



WELLINGTON INTERNATIONAL
AIRPORT LIMITED

**OUTLINE PLAN OF WORKS
FOR EARTHWORKS TO
REMOVE A HILLOCK**

Wellington International Airport,
Rongotai

27 June 2023

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REPORT INFORMATION

Report Status	Final
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PART A

Wellington City Council Outline Plan
Form



PART B

Outline Plan of Works

OUTLINE PLAN PURSUANT TO S176A OF THE RESOURCE MANAGEMENT ACT 1991

TO: Chief Executive
Wellington City Council
PO Box 2199
Wellington

Wellington International Airport Limited (“WIAL”) is the Requiring Authority for Wellington International Airport (“**the Airport**”) and holds a designation for Airport Purposes (Designation G5 - Main Site Area).

Pursuant to section 176A of the Resource Management Act 1991 (“**the Act**” or “**the RMA**”), WIAL hereby submits an Outline Plan of Works for works associated with the removal and flattening of a hillock located adjacent to Stewart Duff Drive at the Airport (refer to the Location Plan attached as **Appendix A**).

RATIONALE FOR THE PROPOSAL

The removal and flattening of the hillock is required to provide an area for WIAL to relocate the existing Field Air Engineering Services (“**FAE**”) building. The building is being displaced by Wellington City Council’s (“**WCC**”) expansion of the Moa Point Wastewater Treatment Plant to include a sludge minimisation facility.

The FAE building is used as an industrial workshop for the servicing and repair of aviation ground equipment and vehicles and is the only existing ground services engineering facility at the Airport. WIAL is required by Civil Aviation rules to have aviation ground service engineering available at all times, necessitating the construction of a new FAE building prior to commencing the construction of the sludge minimisation facility.

The hillock site will also be used for other airport activities enabled by the designation, including the establishment of a temporary support facility associated with the construction of a new cargo logistics centre, on site car parking and the relocation of Freight Drive. Under WIAL’s 2040 Masterplan (“**the Master Plan**”), this area will ultimately become part of the airside area of the airport and will be form part of the apron area.

This Outline Plan of Works relates only to the removal of the hillock. It does not relate to the proposed new FAE building or cargo logistics centre.

DESIGNATION G5 (WIAL 4)

Designation G5 (WIAL 4 in the Proposed Wellington District Plan) provides for a comprehensive range of necessary activities associated with the operation of the Airport. These include (as relevant to this proposal and as described in Appendix AF of the Operative District Plan):

- Aircraft operations and associated activities including all ground-based infrastructure, plant and machinery necessary to assist aircraft operations;
- Maintenance and service facilities;
- Car parking;
- Roads and accessways; and;
- All demolition (if required), construction and earthwork activities, including associated structures.

Designation G5 also specifically anticipates the removal and flattening of the Hillock. The Hillock is located within the south end of Airport Precinct Development Area 1 (Terminal) and includes conditions relating to the Hillock's "partial or full" removal. As set out in the following sections, the proposed works are entirely consistent and reasonably anticipated within Designation G5.

An assessment of the Designation G5 conditions is also attached as **Appendix B**.

DESCRIPTION OF THE PROPOSAL

WIAL proposes to undertake the necessary activities to facilitate the removal of the hillock at the Airport. A copy of the record of title for the land Hillock is provided in **Appendix C**.

The removal and flattening of the hillock is required to provide an area for WIAL to relocate the FAE building, while also being used during the construction of the new logistics centre to provide additional area for car parking and for the relocation of Freight Drive. A copy of the construction plans is provided in **Appendix D**.

The proposed works will comprise:

- Establishment of construction controls including traffic management and erosion and sediment control measures;
- Removal of vegetation from the hillock area;
- Deconstruction of the hillock by rock extraction and excavation to a general platform level that matches the level of Stewart Duff Drive as it passes the hillock, and to a lower level at the southern and western ends of the site. The volume of material to be removed is approximately 80,000m³ and covers an area of approximately 8,200m²; and,



- Upon completion of earthworks, the upper and lower platforms will be stabilised, security fencing will be constructed around the proposed FAE building construction yard perimeter, and temporary construction site access for further development of the site will be installed.

Enabling Works

Enabling works will be required to prepare the site for the construction works and will involve the establishment of construction controls such as traffic management and site-specific erosion and sediment control measures, fencing and temporary relocation/construction of pedestrian diversions. A construction access from Stewart Duff Drive and Freight Drive will be established in accordance with the Earthworks and Construction Management Plan (“**ECMP**”) provided in **Appendix E**.

Vegetation Removal

Vegetation (including matagouri) will be removed as part of the site clearance works along with the topsoil on the hillock. As is outlined in **Appendix F**, WCC have already collected seeds from matagouri plants and will be provided an opportunity to examine the matagouri plants as they are being removed to better understand their root systems.

Deconstruction and Excavation

The deconstruction of the hillock will consist of two primary stages being enabling works and the removal of material. The enabling works are described above. Once the site is established, the removal of material will commence from the eastern corner of the hillock with access from Stewart Duff Drive. This initial work will remove the highest point of the hillock using a 15-tonne excavator which will transfer material to the western side of the hillock. Subsequently, larger excavators (40-tonne) and a dozer will access the hillock from the hardstand from Freight Drive to bring the site to its final cut level. Material from the deconstruction will be loaded out from the site as part of this stage of works. Once at final cut level, the area will be stabilised.

The ECMP provided in **Appendix E** details the necessary erosion and sediment control measures (including dust control measures) that will be implemented during the excavation works.

Site Stabilisation

Once the desired platform levels have been established, the site will be stabilised with hard stand.

Access

Temporary site access will be established on Stewart Duff Drive exclusively for a 15 tonne excavator which will remain on the hill. This access will also be utilised for refuelling of the excavator, however no other vehicle or truck movements will take place at this location. A

second construction access will also be established via Freight Drive utilising an existing vehicle crossing.

Post construction access to the site will be via the existing Freight Drive access point.

Fencing

Chain wire fencing (approximately 1.8m high) will be constructed around the proposed FAE building site and perimeter of the construction yard to provide security.

Services

The Network Utilities Management Plan attached as **Appendix G** outlines the various servicing requirements for the establishment of the hillock removal compound including potable water, waste water, electricity and IT infrastructure.

New stormwater lines will be installed with inline detention tanks to the existing stormwater network via Stewart Duff Drive and Freight Drive as depicted in the Hillock Removal Stormwater Layout Plan attached as **Appendix D**.

EVALUATION OF OUTLINE PLAN OF WORKS

In accordance with Section 176A of the RMA, an Outline Plan must show:

- (a) The height shape and bulk of the public work, project, or work;
- (b) The location on the site of the public work, project or work;
- (c) The likely finished contour of the site;
- (d) The vehicular access, circulation and provision for parking;
- (e) The landscaping proposed; and
- (f) Any other matters to avoid, remedy or mitigate any adverse effects on the environment.

(A) The height, shape, and bulk of the public work, project, or work

The proposed removal of the hillock involves earthworks to prepare the site for the establishment of an FAE building, car parking, construction laydown area and relocation of Freight Drive. The scope of the works subject to this outline plan is limited to vegetation removal, earthworks, stabilisation, installation of services and establishment of security fencing.

An indicative footprint of the FAE building is included in the construction plans in **Appendix D** however development and use of the site does not form part of this outline plan of works and will be addressed independently to this process.

(B) The location on the site of the public work, project, or work

The hillock is located towards the southern end of the Airport, on the eastern side of the runway. The hillock adjoins Stewart Duff Drive and is situated within the Terminal Precinct of Designation G5 as identified in Attachment 3 of the Designation Conditions provided in **Appendix H**.

The site is legally described as Part Lot 1 Deposited Plan 78304 and Part Section 1 Survey Office Plan 37422 and Section 2-3 Survey Office Plan 37422 and Section 3 Survey Office Plan 38205 and Section 1, 5 Survey Office Plan 342914 and Section 1 Survey Office Plan 536352 and Section 1 Survey Office Plan 536353 and Section 1-2 Survey Office Plan 536355 (held in Record of Title 1096648). A location plan and a copy of the Record of Title can be found in **Appendix A and C** respectively.

(C) The likely finished contour of the site

The proposed deconstruction of the hillock will be undertaken in a staged manner to establish two platforms as detailed in the Bulk Earthworks Layout plan in **Appendix D**.

Initial deconstruction will be undertaken to a general platform level that matches the level of Stewart Duff Drive (approximately 8.5 m) as it passes the hillock. Further deconstruction to a lower level at the southeastern corner of the site will be undertaken to provide a platform for the FAE building as associated car parking approximately 2.5m below the level of the initial cut (approximately 6.0 m).

All earthworks on site will be undertaken in accordance with best practice earthworks management, including measures to avoid dust emissions and sediment and erosion control measures as outlined in the ECMP contained in **Appendix E**.

(D) The vehicular access, circulation and provision for parking

Ongoing vehicle access to the site will continue to be provided via the existing vehicle access point on Freight Drive. This will provide vehicular access to the future FAE Building and associated car parking which do not form part of this outline plan of works.

(E) The landscaping proposed

Due to the preparatory nature of the works proposed, and the limited opportunity or need for landscaping treatment on the site, no landscaping is proposed. Furthermore, the landscape and visual effects assessment attached as **Appendix I** does not consider specific landscape treatment to be necessary.

The site does not contain any significant trees and appropriate measures have been taken to extract seeds from the existing matagouri to assist cultivation of the plant elsewhere. Further details regarding this work can be found within the Matagouri Removal assessment contained in **Appendix F**.

(F) Any other matters to avoid, remedy, or mitigate any adverse effects on the environment

Construction

The proposed works are anticipated to take place between July 2023 and December 2023. The construction works will generally occur during normal daytime hours (0700 to 1800 hours) Monday to Saturday. Works will not take place on public holidays or Sundays.

As discussed above with respect to earthworks, stability, dust suppression and sediment and erosion control measures will be put in place in accordance with the ECMP during construction to avoid sediment runoff and dust emissions beyond the site boundaries.

Construction Noise

Condition 31 of the Designation requires that where practicable, construction noise from all construction work within the designation is managed to comply with the requirements of New Zealand Standard 6803:1999 Acoustics Construction Noise. It also requires that in managing construction noise, WIAL prepare and implement a Construction Noise Management Plan (“**CNMP**”) in accordance with the guidance provided by the Airport Wide Construction Noise Management Plan (“**ANMP**”). The ANMP is geared towards managing noise from normal activities at the airport. More complex construction works, such as long duration works, requires a project-specific CNMP.

A CNMP prepared by Tonkin & Taylor Ltd is contained in **Appendix J**. The CNMP identifies a potential for exceedance of the Saturday morning limit of (45 dB LAeq) prior to 7:30 am, with some possible early morning exceedances during the week (55 dB LAeq) in the worst-case scenario. Consistent with the recommendations of the Tonkin & Taylor CNMP, WIAL will ensure that “noisy” work does not commence until after 7:30 am on a Saturday and restrict activity prior to 7:30 am on Monday to Friday to use of the 20T excavator and dump trucks only. These measures will ensure that the relevant noise limits will be achieved.

Similarly, L_{Amax} limits are not expected to be achieved from the proposed construction works. Noise from the specified equipment will be continuous in nature rather than impulsive, and L_{Amax} levels are not expected to exceed 75 dB at noise sensitive receivers.

Although no night time construction works are anticipated, the CNMP also includes the process for identifying specific management and mitigation required for such work, including measures for consultation with the potentially affected community.

Construction Traffic Effects

The proposed works will generate construction truck traffic associated with bulk excavation up to approximately 10 truck movements per hour. A Hillock Removal Transport

Assessment prepared by Beca is attached as **Appendix K** which details the transportation context for the site, the anticipated construction transport effects, and the recommended transport mitigation for the project.

A CTMP will be prepared for the works that will seek to mitigate the effects of the work. The CTMP will be prepared having due consideration of, among other matters the following mitigation measures of the construction transport effects assessment:

- The appropriate haulage routes;
- The appropriate over-dimension route;
- Any necessary review of the CTMP should the Kilbirnie Connection Project commence during the hillock construction period;
- Areas where a temporary reduced speed limit is required (30 km/h);
- Driver training to make truck drivers aware of the potential for pedestrian crossing movements, and the presence of vulnerable road users;
- Temporary warning signage to alert road users about the presence of construction trucks;
- Potential use of shared footpaths;
- Provision of on and off ramps at roundabouts for cyclists;
- Temporary warning signage to alert road users to construction tracks.
- Temporary shared use of footpaths.

WIAL will also undertake a pre and post construction survey of the road conditions (between Moa Point Road and Evans Bay Parade) to confirm the extent of any damage pavement due to increase truck movements.

Due to the concurrent works being undertaken by WCC to construct the Sludge Minimisation Facility, the final CTMP prepared for the works will likely address both sites to ensure the effects on the transportation network, arising from both activities, are appropriately co-ordinated and managed.

Heritage Effects

Condition 20 of the Designation requires WIAL to undertake an archaeological assessment to identify and report on the potential for archaeological sites prior to any earthworks occurring within the Hillock.

An archaeological assessment was completed as part of the runway extension project by Kevin L. Jones Archaeologist Ltd, which included an assessment of the removal of the hillock and is provided as **Appendix L**.

The archaeological assessment explains that the south-western face of the hillock is steep and has previously been scraped by a digger. There is very limited topsoil development on the top of this face. The north and north-western face of the hillock may be a natural slope and are no obvious signs of terraces on this face.

The surfaces of the small hillock have been heavily modified by bulldozing and digger scraping except possibly on the north-western face. Nevertheless, there is no reasonable cause to suspect that an archaeological site exists even on this north-western face.

No further archaeological investigations are considered necessary for the site however the assessment recommends that an accidental discovery protocol should be adopted.

Cultural Effects

WIAL recognises that both Ngāti Toa and Taranaki Whānui exercise mana whenua over the environment surrounding the hillock site and have engaged with both iwi in relation to the proposed hillock removal.

Taranaki Whānui have reviewed the proposal and have confirmed their comfort with the both the archaeological assessment of the hillock removal, and the accidental discovery protocols proposed.

An assessment of the proposed deconstruction of the hillock was undertaken by Te Rūnanga o Toa Tangatira (Te Rūnanga) as the mandated iwi authority for Ngāti Toa Rangatira (Ngāti Toa) in July 2022 to inform the resource consent application for the same activity, and is attached as **Appendix M**.

The assessment concludes that the primary issue for Ngāti Toa relates to the removal of an original part (the hillock) of the Hue Te para coastal environment. The hillock is a marker of the historic coastal environment that existed prior to the construction of the airport.

Appropriate mitigation for the removal of the hillock identified by the Te Rūnanga assessment include:

- The application of accidental discovery protocols;
- Kaitiaki iwi monitoring of the site and earthworks, especially during the initial scraping and clearance of the surface and base of the hillock;
- The original foreshore near the hillock should be identified and marked with signage that recognises the original coastal environment and the associated values to tangata whenua; and
- Progress a Memorandum of Understanding with WIAL to ensure sufficient resources are provided to undertake active kaitiaki monitoring of the airport, including provision for resourcing of resource consents and planning mahi.

An accidental discovery protocol will be in place prior to the commencement of any earthworks in accordance with the recommendation of Ngāti Toa and the archaeological assessment. WIAL also recognises the recommendation to acknowledge the original coastal environment and will continue to work with Ngāti Toa to further consider and agree an appropriate way to recognise the original coastal environment.

WIAL are committed to working in partnership with Ngāti Toa and Taranaki Whānui to enable active kaitiaki monitoring to be undertaken on site, including through the development of any necessary separate agreements to ensure sufficient support and resources are provided.

Network Utilities

Condition 21 of the Designation requires the preparation a Network Utilities Management Plan (“**NUMP**”) prior to the commencement of any project or work which involves earthworks or construction activities. A NUMP is attached as **Appendix G** which details the servicing requirements for the establishment of the construction site, the infrastructure providers consulted during the planning and preparation of the works, and provides a summary of the standard operating procedures for working in proximity to underground and overhead services. The NUMP also notes that there are no services identified within the footprint of the Hillock to be removed.

Ecology

Matagouri

Condition 19 of the Designation requires the preparation of a report addressing the measures available to relocate the existing Matagouri at the site or to extract cuttings or seeds from it to assist cultivation of the plant elsewhere. Such a report has been prepared by Dr Carol West and is attached as **Appendix F**.

As set out in this report, it is not feasible for the matagouri on site to be relocated due to the depth of the root systems being embedded within the rock formation. Accordingly, seeds and plant cuttings have been extracted at various times to support the ongoing viability of these species, including each year since 2021.

To ensure that a final opportunity is provided to collect further seeds and cuttings, WIAL proposes to notify WCC at least one week prior to matagouri being removed from the site. When the matagouri is being removed, WIAL will also provide for an observer to inspect the root system of the matagouri and record its characteristics.

Lizards

In addition to the matagouri on site, two species of lizards are known to be present on the hillock including Raukawa gecko and Northern grass skink. A Lizard Management Plan has

been prepared (**Appendix N**) and an authority under the Wildlife Act obtained to salvage and relocate as many lizards as practicable from the site.

Lizard salvage and relocation, in accordance with the Lizard Management Plan and authority, has already been undertaken on site as part of the wider lizard management activities occurring in association with the adjacent WCC Sludge Minimisation Facility works. These salvage and relocation activities have been extensive and successful with a total of 1261 lizards salvaged from the hillock.

These relocation activities will ensure that the effects of the hillock removal on these species is minimised, to the extent practicable, while recognising that avoidance of effects on these species is not a feasible option due to the removal of their habitat within the hillock.

Aviation Airways

Condition 22 of the Designation requires that WIAL consult with Airways Corporation regarding any works that could potentially affect electronic or visual navigation aids or air traffic service facilities at the Airport.

WIAL has consulted with Airways Corporation, and they have confirmed that any interference effects associated with the proposed works will not be critical or significant. A copy of this correspondence is attached as **Appendix O**.

Summary

WIAL proposes to undertake the removal and flattening of the hillock within the Terminal Precinct of Designation G5 to prepare the site for the later establishment of a new FAE building, car parking, temporary construction support facility, and the relocation of Freight Drive.

The removal of the hillock is entirely consistent with the purpose of the designation that specifically provides for its removal.

WIAL proposes to establish a number of measures to ensure the effects of the works are appropriately avoided, remedied or mitigated as set out in this Outline Plan of Works. Overall, it is considered that the effects of the proposed works will be less than minor.





A



APPENDIX A

Location Plan



APPENDIX B

Designation G5 Conditions
Assessment



APPENDIX C

Records of Title



APPENDIX D

Construction Plans



APPENDIX E

Earthworks and Construction
Management Plan



APPENDIX F

Matagouri Removal Report



APPENDIX G

Network Utilities Management Plan



APPENDIX H

Designation G5



APPENDIX I

Landscape and Visual Effects
Assessment



APPENDIX J

Construction Noise Management Plan



APPENDIX K

Hillock Removal Transport
Assessment



APPENDIX L

Archaeological Assessment



APPENDIX M

Te Rūnanga o Toa Rangatira Hillock
Removal Assessment



APPENDIX N

Lizard Management Plan



APPENDIX O

Airways Letter