



# Southern Seawall Renewal Project

FTAA Panel Briefing -5 February 2026



# Wellington International Airport

## Southern Seawall Renewal Project

- 3rd busiest airport in NZ: 5.5m passengers per year
- Essential connectivity for central NZ
- Contributes \$3.9b to Wellington region and \$2b in GDP annually
- Supports 14,500 FTE jobs
- Regionally and nationally significant infrastructure per the WCC District Plan, Wellington RPS and NRP, and NPS-UD
- Lifeline utility under the Civil Defence Emergency Management Act 2002



# Existing RMA framework

## Southern Seawall Renewal Project

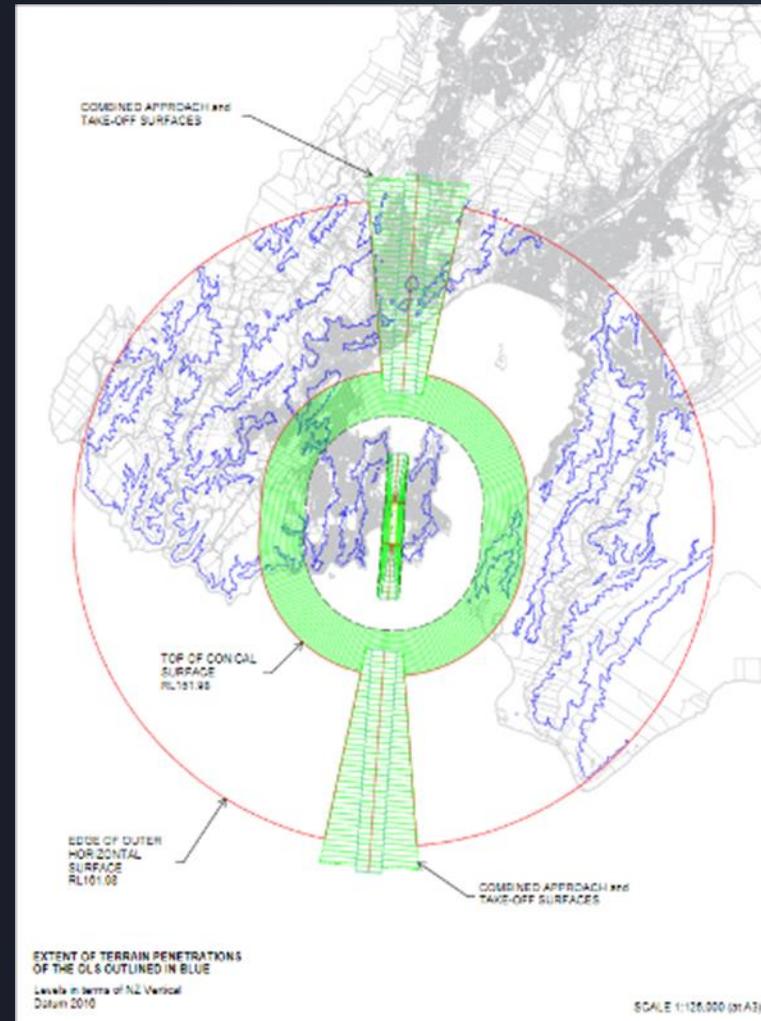
WIAL has four designations in the WCC District Plan:

- Airspace in the vicinity of Wellington International Airport – Obstacle Limitation Surface Designation (WIAL 1)
- Airport Purposes – Miramar South Area (WIAL 2)
- Airport Purposes – East Side Area (WIAL 3)
- Airport Purposes – Main Site Area (WIAL 5)

WIAL has several site-wide resource consents:

- Site Wide NES Contaminated Land Consent (SR520690)
- Site Wide Stormwater Discharge Consent (WGN230119)
- Site Wide Earthworks (WGN260247)

Map of Obstacle Limitation Surface designation



Map of Main Site Area designation



Map of East Side Area designation



# History of the Airport site

Southern Seawall Renewal Project



Breakwater Construction mid 1950s



Mid 1950s Western Seawall construction



# History of the Airport site

## Southern Seawall Renewal Project



1958 Runway Construction



1972 Runway Extension



1984 Seawall Failure

# Wellington Airport Coastal Defences

Southern Seawall Renewal Project



# Wellington Airport Coastal Defences

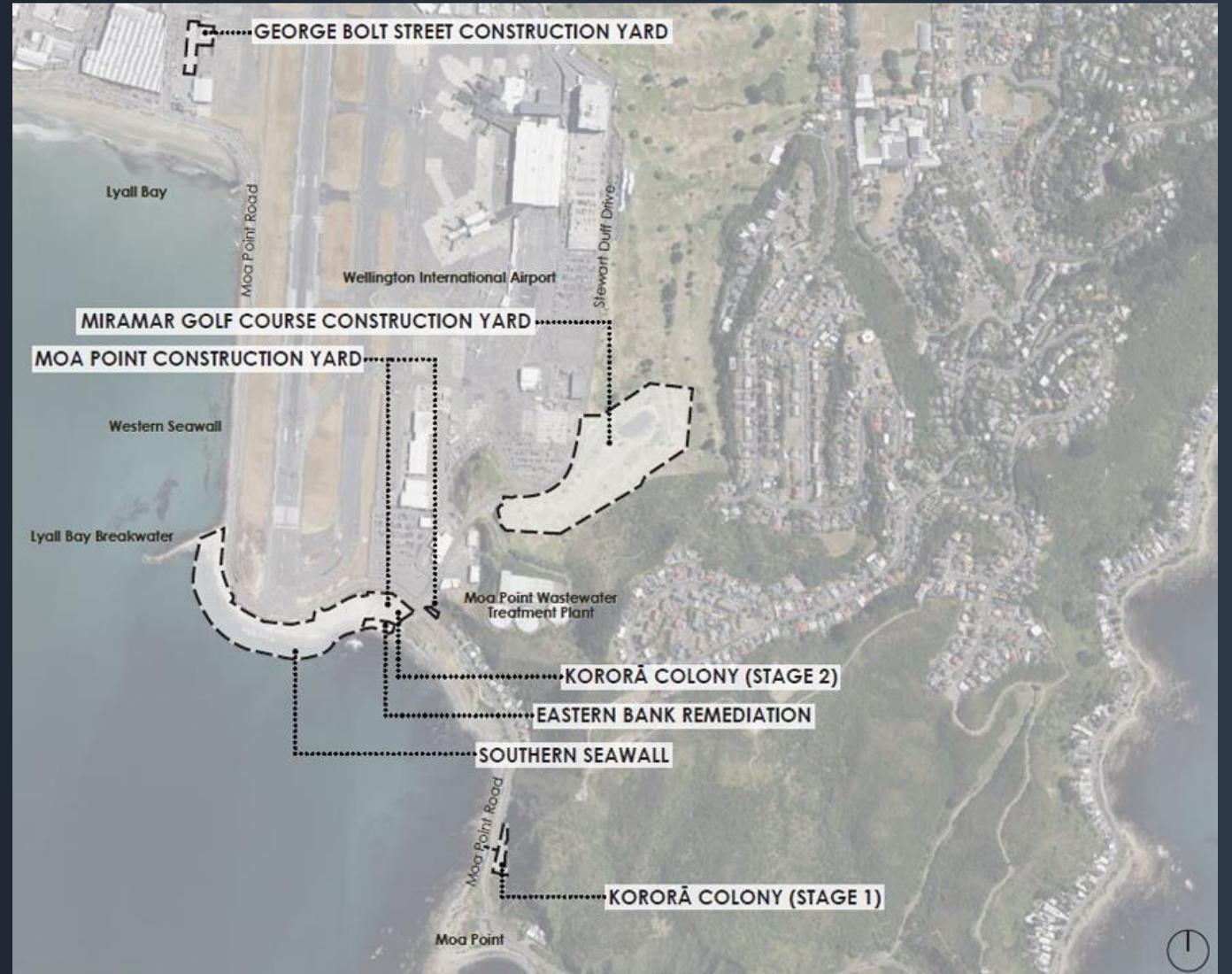
Southern Seawall Renewal Project



# Project overview

## Southern Seawall Renewal Project

- FTAA listing: *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.*
- Application is for all necessary approvals (resource consents, wildlife approvals, Reserves Act approvals and archaeological authority).
- There are 7 key elements of the Project:
  1. Establishment & Use of Miramar Golf Construction Yard
  2. Clearance & use of George Bolt Construction Yard
  3. Establishment and use of the Moa Point Construction Yard
  4. Remediation of the Eastern Bank
  5. Reconstruction of the Southern Seawall
  6. Creation of two Kororā colonies to support Kororā habitation and breeding
  7. Supply of rock and armour units



# MGC Construction Yard

## Southern Seawall Renewal Project

- Primary storage yard for the Project.
- For stockpiling rock, small number of cubipods, and other materials and equipment.
- To operate for around 8 years, and possibly extend if required for (separate) Western Seawall renewal works.
- Fulsome effects management measures, including erosion and sediment control, fencing and security, site access / traffic, and hours of operation.



# George Bolt Street Construction Yard

## Southern Seawall Renewal Project

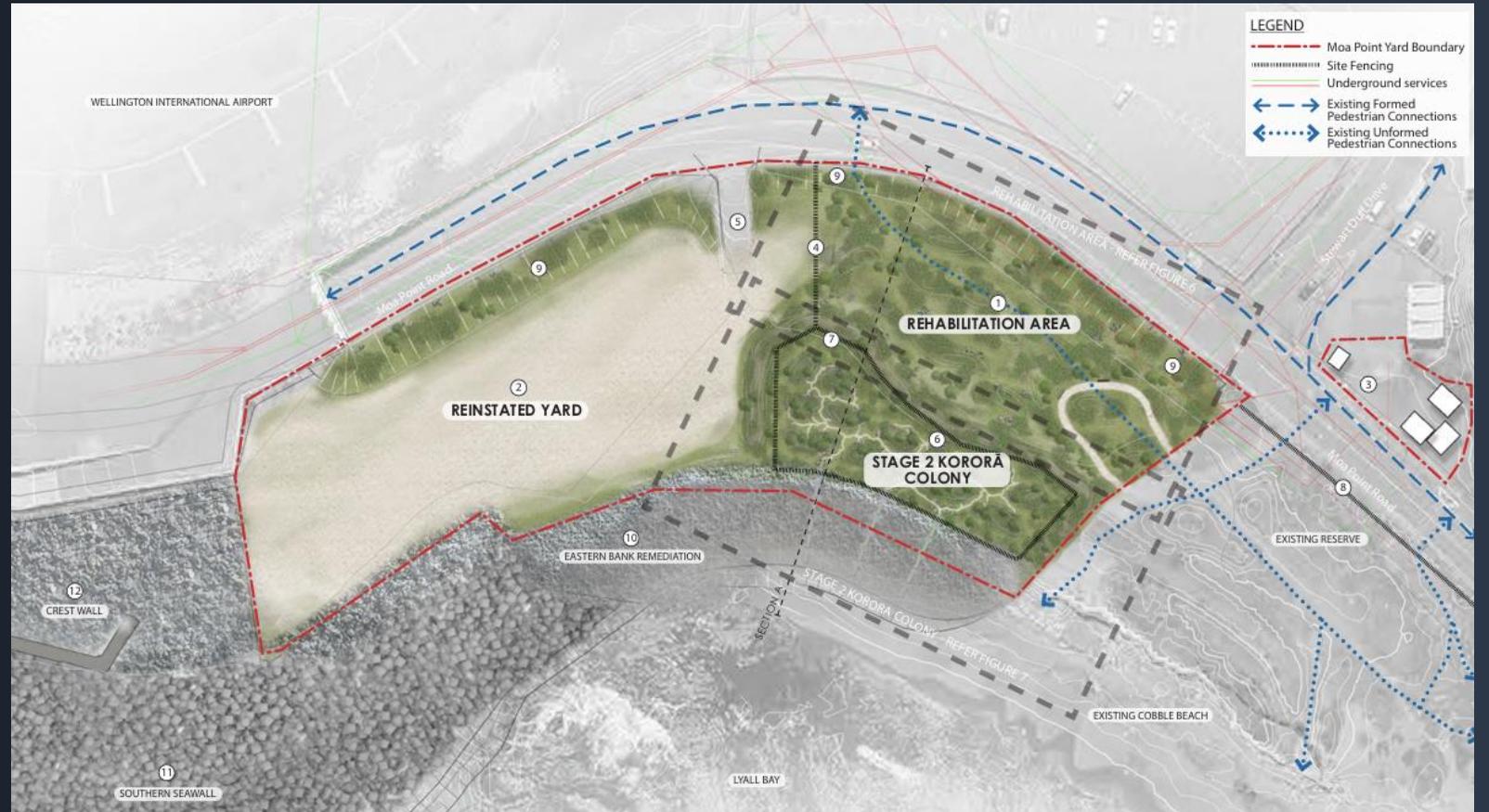
- Used to store construction material (including Cubipods), plant and equipment, as the site of a workshop and staff facilities, and for associated activities.
- Expected to take three months to establish and will operate throughout the life of the Project, with its operation to potentially be extended if required for the Western Seawall works.
- The yard includes a 2,500m<sup>2</sup> site that is currently used by WIAL for various storage activities.
- Will house the primary maintenance facility for all construction plant and equipment.



# Moa Point Construction Yard

## Southern Seawall Renewal Project

- Main operational storage area during the seawall construction works
- Used for storing construction materials and general plant setup and maintenance facilities and servicing large equipment that cannot easily be transported to the George Bolt Yard.
- Critical for construction productivity and to ensure there is ready access to rock, armour units and general plant and equipment as there are operational, weather and sea state risks at the Southern Seawall site.
- Moa Point Yard will be passively used to support ongoing pre-renewal seawall maintenance and kororā relocation from mid-2026.
- Image shows plan for this area after construction



# Design Overview incl Rock and Armour Unit Supply

## Southern Seawall Renewal Project

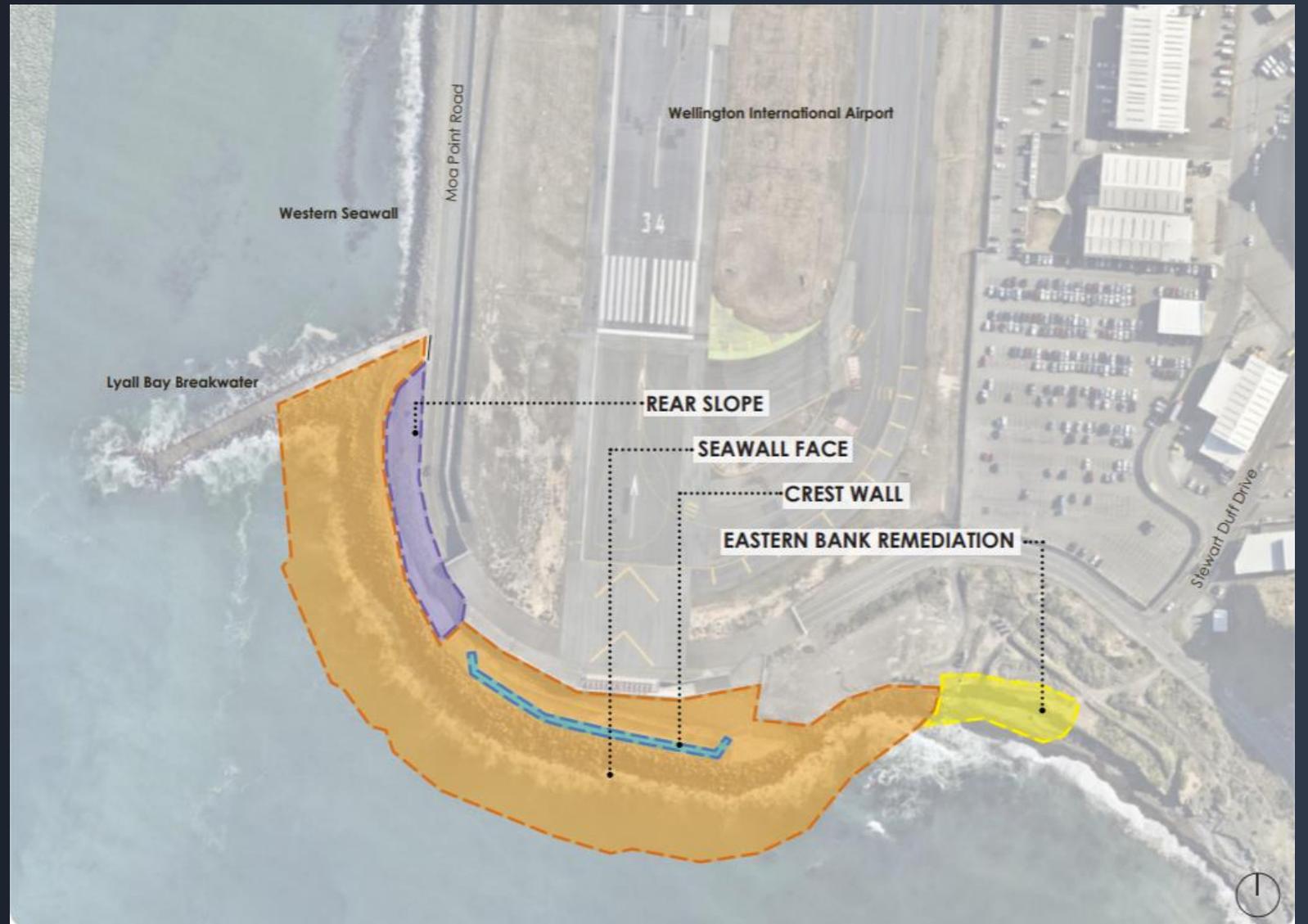
- Four year option review, investigation and design process included marine investigations, numerical modelling, physical modelling, preliminary & detailed design
- A substantial volume of rock and armour units (Cubipods) will be needed to undertake the proposed works.
- Sourced construction material will be stockpiled at the Moa Point Yard, George Bolt Yard and MGC Yard and trucked to the seawall site as required.
- Deliveries and stockpiling of rock and armour units will progressively occur throughout the duration of the Project, helping to spread vehicle movements over time and reduce peak traffic effects.



# Southern Seawall Construction and Eastern Bank Remediation

## Southern Seawall Renewal Project

- Southern Seawall construction involves overlaying the existing seawall with a layer of rock and concrete armour units.
- It is anticipated that the Southern Seawall renewal works will take approximately 24 – 30 months.
- The Eastern Bank Remediation works involve protection and recontouring of the bank with rock, helping to reduce the active erosion of the existing bank.
- The remediation is expected to be undertaken either early in or towards the end of the Project, as determined by the contractor.



# Kororā Colonies

## Southern Seawall Renewal Project

- Two kororā colonies will be developed to address loss of habitat.
- The Stage 1 Kororā Colony will be developed on the landward side of Moa Point Road, before construction at the Southern Seawall. Kororā will be relocated from the Southern Seawall to this Colony.
- The Stage 2 Kororā Colony will be developed behind the Eastern Bank Remediation once construction is complete.



## Stage 1



### STAGE 1 KORORĀ COLONY

- ① Rocks from local area to be placed along shoreline at bottom of bank to enhance habitat
- ② Large rocks (1.2m) from local area to limit access of people
- ③ Screen planting - Phormium Tenax
- ④ Shoreline fence - temporary fence until screen planting establishes itself
- ⑤ Underpass with small embedded rocks in the base and wingwalls - refer Beca plans for details
- ⑥ Roadside bollards - replace removed bollards to match existing
- ⑦ Kororā colony perimeter fence
- ⑧ Pedestrian gate in fence - 1.5-2m wide
- ⑨ Indicative nestboxes - 100 in total with a further 100 more could be accommodated in to the future
- ⑩ Hand placed rocks besides gravel paths
- ⑪ Stage 1 Kororā colony plants
- ⑫ Up to 300 mm wide gravel pathways to guide kororā to nestboxes
- ⑬ Regrassed area with informal footpath created naturally by pedestrians

### Stage 1 Kororā Colony - Landscape Concept Plan

Scale: 1:3000A3 | Date: 21 October 2025 | Revision: 00  
 Plan prepared for Wellington International Airport Limited by Boffa Miskell Limited  
 Project Manager: L.L. Gaining@boffamiskell.co.nz | Drawn: TGS | Checked: LGS



## Stage 2



### STAGE 2 KORORĀ COLONY

- ① Earth mounds 1 = 1.2m high, 4m wide (approx)
- ② Earth mounds 2 = 1.5m high, 5m wide
- ③ Earth mounds 3 = 1.8-2m high, 5m wide
- ④ Kororā colony plants
- ⑤ Kororā colony perimeter fence - 1.5m high
- ⑥ Pedestrian gate in fence - 1.5-2m wide
- ⑦ Indicative nestboxes - approx 60 in total
- ⑧ Kororā path - concrete channels through revetment wall with openings inbetween
- ⑨ Hand placed rocks besides gravel paths
- ⑩ Up to 100 mm wide gravel pathways to guide kororā to nestboxes
- ⑪ Eastern bank remediation rock armour
- ⑫ Existing cobble beach
- ⑬ Subsoil pipes to allow for stormwater flows through

### Stage 2 Kororā Colony - Landscape Concept Plan

Scale: 1:2000A3 | Date: 21 October 2025 | Revision: 00  
 Plan prepared for Wellington International Airport Limited by Boffa Miskell Limited  
 Project Manager: L.L. Gaining@boffamiskell.co.nz | Drawn: TGS | Checked: LGS



# Site Features/Constraints

Southern Seawall Renewal Project



## Operational (CAA)

OLS (obstacle Limitation Surface)

ILS (Instrument Landing System)  
localiser



## Environment

Wave exposure

Wind exposure

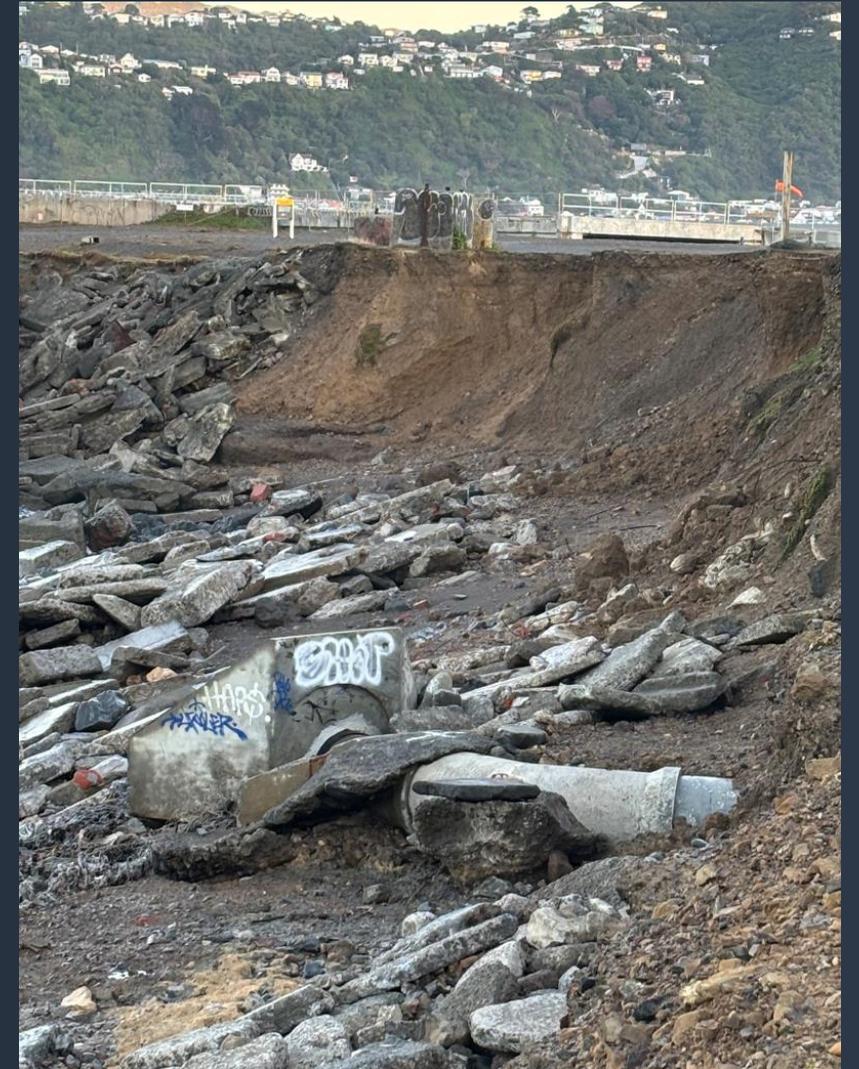
Noise Effects

Social setting and broader  
environmental context  
(including traffic)



# Southerly Storm 1 May 2025

Southern Seawall Renewal Project



# Construction Timing Overview

## Southern Seawall Renewal Project



### Enabling Work

Early enabling works such as planting could begin in 2026

Includes MGC yard establishment

Includes the supply of concrete armour units (cubipods) and rock supply

Staging Area for construction works at Moa Point



### Establishment of Stage 1 Kororā Habitat

Planting could start late 2026 with main colony establishment in 2027-28



### Construction

Start dependent on earlier stages of planning, design, consent and airline consultation but planned start July 2029 (2.5 – 3 years)



# Consultation

## Southern Seawall Renewal Project

- Mana whenua
- Local community
- Existing relationships
- Targeted engagement
- Councils / DOC / HNZPT
- Airlines



# Effects and effects management measures: earthworks-related construction effects

## Southern Seawall Renewal Project

### Earthworks

- Earthworks proposed across the Project sites
- Industry-standard ESC measures to be implemented: ESC Assessment Report and set out in ESCP and Site-specific ESCPs
- ESC measures transition to stormwater management measures during operation of the Construction Yards
- Dust control measures now set out in ESCP following discussion with GWRC
- Detailed Site Investigations prepared re contaminated land, Contaminated Land Management Plan to be implemented (Southern Seawall only – MGC Yard is subject to an existing site wide CLMP)



# Effects and effects management measures: ecology and the natural environment

## Southern Seawall Renewal Project

### Terrestrial ecology

- Limited loss of terrestrial vegetation across the Project sites to be addressed by remediation planting.
- Potential effects on native birds to be addressed via surveys, nest checks and buffer zones around nests.
- Loss of habitat for 1 – 3 pairs of banded dotterel at Moa Point Yard. Alternative habitat is available at the airfield grassland (measures to encourage successful nesting to be employed).
- Loss of lizard habitat to be addressed via searches, trapping, salvage to identified nearby relocation site. Pest control and planning to be carried out at that site.
- Avifauna Management Plan and Lizard Management Plan to be implemented.



# Effects and effects management measures: ecology and the natural environment

## Southern Seawall Renewal Project

### Kororā / little penguin

- Loss of habitat at the existing seawall and adjacent areas
- Kororā Colonies to be established to address that loss:
  - Stage 1 Colony prior to construction (before any habitat is lost); Stage 2 Colony after completion of works.
  - Will be high quality habitat and a net increase in habitat area: nest boxes, planting, fencing, underpass to Stage 1 Colony.
- Careful approach to construction to minimise impacts: searching, seasonal restrictions during site establishment, noise limits



# Effects and effects management measures: ecology and the natural environment

## Southern Seawall Renewal Project

### Marine ecology and coastal processes

- Habitat loss through construction of the Seawall. Seawall will be recolonised (monitoring survey to confirm).
- ESCP measures to address potential water quality impacts.
- Noise controls to be implemented re potential effects on marine mammals. Marine Mammal Management Plan proposed following discussion with GWRC and DOC.
- Potential coastal processes impacts carefully considered; no material adverse effects anticipated.
- Surf break effects considered with input from the Wellington Boardriders Clubs; no material adverse effects anticipated.



# Effects and effects management measures: residents and the built environment

## Southern Seawall Renewal Project

### Landscape, natural character and visual effects

- Project is generally in a heavily modified environment (seawall, reclaimed land, golf course, mixed use/light industrial at George Bolt Yard).
- No high adverse effects anticipated and some positive effects post-construction.
- Stage 1 Kororā Colony is within an ONF and the culvert access to the Colony is within an area of high natural character. Effects in these areas are assessed as neutral to positive once the Project is completed.
- ESA Designation already provides for significant modification of MGC Yard area – on a conservative basis, the effects of the Project have been assessed both with and without this Designation implemented.
- Conditions include providing for planting to integrate with Landscape Buffer Zone of ESA Designation (MGC Yard) and rehabilitation, planting of Moa Point Yard post-construction.



# Effects and effects management measures: residents and the built environment

## Southern Seawall Renewal Project

### Noise effects

- MGC Yard: Day-time operation only (while Airport is operating). No District Plan exceedances Monday – Saturday; exceedances at two houses on Sundays.
- George Bolt Yard: Day-time operation only. No District Plan exceedances.
- Moa Point Yard: Day-time operation only during set-up of the Yard, exceedances at two WIAL-owned houses on Moa Point Road. Minor night-time exceedances once yard operating.
- Southern Seawall and Eastern Bank Remediation construction period:
  - Works must occur at night given Airport OLS.
  - Noise above 45dB at 17 houses on Moa Point Road and Kekerenga Street.
- Fulsome mitigation measures proposed in conditions, and through CNVMP:
  - Limit on hours and vehicle movements.
  - Noise insulation offer to Moa Point Road and Kekerenga Street homes, plus offer to buy non-WIAL owned properties on Moa Point Road.
  - Micro-piling construction solution.

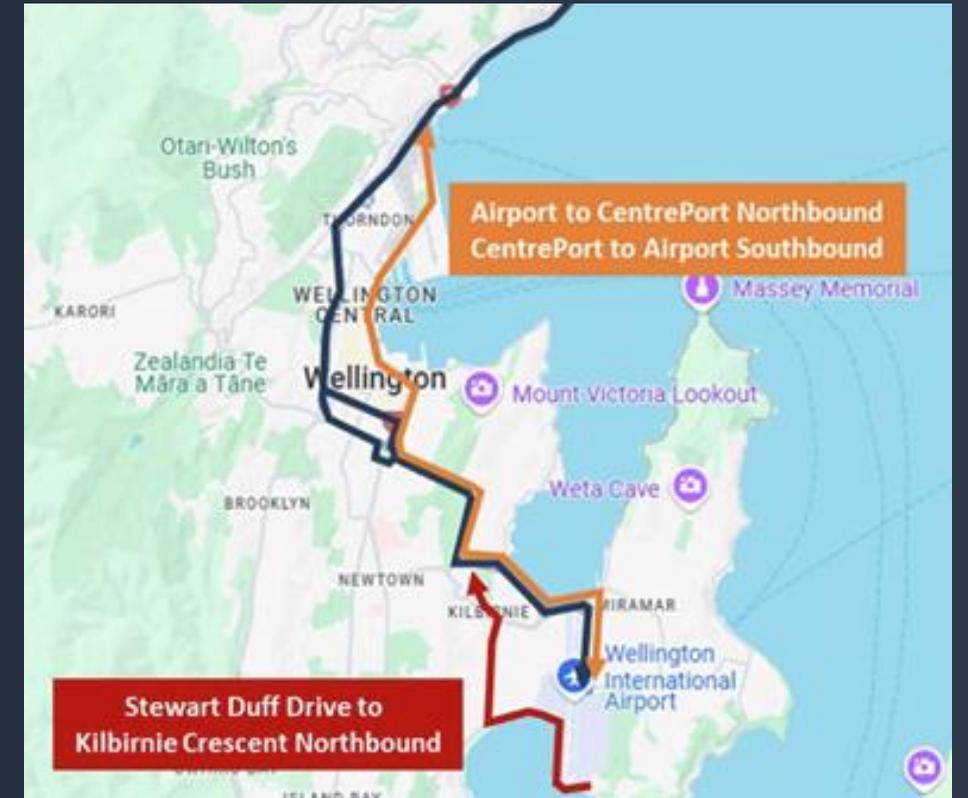
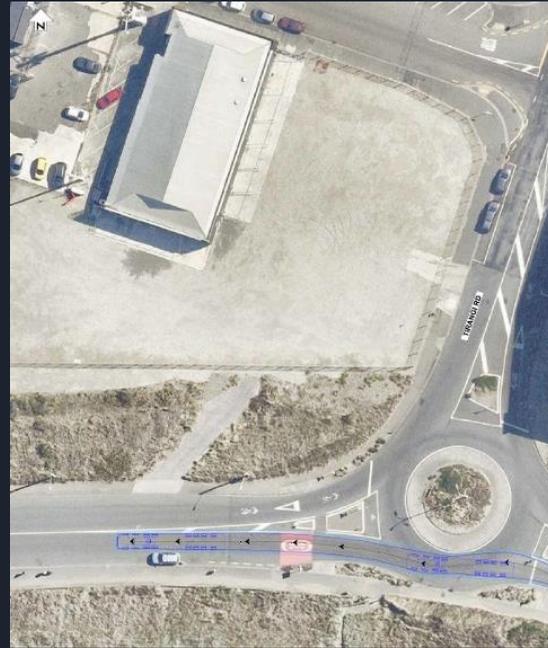


# Effects and effects management measures: residents and the built environment

## Southern Seawall Renewal Project

### Traffic effects

- Construction materials to be transported to the Airport via SH1 (either from the north, or from CentrePort)
  - If northern quarry: 8 – 10 truck movements per day over 4 years
  - If southern quarry via CentrePort: up to 136 movements per day across 110 total days
  - Modelling results indicate that the network can accommodate the anticipated construction demands during peak travel periods
- Haul route will be in place between the construction yards
- Construction traffic management measures will be in place (via CTMP)



# Effects and effects management measures: residents and the built environment

## Southern Seawall Renewal Project

### Lighting

- Construction lighting will be required at night, primarily for activities at the Southern Seawall site (24 – 30 months period)
- With standard mitigation measures in place, effects will be no more than minor

### Recreation and access

- Some minor temporary effects during construction
- Some restrictions on access once Project is operational, but other areas will be improved

### Archaeology and built heritage

- No identified sites will be affected
- Site-wide archaeological authority sought as a precaution



# Conditions and Management Plans

## Southern Seawall Renewal Project

- Draft conditions and management plans provided to responsible agencies for comment and review prior to lodgement.
- Updated conditions and management plans lodged with the application.
- Ongoing engagement with responsible agencies following lodgement – further targeted updates made to conditions and management plans.
- Mitchell Daysh will provide an overview of the approach to conditions and management plans.

# Southern Seawall Conditions Overview

Panel Conference

5 February 2026

## Southern Seawall Conditions

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- Four sets of proposed conditions included in **Part D** to the application documents for the following approvals sought:
  - Resource Consents
  - Wildlife Act Authorisation for Kororā
  - Wildlife Act Authorisation for Lizards
  - Archaeological Authority
- A template / standard form Reserves Occupation Licence document was also provided.

## Southern Seawall Conditions

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Conditions have been drafted:

- To reflect WIAL's overall approach to effects management: avoid, minimise and manage
- In consultation with mana whenua, Councils, DoC and other key stakeholders

WIAL has continued to work with key stakeholders to refine conditions post-lodgement

## Resource Consent Conditions

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- Address a number of matters including:
  - Management Plan Preparation and Certification
  - Stakeholder Communication and Engagement
  - Mana Whenua
  - Earthworks
  - Ecology
  - Landscape, Natural Character and Visual Effects
  - Effects on neighbours (noise, lighting, traffic)
  - Coastal
- Supported by a suite of management plans

# Wildlife Act Authorisation Conditions

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- To authorise salvage and relocation of lizards and handling, marking and relocation of kororā
- Special conditions include provision for:
  - Compliance with management plans and resource consent conditions (cross reference rather than unnecessary duplication)
  - Ownership and holding
  - Response in the event of the death of any lizard or kororā
  - Recording and reporting requirements

# Archaeological Authority Conditions

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- Include requirements for:
  - Archaeological Management Plan
  - Accidental discovery protocol
  - Supervision for works near archaeological sites
  - Notification
  - Reporting
- Updated at HNZPT's request to ensure aligns with updated 'standard' archaeological authority conditions

# Reserves Act Approvals

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- Continues to be discussed with WCC. Draft agreements have evolved since the substantive application was lodged.
- Intend to require compliance with resource consent conditions to avoid duplication.
- Updated draft agreements will be provided to the Panel in due course.

**Thank you**

