26 September 2025

To
[redacted]
Poutiaki Taiao / Environmental Planning
NZ Transport Agency Waka Kotahi

By Email
[redacted]

Tēnā koe [redacted]

Wellington Airport's Southern Seawall Renewal project – response to NZTA feedback

On behalf of Wellington International Airport Limited (**WIAL**), thank you again for the feedback provided by NZ Transport Agency Waka Kotahi (**NZTA**) on WIAL's draft application for statutory approvals for the Southern Seawall Renewal project. I am writing to update you on how WIAL is addressing that feedback (including through changes to its application).

As you know, WIAL's engagement with NZTA regarding the project has included the provision of relevant information including the draft Transportation Assessment and Construction Traffic Management Plan prepared by Stantec on 30 July 2025 and NZTA subsequently sending through preliminary written feedback on 18 August 2025 before our meeting, along with Stantec, on 26 August 2025. WIAL has carefully considered the feedback provided by the NZTA and asked its expert advisors at Stantec to do likewise.

I can advise that NZTA's feedback, together with similar feedback provided by Wellington City Council, has led WIAL to reconsider its approach to transporting rock material for stockpiling at the Airport. As you will recall, the draft Stantec report considered a 'worst case' option involving 600 truck movements transporting rock between CentrePort and the Airport on peak days – albeit with only around 30 such days (across a number of years) being needed to transport the volumes of material required for the project. That option involved transporting rock from the South Island using the largest available barge (with a 3,000T capacity) and promptly trucking each delivery of rock from CentrePort to the Airport using smaller 6-wheel 10T trucks.

In light of the concerns expressed about the potential effects of 600 truck movements on the transport network through Wellington city on those hypothetical peak days, WIAL now proposes **not** to use the largest available barge. Instead, **if** rock is to be sourced from the South Island it will only be transported via a smaller barge (with a maximum capacity of 1,100T). Delivering rock with a barge of this size would obviously require considerably fewer truck movements on a peak day to transport the rock to the Airport.

In addition, WIAL has obtained further practical information regarding the types of truck likely to be used in a barged scenario (due to vehicle availability and accessibility to CentrePort). While the original modelling was based on an assumption that smaller, six-wheel trucks with a 10T capacity would be used, it is now highly likely that most will be larger, 20T (or greater) articulated units.

Obviously these changes will lead to a significant reduction in truck movements on peak days, and Stantec is currently updating its modelling accordingly. Stantec does not expect trucks at the reduced peak volumes to have any significant adverse effects on the road transport network.

It remains far more likely that the project will use rock material trucked directly from North Island sources, which would enable haulage to take place incrementally over a longer period of time (with truck movements estimated at 8-10 per day), but it is important that WIAL retain the ability to use rock sourced from the South Island.

Stantec has prepared responses to your other written feedback, which is set out in the table appended to this letter. Stantec is also updating its Transport Assessment Report, and in due course we would be grateful for any further feedback you have on that document.

Again, thank you for providing valuable feedback on WIAL's project. We greatly appreciate the time you have dedicated to this process and look forward to continuing open and productive discussions with NZTA as the project progresses.

Yours sincerely

[redacted]

APPENDIX – TABLE OF STANTEC'S RESPONSES TO NZTA FEEDBACK

Tech report	NZTA's comment	Stantec / WIAL response
Transportation Assessment	The worst-case scenario for 700 heavy vehicles per day will have significant actual or potential impacts on the SH1 network safety and efficiency. NZTA considers that WIAL should consider the scope of the daytime haulage consent conditions developed between parties for the previous planned run-way extension. This will to help inform the breadth and types of mitigations required. NZTA understand that Mitchell Daysh were keen to convey to NZTA the message that this project is not the same as the runway extension. Whilst the activities are different the effects of the haulage aspects of the projects are similar. Particularly during the interpeak daytime hours.	See above – WIAL now proposes to flatten peak truck movements associated with rock supply by using a smaller barge and larger trucks; Stantec expects its updated modelling to show that these movements will have a minimal effect on other movements around the road network. The far more likely scenario involves far fewer daily truck movements to/from quarries in the North Island. For WIAL's earlier runway extension proposal, truck volumes for that project were, at peak, typically in the order of 400-450 truck movements per day (and over 2,000 truck movements per week) with some days being of 600 trucks per day, and with this peak occurring over a period of approximately 40 weeks. The number of truck movements associated with the Seawall Renewal project, and the worst-case daily peaks, will be significantly fewer than for that earlier proposal.
	NZTA consider that the Wellington network road environment and traffic conditions are not sufficiently or accurately represented in the documents provided and therefore the assessment of effects of the haulage activity on the road environment is also insufficient.	We have used NZTA TMS data from 2024 and Council tube count data from 2023 / 2024 to establish the existing road environment. For the traffic modelling, the N2AM traffic model has been used which we understand is the same approach as other larger projects within Wellington. Hourly traffic volume profiles for key roads are provided in Section 3.4 of the Transport Assessment
	NZTA request to work with WIAL (and relevant consultants) to agree the	

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	baseline of the road environment from which the effects of the activity can be assessed.	Report (TAR) and further analysis of weekend traffic volumes has been provided in this section of the TAR as well.
	To be an effective assessment NZTA also consider traffic growth is part of the road environment and requires to be anticipated to see what level of impact the haulage activity will have into the future, especially if some of the busier haulage times are into the future rather than now, bearing in mind the length of time consent holders have to give effect to granted applications.	Stantec's assessment has included a 2022 (representing 2025) scenario, as well as a future 2033 scenario. Email discussion with WTAU in October 2024 prior to the commencement of our modelling exercise indicated that the assessment years and background volume profiles selected were appropriate for the forecast project work timeframe. The travel time effects in the 2033 scenario (assuming the higher peak movements, which have since been reduced as discussed above) were considered to be less than minor, and able to be accommodated within the Wellington network.
	Relatedly, NZTA consider the activity itself is not sufficiently detailed in the haulage times, frequency per day, or the program of the life of the project. Without this information we cannot identify the likely mitigations required. Below we provide some commentary on the information from the documents received.	As discussed above, Stantec considers that an appropriate representation of the existing Wellington traffic environment, and a future traffic environment has been assessed. Further assessment and commentary will be provided in the way of weekend traffic patterns in the updated TAR.

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In terms of hours of operation, we recommend considering the following types of information against a more detailed analysis and knowledge of the Wellington Road environment. The modelling provided in the information received was inconclusive as to effects across the road environment:		
	Details of how the haulage hours are spread across the day. WIAL need to demonstrate how they are going to manage truck movements so that they are not placing unacceptable strain on an already congested network.	Section 7.8 of the TAR will be updated.
	Haulage operations in the event of a significant incident-crash/weather event – need to be considered, and there needs to be processes in place to suspend haulage if required.	Section 7.8 of the TAR will be updated.
	Assessment needs to reflect the weekend peaks as well as the weekday.	Further commentary to be added. Weekend traffic volumes have been included in Section 3.4 of the TAR, and the assessment indicates that these are at levels comparable to weekday peak periods along SH1.
	Assessment needs to consider how the haulage operation will work around planned events on or close to the network.	Section 7.8 and 7.10 of the TAR will be updated.
In terms of Route options NZTA considers that:		
	For the route from CentrePort, the Cable Street/Oriental Parade/Kent Terrace Area will be a pinch point, as will Mount Victoria Tunnel.	Observation noted, discussion on modelled traffic effects is to be provided in Section 6 of the TAR.

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	For the route from Ngauranga, the Terrace Tunnel merge will be a pinch point, along with Mount Victoria Tunnel.	Observation noted, discussion on modelled traffic effects is to be provided in Section 6 of the TAR.
	Assessment of any accelerated asset deterioration along the haulage route should be provided.	There is existing heavy vehicle usage of the roads to be used by the project, and this base usage will continue (together with the heavy vehicle movements generated by the project) and contribute to the general deterioration of the roads. Nonetheless, the need for roading condition surveys and potential cost contribution methodology is to be discussed and updated in the TIA (Section 7.9).
	HMPV route does not continue south of Blue Bridge Ferry, in contradiction to the route shown in the documents.	Noted and commentary in the TAR will be updated to reflect this.
In terms of Modelling NZTA considers that:		
	Assessment should consider other significant projects on the network that will coincide with the construction of the Seawall.	Sections 7.8 and 7.10 of TAR and Sections 7.2 to 7.4 of the CTMP recommend that liaison between WIAL, WCC and NZTA should occur on a regular basis (e.g. every 3-4 months) to manage overlapping projects, special events, and other situations which may impact on the road corridor.
	The State Highway 1: Wellington Improvements RONS project will involve future construction works on State Highway 1 through Wellington. NZTA is currently awaiting a NZTA Board decision on the investment case for the project. Should the decision be made	

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	to proceed to the next phase of the project, the RONS project team will be in contact with the airport to discuss construction and network planning for the Seawall.	
In terms of Road Safety:		
	No assessment of road safety effects has been made for the SH1 corridor through the CBD which has a high number of vulnerable road users-pedestrians and cyclists crossing mid-block along the corridor as well as the intersections. During certain times of the day and weekends, there may be impaired vulnerable road users (as a result of alcohol or otherwise) crossing the state highway network in the city. There is an elevated risk of pedestrian or cyclist/heavy vehicle conflicts in particular the risks associated with truck blind spots. How will this risk be mitigated?	The days when high truck movements may occur would be associated with the barge hauling option, and would only occur on a relatively limited number of days with haulage from CentrePort to / from the MGC Yard occurring between 7:30am to no later than 6pm (due to noise restrictions at the MGC Yard), and hence will not overlap with night-time activities in the Wellington CBD (and this route generally does not use the State Highway corridor in the CBD in any event). See also the discussion above regarding reducing peak movements associated with rock supply. Further discussion on truck driver induction / driver safety behaviours is to be added to the TAR and CTMP.