council has reviewed its District Plan. This has involved WIAL regularly presenting submissions and evidence with respect to the Southern and Western Seawall and how to recognise and provide for its ongoing maintenance and upgrade, while appropriately managing environmental effects.

WIAL has also sought WCC's feedback on the relevant draft technical assessments prepared for the Seawall Renewal Project and the draft conditions for the Project, and has found WCC's feedback to be particularly valuable in finalising this application. WIAL has also hosted WCC representatives on various occasions and has held meetings and workshops with technical experts to clarify and discuss feedback on draft reports. Again, the review comments from WCC have been considered and, where possible, responded to prior to the lodging of this substantive application. A copy of this correspondence, including summaries of changes made or reasons where feedback has not been adopted, is included in **Part F**.

WIAL has also worked closely with WCC to understand the unique planting challenges of the Project's exposed coastal sites. The experience and advice of WCC has assisted to shape

the development of the landscape concept plans for MGC and Moa Point Yards, and the Stage 1 and 2 Kororā Colonies.

WIAL has also engaged with WCC in its capacity as landowner / manager of local purpose (esplanade) reserve and road reserve land. WCC's approval has been sought to undertake activities associated with the establishment, operation and rehabilitation of the Moa Point Yard, establishment of the Stage 1 and 2 Kororā Colonies, and the release of lizards on to WCC land. A number of these activities have been approved by the elected members of WCC,⁹¹ and constructive discussions with WCC are ongoing in relation to the balance (discussed further in **Section 11**).

WIAL provided written notice to WCC on 15th July 2025 of WIAL's intention to apply for all approvals necessary to authorise the Project under the Act (a copy of which is provided in **Part F** to these application documents), together with an overview of the limited activities (environmental monitoring) proposed to take place within WCC's jurisdiction.

Written notice was provided by WCC on 13 October 2025, confirming that there are no existing consents to which 124C(1)(c) or 165ZI of the RMA would apply (provided in **Part F** to these application documents).

6.2.3 Department of Conservation

WIAL has likewise sought to be open and transparent with DOC with respect to the Project generally, including but not limited to its intentions to apply for the necessary approvals under the Wildlife Act relating to the handling and relocation of lizards and Kororā as part of this Project. WIAL is grateful to DOC representatives for their guidance in finalising the relevant application materials.

WIAL provided written notice to DOC on 14 April 2025 of its intention to apply for all approvals necessary to authorise the Project, as a 'listed project' under Schedule 2 of the Act. Alongside the written notice, WIAL also completed DOC's 'Request for Fast-track Pre-lodgement Consultation' form.

WIAL met with DOC representatives to give a Project overview on 26 May 2025, and has given DOC the opportunity to review and make comments on the relevant draft technical assessments prepared for the Seawall Renewal Project, including providing copies of relevant draft conditions for the project. In particular, WIAL has shared and sought feedback

⁹¹ Wellington City Council Report: Airport Southern Seawall renewal project - Reserves Act 1977 approvals under Fast-track Approvals Act 2024, 30 April 2025: [Airport Southern Seawall renewal project - Reserves Act 1977 approvals under Fast-track Approvals Act 2024](#)



from DOC on the detailed Project Description, the Marine Ecological Assessment, the Terrestrial Ecology Assessment, the LMP and AMP, the Kororā Assessment, the KPMP and Residual Effects Assessment. DOC has provided feedback on all those documents, however, where feedback has been received late in the pre-lodgement phase, WIAL has not had the opportunity to integrate responses that feedback into its substantive application. A copy of WIAL's responses is presented in **Part F**. WIAL has confirmed to DOC that it is committed to continuing to work with DOC on an updated set of draft Wildlife Approval conditions and on any updated management plans (if necessary), to give DOC comfort that adverse effects on lizards, kororā and other ecological values will be addressed appropriately.

6.2.4 Ministry for Culture and Heritage and Heritage New Zealand Pouhere Taonga

WIAL provided written notice to the Ministry for Cultural and Heritage and HNZPT on 16 April 2025 of its intention to apply for all approvals necessary to authorise the seawall renewal under the Act (a copy of which is provided in **Part F** to these application documents).

On 29 April 2025, the Ministry of Culture and Heritage confirmed that a pre-lodgement meeting would not be required.

WIAL met with HNZPT on 6 May 2025 to give a project overview and followed up with drafts of the Archaeological Assessment, ASMP, archaeological authority and draft archaeological conditions.

Written notice was provided by HNZPT on 23 July 2025 providing feedback on one condition which was adopted by WIAL. Further written notice was provided by HNZPT on 24 July 2025 noting that it considers that the archaeological values of the project area will be appropriately managed. Copies of this correspondence are attached at **Part F** to these application documents.

WIAL is grateful to HNZPT for this confirmation, and will be sure to keep in touch with HNZPT regarding any heritage and archaeology related aspects of the Project.

6.2.5 Ministry for the Environment

WIAL provided written notice to MfE on 2 September 2025 of its intention to apply for all approvals necessary to authorise the seawall renewal under the Act (a copy of which is provided in **Part F** to these application documents).

By way of response on 8 September 2025, MfE provided a summary of national direction made under the RMA. National direction made under the RMA has been considered in the



development and assessment of the Project, as set out in Section 10 of these application documents.

WIAL would be happy to meet with the MfE to provide a post-lodgement briefing if that would be of assistance.

6.3 ENGAGEMENT WITH MANA WHENUA

6.3.1 Overview

As discussed in Section 4 of these application documents, WIAL has sought on-going meaningful engagement with iwi to discuss their concerns and aspirations for the Project. For completeness, we record here that WIAL has engaged with the following entities:

- > PNBST (on behalf of Taranaki Whānui);
- > Te Rūnanga (on behalf of Ngāti Toa), and which has applied for recognition of various customary interests under MACA;
- > Te Ātiawa ki Te Upoko o Te Ika a Maui Trust (also an applicant under MACA and which represents Te Ātiawa interests in fisheries coastal and marine matters); and
- > Wellington Tenth's Trust (who also represent the interests of Taranaki Whānui).

WIAL is very grateful to Taranaki Whānui and Ngāti Toa Rangatira (and their representatives) for the support they have expressed for the Project and their guidance in ensuring that the Project will be delivered in a culturally appropriate way, as summarised in Section 4.

6.4 OTHER RELEVANT PARTIES

6.4.1 Wellington Water Limited

Existing stormwater and wastewater pipes situated within the Project Area which have been taken into consideration in terms of the seawall design.

A stormwater outfall pipe is situated within the eroding Eastern Area, immediately east of the Eastern Bank Remediation Area, where WIAL is proposing to construct a rock revetment wall. There are also two shortfall wastewater pipes located in road reserve in the vicinity of the proposed penguin underpass to/from the Stage 1 Kororā Colony.

WIAL's Seawall Project Designers, Beca, and WIAL have had regular communication with Wellington Water Limited ("WWL") to ensure that the proposed works will not adversely affect the integrity and operation of Wellington Water assets.



6.4.2 New Zealand Transport Authority Waka Kotahi

WIAL advised NZTA on 30 July 2025 of its intention to file a substantive application under the Act for the Project. WIAL provided NZTA copies of the Project Description, engineering plans, and the draft Transportation Assessment and CTMP. NZTA provided some initial feedback on these on 18 August with a follow up meeting on 26 August. In response to this feedback, WIAL has amended its proposal so that, if rock is sourced from the South Island, a smaller type of barge will be used such that peak truck movements using SH1 through Wellington will be lower than previously envisaged. Stantec has undertaken additional transport modelling accordingly, and WIAL has provided updated draft Transportation Assessment to NZTA on 17 October 2025 which includes the updated modelling results.

WIAL looks forward to continuing its engagement with NZTA through this process and as the Project progresses.

6.4.3 Land Information New Zealand

The Project spans coastal land that is not held by any specific entity. In particular, the Moa Point Yard, Southern Seawall, Eastern Bank Remediation Area, Stage 2 Kororā Colony, and some lizard release activities will occur partly on land that is not contained within any record of title.

WIAL is currently in discussions with LINZ regarding that land and to secure any necessary property approvals to enable these activities to take place. WIAL will keep the Panel updated on these discussions. WIAL anticipates that LINZ is unlikely to have had any particular interest in WIAL's ongoing management of the Southern Seawall or how the relevant land is used, in a way that would affect delivery of the Project.

6.5 WIDER COMMUNITY CONSULTATION

In early 2020, WIAL conducted a community survey regarding the need to renew the seawalls for resilience reasons. The survey asked the community questions about aspects that they would like WIAL to consider, how they would like the seawalls to look, their ideas on how the seawalls would be designed, questions about the type of recreation activity they undertook in the area, and demographics. Most feedback was provided by surfers, who were concerned with the impact of any seawall works on The Corner surf break. WIAL has since commissioned a detailed assessment of effects on nearby surf breaks, attached in full in **Part B**, confirming that the Project works will not adversely affect (and may even be of minor benefit to) the surf break at The Corner.

WIAL also circulated letters to residents of Lyall Bay and Strathmore Park, posted information on its website, and hosted two public meetings in September 2023 regarding the

Project. An online survey of preferred options was also carried out which showed clear support for the seawall overlay option that is being pursued through this application.

In August 2025, WIAL sent a letter updating residents on the progress with the application and a high-level overview of the Project's potential effects on residents in Strathmore Park, Lyall Bay, Moa Point and Breaker Bay. Residents and other interested groups such as the local residents' associations, Guardians of the Bay and local social media groups with a particular interest in the Airport's activities were invited to attend any of three drop-in sessions with experts which were held on 26 and 27 August 2025.

The drop-in sessions were held at various locations and times to provide flexibility for those who were interested (one lunchtime event at the Rydges Wellington Airport, and two mid-week evening events held at Strathmore Park Community Centre and a tenancy at Lyall Bay Junction). The sessions provided the opportunity for people to find out further information about the Project, talk directly to technical experts and to provide feedback. To achieve this, Project team members and consultant experts were available to have one-on-one dialogue with attendees.

The technical experts were on hand for specific questions, included those who have expertise in engineering, design, coastal processes (Beca), terrestrial, avifauna and marine ecology (Biosearches), engineering and noise effects both during construction and operation (Tonkin & Taylor), traffic (Stantec), and planning (Mitchell Daysh).

WIAL has also continued to engage closely with the Wellington Boardriders Club who represent local surfers and provided them with regular updates. As noted earlier, the surf community provided feedback raising concerns with the potential impacts of the Project on popular surf breaks at Lyall Bay. WIAL has therefore undertaken extensive engagement with this group, including by seeking Boardriders input on surf conditions which informed the Surf Impact Assessment undertaken by DHI (**Part B**).

In September 2025, WIAL presented information with respect to the Noise Assessment and CNVMP, including proposed mitigation measures to the Wellington Airport Noise Management Committee. The purpose of this Committee is to establish a partnership between WIAL, the community and other stakeholders in relation to noise at Wellington Airport. This committee includes five community representatives who reside within close proximity to the airport.

6.6 SUMMARY OF FEEDBACK AND CONCERNS

The following sections provide a high-level overview of the feedback and concerns on the Seawall Renewal Project that have been expressed to WIAL through the consultation and



engagement process. WIAL responded to those that provided feedback and expressed concerns, and a summary of the responses have also been provided below.

In many cases, the draft technical reports were reviewed by the Local and Administering Authorities. Not all feedback has been captured below, such as feedback received on the technical reports that required minor wording updates. Copies of WIAL's response to feedback is included in Part F of this application.

Where feedback has been received late in the pre-lodgement phase, WIAL has not had the opportunity to integrate responses that feedback into its substantive application; however, will continue discussions with those authorities following lodgement of the substantive application.

6.6.1 Project Details and Design / Materials

Key concerns related to:

- > Understanding the Project timeline and duration;
- > Whether the Airport should be considering retreat, rather than upgrading the seawalls (Southern and Western); and
- > Design of, and the material used in, the Southern Seawall.

As noted in Section 2, the duration of the Project (7-8 years) is largely due to the stockpiling of materials. Actual works at the face of the Southern Seawall are anticipated to take 24 to 30 months, assuming there are no significant delays due to ongoing and persistent adverse weather conditions during the seawall works.

With regard to adopting retreat (rather than upgrading the seawalls), WIAL notes that the Airport's current location offers significant benefits that would be hard to match elsewhere, being located within Wellington City. In addition, to relocate would come with significant cost and disruption.

The Seawall Renewal Project has been designed with climate change and sea level rise estimates in mind. It will provide suitable protection for the Airport and other infrastructure for the next 50 years, and is future-proofed for further strengthening in due course as necessary.

A number of sustainability concerns were raised with regard to the materials used in renewing the Southern Seawall. Particularly, whether the use of concrete would cause leaching, and whether geotextile cloth used for the Project could be ripped up and



distributed by the high energy wave environment. Generally, concerns were raised regarding accumulation of seawall materials in Lyall Bay.

WIAL commissioned Beca to investigate alternatives to traditional geotextiles.

Biodegradable alternatives are not acceptable because they are designed to breakdown and therefore would not perform for the design life of the seawall. Beca has ensured that the design of the seawall ensures geotextiles used in the structure will not become exposed, and therefore will not be at risk of being ripped up or dispersed by wave action at the coast.

6.6.2 Surf

As noted above, the surfing community raised concerns in 2020 that the Project would adversely affect two popular surf breaks - The Corner and Airport Rights.

The Wellington Boardriders Club provided input on surf conditions they wished to see modelled and provided examples of wave conditions. These surf breaks have been carefully assessed by DHI. At The Corner, the Surf Impact Assessment shows that the composition of rides was very similar in existing and proposed conditions both in terms of wave conditions and ride length. There is no net impact expected as a result of the Project.

With respect to Airport Rights, the surf quality analysis indicates a slight improvement on the surf quality for exceptional conditions, however it is not clear whether reflected waves from the renewed Southern Seawall would have a slight positive or negative impact on surf at this location. In this case, there is potential that a reflected wave could make the take off earlier and even prevent a wave from closing out, which could improve surfing for this location.

6.6.3 Coastal Water Quality

Concerns were raised regarding stormwater discharge and the potential impact of these on coastal water quality. In general, the public concerns were related to the Western Seawall area rather than the Southern Seawall and are outside the scope of this application.

With regard to coastal water quality at the Southern Seawall, a SSESCP and stormwater controls are proposed to manage potential sediment runoff during construction works. Site specific controls are contained within the SSESCP in **Part G** of these application documents and are also addressed in the Design Summary Report (**Part B**).

6.6.4 Ecology (including terrestrial, marine and coastal)

WIAL has received significant interest in all aspects of the Project's potential effects on ecology, particularly:

- > Kororā;



- > Banded dotterel;
- > Lizards; and
- > Marine mammals; and
- > Subtidal habitat.

Mana whenua, local residents and administering authorities are all particularly interested in kororā, which are known for nesting in and around the existing seawall. WIAL has worked closely with a kororā expert who has recommended a wide range of mitigation measures to ensure that potential effects on kororā are carefully managed, including timing works to avoid key breeding seasons, ensuring a kororā expert is onsite to handle and relocate any kororā to the Stage 1 Kororā Colony, installing kororā exclusion measures to stop them re-entering the works site, ensuring the Stage 1 Kororā Colony is established before works commence, and constructing the Stage 2 Kororā Colony to provide additional habitat once works are complete.

Members of the public are also keenly interested in banded dotterel, which are known to breed near the Southern Seawall and within the Airport. Concerns were raised about the potential for the Project to affect breeding pairs and their habitat. WIAL proposes to adopt deterrence measures and will time works to avoid dotterel from establishing nests in the Moa Point Yard and Southern Seawall area. Should breeding dotterel be discovered in proximity to the works site, setbacks will be established to avoid disturbing them during the breeding season. Once works are complete, the area will be rehabilitated into an open yard which is suitable for dotterel breeding habitat. These effect management measures further addressed in Section 7 and 8 of this report and are set out in full in the Terrestrial Ecology Assessment and AMP attached in **Part B** and **Part G** of the application documents.

With regard to lizards, concerns were raised regarding the anticipated number of lizards that may be present, that lizards may be present in the Southern Seawall, and whether the proposed relocation areas would be sufficient. Initial investigations have been undertaken as part of preparing the application, and it is noted that lizards naturally occur in high densities. Habitat enhancement triggers and measures are set out in the LMP (**Part G**).

Concerns were raised with respect to the potential effects of noise on marine mammals that have been spotted in Lyall Bay. Effects on marine mammals have been assessed thoroughly, and WIAL is proposing to manage potential adverse effects through a Marine Mammal Management Plan (**Part G**).

In terms of subtidal habitat, it was questioned whether the Cubipods alone would allow for colonisation by marine species post installation. No amendments can be made to the

Cubipods without potentially diminishing the durability of the structure. The existing seawall structure provides good evidence that concrete can be colonised by marine species, and the gaps and crevices between Cubipods create suitable habitat which is expected to be readily colonised.

6.6.5 Traffic and Transport

Concerns by Breaker Bay residents included that they could be cut off if Moa Point Road is closed at a time that other key routes are closed due to slips. WIAL will manage site specific traffic through its CTMP - a draft is provided in **Part G** of these application documents.

Questions were also raised about why WIAL cannot barge materials directly to the seawall construction site, whether alternative shipping locations such as Burnham Wharf could be used, and if different heavy vehicle routes were reviewed. As set out in Section 1, multiple transportation options have been investigated and discounted due to structural, consenting and operational issues.

As traffic effects are often felt strongly by local residents and could impact local road safety, the community and authorities expressed the need for robust communication and escalation methods. Engagement will regularly occur with the local community during the construction phase via various mediums such as the WIAL website, social media, community newsletter and community information sessions. A Community Liaison Group will also be set up to inform local residents and incident reporting and response pathways will be established as set out in the draft conditions (**Part D**). Transport matters have also been the subject of discussions and correspondence with the road controlling authorities WCC and NZTA, as discussed above, which led to additional constraints being proposed by WIAL on the size of barges that may be used to transport rock from South Island sources, thus significantly reducing peak daily truck movements.

6.6.6 Noise

WCC's expert peer review on the Noise Assessment was generally supportive of its findings. The local community raised questions about when piling might be used and if it would happen at night and other general concerns on noise effects. A range of mitigation measures are proposed to be implemented to reduce effects including opting to use micro piling methods instead of traditional piling, reducing night-time works, and offering acoustic treatments and in some instances, an offer of purchase, for the closest neighbouring properties to the seawall works along Moa Point Road.



6.6.7 Lighting

GWRC and WCC requested provision of mapping showing the area to be lit and the lux mapping. WIAL noted that the lighting will be temporary and will move regularly in a manner which makes it difficult to calculate lux levels. Draft conditions are proposed to ensure adequate limits are applied in relation to both fixed and mobile lighting.

In addition, these draft lighting conditions have been reviewed by the project ecologists and ornithologists with regard to potential lighting effects on indigenous biodiversity.

6.6.8 Erosion and Sediment Control

GWRC and WCC expressed an interest in understanding the site-specific measures for each part of the Project. It is noted that the activities at each site largely constitute earthworks and construction activities, such as site preparation earthworks and vegetation removal, stockpiling of rock and Cubipods, and the movement of machinery. Rain runoff from the construction yards will predominantly be managed through the implementation of erosion and sediment control measures. A range of site-specific erosion and sediment controls measures are proposed to be included in the final Erosion and Sediment Control Plan and will manage the unique challenges at each part of the site, and will be monitored in accordance with the ESCMP (**Part G**). Once sites are stabilised, it is proposed to retain aspects of the erosion and sediment control devices on site and to use them for stormwater management purposes for the remainder of the Project duration.

Concerns regarding dust during construction were also raised. Dust management is of critical importance to WIAL given its operational requirements and specifically for aircraft safety. Standard dust control measures, such as watering and progressive stabilisation of earthworks will be adopted. Due to the operational restrictions of the Airport, dust suppression will be carefully managed beyond what is typically expected for construction.

6.6.9 Contaminated Land

GWRC and WCC's expert undertook a detailed peer review of the contaminated land assessments and raised a number of clarifying and methodology queries. Beca, on behalf of WIAL, have responded to these matters demonstrating that the methodology and processes adopted in undertaking the contaminated land assessments were robust.

Beca have also worked with GWRC to update the GWRC's Selected Land Use Register ("SLUR") database and mapping to reflect the findings of their investigations. The SLUR records details of properties that have, or may have, been used for activities and industries included in the HAIL list. The database and maps are updated as appropriate information is received by GWRC.



Beca's investigations, which are attached in full in **Part B**, have identified areas of contaminated land within the Moa Point Yard and MGC Yard, and have also identified contaminated land to the east of the Moa Point Yard (outside the Project area). The contaminated land assessments confirm that all contaminants do not exceed human health criteria or relevant direct ecological criteria. As such, contaminated land can be appropriately managed using standard erosion and sediment control measures, and Beca has provided recommendations to ensure that activities within these areas are appropriately managed, and the sites are remediated.

6.7 CONSULTATION SUMMARY

As noted in Section 1.6, 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.

WIAL's approach to consultation and engagement for this project has therefore been one of active and open stakeholder engagement approach with mana whenua, the relevant local, regional and central government agencies, various interest groups, and the local community. As previously noted, WIAL is grateful to those individuals, entities and groups for the time they have dedicated to WIAL's engagement processes relating to this application.

The feedback provided through consultation and engagement has proven invaluable for WIAL and its advisors to factor in as the Project's design has been refined and measures to address adverse effects on the environment (including proposed conditions) have been developed. While WIAL has not necessarily adopted all of the feedback provided, it has been transparent in its rationale and welcomes the opportunity to continue to work through those matters further with the respective entities in seeking to narrow any outstanding matters as the substantive application proceeds through the process.

