

**Before the Independent Hearing Commissioner
In Wellington**

Under the Resource Management Act 1991 (the Act)

In the matter of A Notice of Requirement by Wellington City Council to alter Designation 58 (Moa Point Drainage and Sewage Treatment) to provide for the construction, operation and maintenance of the proposed Sludge Minimisation Facility at Moa Point, Wellington

**Supplementary statement of evidence of Paul William McGimpsey for
Wellington City Council**

Planning

Dated 5 December 2022

大成 DENTONS KENSINGTON SWAN

89 The Terrace
PO Box 10246
Wellington 6143

P +64 4 472 7877
F +64 4 472 2291
DX SP26517

Solicitor: E J Hudspith/L D Bullen
E ezekiel.hudspith@dentons.com/liam.bullen@dentons.com
10173359

Supplementary statement of evidence of Paul William McGimpsey

1 Introduction

- 1.1 My full name is Paul William McGimpsey.
- 1.2 My qualifications and experience are set out in my statement of evidence dated 18 November 2022.
- 1.3 I confirm the statement in my evidence in chief that I have read the Code of Conduct for Expert Witnesses and have complied with the Code in the preparation of this evidence.

2 Scope of evidence

- 2.1 This supplementary statement of evidence discusses, and attaches, the latest set of proposed conditions at **Appendix A** (including refinements and additions subsequent to the version of the proposed conditions included as Appendix A to my primary evidence).
- 2.2 The key matters I address are:
 - a An update on three waters conditions;
 - b A proposed new condition relating to engagement with mana whenua;
 - c Proposed deletion of condition 24.1 (Obstacle Limitation Surfaces); and
 - d Potential changes to Condition 19.1 ('in general accordance' condition) following discussions with WCC consents team (Ms Monique Zorn and Mr Bill Stevens).

3 Three waters conditions

- 3.1 Wellington Water Limited's ('WWL') Team Leader Development Engineer, Mr Mohammed Hassan, recommended some extra conditions relating to three waters.¹
- 3.2 The Section 42A Report supported the inclusion of WWL's conditions.²

¹ Section 42A Report, Appendix 5, page 7.

² Section 42A Report, section 8.1.4, page 13.

- 3.3 My statement of evidence dated 18 November 2022 did not include WWL's conditions, as discussions were still ongoing between the SMF team, the Section 42A Officer, and WWL. I indicated that I would be able to give an update at the hearing.³
- 3.4 Those discussions have continued and I have included WWL's conditions in the latest set of proposed conditions in **Appendix A**.⁴ I recommend some further changes to WWL's conditions which are shown in **Appendix A** along with some reasons for the recommended changes.
- 3.5 Broadly, these conditions are intended to manage the risk from the SMF Project to existing three waters infrastructure. This infrastructure is owned by WCC but controlled and managed by WWL. In my view, this issue does not relate to effects on third parties or the wider environment.
- 3.6 Accordingly, in my view it is not strictly necessary to include these conditions as part of the designation. However, if the Commissioner is minded to recommend conditions of this nature, then I am comfortable that the drafting in **Appendix A** would be appropriate.

4 Proposed new condition relating to engagement with mana whenua

- 4.1 A new condition (28A.1) is proposed by WCC to more expressly commit to engagement with mana whenua to provide the opportunity to input into draft outline plans and draft management plans, prior to formal submission to WCC's Compliance Monitoring Officer and WCC. While mana whenua are already included under condition 28.1 as part of the Community Liaison Committee ('CLC'), WCC considers it appropriate to express this as a standalone condition.
- 4.2 The proposed condition is very similar to the CLC condition (28.1) but starts with a requirement to confirm with each iwi its desired level of involvement. In my view, this is a sensible and pragmatic approach that recognises:
- a The desire by each group to be involved may be low; and
 - b The desired level of involvement may differ between the two iwi groups.

³ McGimpsey EIC, para 15.13.

⁴ Conditions 22A.1 – 22A.20.

5 Deletion of condition 24.1

- 5.1 In its written submission to the Commissioner on 1 December 2022, WIAL advised that it considers that Condition 24.1 (which relates to the Airport Obstacle Limitation Surface) can be deleted, on the basis that its airspace designation G2 cannot be penetrated without its permission under section 176(1)(b) of the RMA.⁵
- 5.2 I support the deletion of Condition 24.1.

6 Condition 19.1 ('in general accordance with' condition)

- 6.1 Over the last two weeks I have had ongoing discussions (by email and in person) with Ms Monique Zorn and Mr Bill Stevens around the interpretation and enforcement of Proposed Condition 19.1. This general condition references specific plans and a project description (Chapter 4 of the AEE) that the works are to be undertaken 'in general accordance' with. In my experience, this type of 'in general accordance' condition is relatively common and standard practice for modern designations.
- 6.2 Much of our discussion has been about what degree of change from what is shown in the referenced plans and described in Chapter 4 of the AEE would still be considered by the WCC consents team to remain 'in general accordance'. The context of these discussions is that the plans referenced and description of the project are only indicative and the final built form and layout of the SMF is unlikely to be exactly the same as shown in these plans. The final built form and layout will be confirmed through the outline plan process and will also need to comply with the designation conditions. This approach is described in Section 4.4 of the AEE.
- 6.3 Among other things, an outline plan (section 176A(3)) must show details of:
- a the height, shape, and bulk of the public work, project, or work (ss 176A(3)(a)); and
 - b the location on the site of the public work, project, or work (ss 176A(3)(b)).
- 6.4 In my opinion, the designation process clearly anticipates a degree of change in the build form and layout of public works between the NOR and outline plan stages. As such, I consider it appropriate and reasonable that WCC, as the SMF Project developer, is able to continue to refine the design of the SMF without

⁵ Para 3.2.

being unduly constrained to the layout and built form shown in the plans referenced in condition 19.1.

- 6.5 Given the tight timeframes for the SMF (e.g. the existing resource consent to dispose of sludge at the Southern Landfill expiring in 2026), the SMF project team is particularly keen to understand the tasks and timeframes associated with the outline plan process and the compliance with designation conditions.
- 6.6 Part of my discussions with Ms Zorn and Mr Stevens was about whether condition 19.1 might benefit from amendment to include a process by which material changes to the built form and layout from the referenced documents could be tested. My suggestion was that a test be introduced into the condition such that, provided the requiring authority was able to demonstrate that any adverse effects of the change to the built form and layout (relative to the specific plans listed) were 'no more than minor', the works would still be compliant with Condition 19.1. This is one of the tests under section 181(3)(a)(i) of the RMA to determine whether a proposed alteration to a designation is considered minor.
- 6.7 In my most recent communication with Ms Zorn on this issue⁶, she expressed that she could potentially support this amendment to Condition 19.1 but requested that an additional test also be included (her addition underlined below):

Changes to the SMF Works from that set out in these documents shall be allowed, provided that:

The Requiring Authority demonstrates that the change results in no more than a minor change to the adverse effects on the environment; and

Written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration; and

All other conditions are still able to be complied with.

- 6.8 Her requested addition also comes from section 181.⁷ Her email stated that "*We expect the owners of affected land would only come down to the likes of WIAL, Cyclotek and some of the Strathmore Park owners/occupiers...*".
- 6.9 In my experience, in the context of section 181, 'owners and occupiers of land directly affected' is generally taken to mean property owners or occupiers whose

⁶ Email from Ms Zorn to myself on 1 December 2022.

⁷ Section 181(3)(b).

land would be directly encroached upon by the change. This is mostly a consideration where a requiring authority is seeking to alter the boundary of a designation. I would not consider persons located some 300m away (i.e. the nearest Strathmore Park residents) to be directly affected for the purposes of a minor alteration under section 181(3).

- 6.10 I do not support the additional test requested by Ms Zorn being included in condition 19.1, on the basis that:
- a There is a robust and comprehensive set of conditions to manage potential effects on the likes of WIAL and Cyclotek that would need to be complied with;
 - b Through the CLC condition (28.1), the Requiring Authority will need to consult with the nearby community (including Strathmore Park residents) in developing the outline plan and the suite of management plans;
 - c The environmental effects of the SMF Project have been assessed as being no more than minor. With the Requiring Authority needing to demonstrate that the adverse effects of any change will be 'no more than minor', this provides a high level of confidence that effects will remain acceptable; and
 - d Against this background, a requirement to obtain written approval from (for example) all Strathmore Park residents is not required, and would go much further than the 'minor alteration' process set out in section 181(3) RMA.

Paul William McGimpsey

5 December 2022

Appendix A Latest set of proposed conditions

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

DEFINITIONS, ABBREVIATIONS, ACRONYMS AND TERMS

TERM	DEFINITION	Reason for amendments/additions to Definitions (The reasoning for amendments following publication of the s42A Report are identified in red).
AEE	Assessment of Environmental Effects for the Wellington Sludge Minimisation Facility Project	
Airport Curfew	The period within which WIAL will not allow aircraft operations (take-off and landing) to occur on each day.	To provide a definition where this term is referenced in conditions.
CMO	Wellington City Council's Compliance Monitoring Officer	
Commissioning Phase	The final phase of construction involving a staged approach whereby individual systems are tested and then integrated with other systems prior to being made operational.	
COMP	Commissioning Odour Management Plan	
CNVMP	Construction Noise and Vibration Management Plan	
CTMP	Construction Traffic Management Plan	
Dust	Means all non-combusted solid particulate matter that is suspended in the air, or has settled after being airborne. Dust may be derived from materials including rock, sand, cement, fertiliser, coal, soil, paint, animal products and wood.	To provide appropriate definitions in association with dust performance standards proposed under new conditions 24.5 and 31.5.
Dust Nuisance	means the generation of dust resulting in visible evidence of suspended solid: a) in the air beyond the site the dust is generated from; or b) traceable from a dust source settling on the ground, building or structure on a neighbouring site, or water.	
ESCP	Erosion and Sediment Control Plan	
GWRC	Greater Wellington Regional Council, including any officer of Greater Wellington Regional Council	
LRV	Light reflectance value which applies to colours applied to products (paint, powdercoating)	
LVMPP	Landscape and Vegetation Management Plan	To provide an appropriate definition which relates to the requirement for an LVMPP within new proposed condition 19.2.
Moa Point WWTP	Moa Point Wastewater Treatment Plant and includes the activities listed at 3.1 of this Designation.	
MPTMP	Maintenance Period Traffic Management Plan	
OOMP	Operational Odour Management Plan	
OMP	Operation and Maintenance Plan	
OTMP	Operational Traffic Management Plan	
Outline Plan	An Outline Plan of Works prepared in accordance with section 176A of the Resource Management Act 1991	
Requiring Authority	Wellington City Council	
Sensitive Activity	Activities considered sensitive for the purposes of this designation include any residential activity, any early childhood education centre, and any hotel or other accommodation activity.	
SMF	Sludge Minimisation Facility for the purpose of stabilising and reducing the volume of processed sludge produced by the Moa Point WWTP and Western (Karori) WWTP	
SMF Early Enabling Works	These are works which can be authorised either through the existing designation without the requirement for an Outline Plan, or as permitted activities which do not require a resource consent. The early enabling works to be undertaken in association with the SMF works, include: <ul style="list-style-type: none"> • Below ground services relocation or upgrades • Demolition of on-site buildings • Slope stabilisation works 	
SMF Works	The design, construction, maintenance and operation of the SMF as referenced in the AEE and the related SMF designation conditions. SMF Works excludes early enabling works, as per the 'SMF Early Enabling Works' definition, which can be undertaken without the submission of an Outline Plan.	
SMF Construction Works	All aspects of the SMF Works which relate to construction activities.	
Summer Break	20 December to 31 January of any calendar year	

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WIAL	Wellington International Airport Limited
Working Days	Has the same meaning under section 2 of the Resource Management Act 1991
WWTP Access Road	Access road serving Moa Point WWTP, off Stewart Duff Drive

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

Proposed Conditions (As per lodgement version of Appendix D)		Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.
Reference	Conditions	
19.1	<p>Without limiting the layout and design of the SMF, the SMF Works shall be undertaken in general accordance with:</p> <ul style="list-style-type: none"> 'Description of the proposal' in the AEE Report, dated August 2022 General Arrangement Plan – ref. 3258521-DA-000-K0121 Rev A Street Elevation – ref. 3258521-DA-000-K1202 Rev A <p>Where there may be inconsistencies between information within the documents listed above and conditions of the designation, these conditions shall prevail.</p>	<p>In response to the Officer's Recommendation Report (ORR) and commentary within Appendix 11 of the ORR, an alternative form of wording is proposed which seeks to allow for refinements to the final design and layout of the SMF, whilst being in general accordance with the supporting NOR indicative layout and elevation drawings. This approach is considered to align with condition 20.1 which is supported by Ms Zorn.</p> <p>In order to provide for an appropriate amount of flexibility between the NOR and Outline Plan stage, additional provisions have been included. This seeks to provide sufficient comfort that any material changes to the design and layout of the SMF from the General Arrangement drawings will not result in a more than a minor change in the level of effects (compared with the plans as submitted with the NOR).</p> <p>I understand that Ms Zorn is generally supportive of this approach but has also requested that there is a further requirement for the RA to provide 'Written notice of the proposed alteration has been given to every owner or occupier of the land directly affected and those owners or occupiers agree with the alteration'. I do not consider this to be necessary or appropriate and do not support the inclusion of this additional requirement.</p>
19.2	<p>An Outline Plan/s shall be submitted to the Territorial Authority in accordance with section 176A of the RMA, unless a waiver for this requirement is provided in writing by WCC.</p> <p>As well as the matters set out in section 176A(3), the outline plan(s) shall include the following items in accordance with conditions on this designation:</p> <ul style="list-style-type: none"> Design Statement Construction Noise and Vibration Management Plan Operational Traffic Management Plan <p>As soon as reasonably practicable following the completion of construction of the Project, the Requiring Authority shall give notice in accordance with section 182 of the RMA, seeking the revision of the designation boundary to that shown in Plan 3258521-DA-K0112 Rev A.</p>	<p>Consequential amendment for the inclusion of a requirement for a LYMP under condition 21.2 (in response to s92.1 Further Information Request (FIR)).</p> <p>In response to the request of the s42A Officer, the Construction Traffic Management Plan will be certified by WCC rather than being issued as part of an outline plan.</p> <p>The condition is otherwise supported by Ms Zorn.</p>
19.3	<p>As soon as reasonably practicable following the completion of construction of the Project, the Requiring Authority shall give notice in accordance with section 182 of the RMA, seeking the revision of the designation boundary to that shown in Plan 3258521-DA-K0112 Rev A.</p> <p>The Requiring Authority shall arrange and conduct a pre-construction site meeting with the contractor prior to any work authorised by this designation commencing on site and invite, with a minimum of 10 days' notice, Wellington City Council's Compliance Monitoring Officer (CMO) and any other key WCC representatives determined by the CMO.</p>	<p>Amended for clarity.</p> <p>The condition is supported by Ms Zorn.</p>
19.4	<p>The Requiring Authority shall arrange and conduct a pre-construction site meeting with the contractor prior to any work authorised by this designation commencing on site and invite, with a minimum of 10 days' notice, Wellington City Council's Compliance Monitoring Officer (CMO) and any other key WCC representatives determined by the CMO.</p>	<p>The condition is supported by Ms Zorn.</p>

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

Reference	Conditions	Changes to Proposed Conditions, proposed by RA – 18.11.12 (Amendments following publication of the s42A Report are identified in red) Pre-Hearing Amendments identified in blue.	Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.																
19.5	<p>Note: In the case that any of the invited parties, other than the representative of the Requiring Authority and the contractor, do not attend this meeting, the Requiring Authority will have complied with this condition, provided the invitation requirement is met.</p> <p>The Requiring Authority may request amendments to any of the management plans required by these conditions by submitting the amendments in writing to the CMO at least 10 Working Days prior to any changes taking effect. Any changes to management plans shall remain consistent with the overall intent of the management plan and relevant conditions and achieve the outcomes required by these conditions. The changes sought shall not be implemented until the Requiring Authority has received the CMO's written approval for the amendments.</p> <p>NEW</p>		<p>The condition is supported by Ms Zorn.</p>																
19.6		<p>The designation does not authorise the removal of the landform to the west of Stewart Duff Drive and within the north-west area of the designation, known as the 'hillock', either in whole or in part.</p>	<p>Requested by WCC so as to confirm that the earthworks involved in the removal of the hillock have not been assessed as part of the NOR and are therefore not authorised through the designation.</p> <p>The condition is supported by Ms Zorn.</p>																
20.1	<p>Each structure is depicted on the general arrangement plan attached to this designation (plan 3258521-DA-000-K0121 Rev A). Variations to the siting and footprints of these buildings/structures may occur to accommodate layout and design evolution, but only to the extent that all other SMF designation conditions are complied with.</p> <p>All key structures shall not exceed the following heights, based on NZ Vertical Datum 2016, as set out in the Table below:</p> <table border="1" data-bbox="1013 1456 1165 2004"> <thead> <tr> <th>Structure</th> <th>Maximum Height (NZVD2016)</th> </tr> </thead> <tbody> <tr> <td>Main Sludge Processing Building 1</td> <td>35.5m</td> </tr> <tr> <td>Main Sludge Processing Building 2</td> <td>32.0m</td> </tr> <tr> <td>Digesters</td> <td>30.0m</td> </tr> </tbody> </table>	Structure	Maximum Height (NZVD2016)	Main Sludge Processing Building 1	35.5m	Main Sludge Processing Building 2	32.0m	Digesters	30.0m	<p>Each structure is depicted on the general arrangement plan attached to this designation (plan 3258521-DA-000-K0121 Rev A). Variations to the siting and footprints of these buildings/structures may occur to accommodate layout and design evolution, but only to the extent that all other SMF designation conditions are complied with.</p> <p>All key structures, identified in the table below, shall not exceed the following heights, based on NZ Vertical Datum 2016, as set out in the Table below:</p> <table border="1" data-bbox="1029 907 1181 1456"> <thead> <tr> <th>Key Structure</th> <th>Maximum Height (NZVD2016)</th> </tr> </thead> <tbody> <tr> <td>Main Sludge Processing Building 1</td> <td>35.5m</td> </tr> <tr> <td>Main Sludge Processing Building 2</td> <td>32.0m</td> </tr> <tr> <td>Digesters</td> <td>30.0m</td> </tr> </tbody> </table> <p>These maximum heights are measured relative to New Zealand Vertical Datum and are not the absolute heights of each structure.</p> <p>Note: Maximum heights excludes roof mounted equipment and building facades.</p>	Key Structure	Maximum Height (NZVD2016)	Main Sludge Processing Building 1	35.5m	Main Sludge Processing Building 2	32.0m	Digesters	30.0m	<p>The amendment seeks to provide clarification of the height limitations of the proposal, in response to GOTB submission.</p> <p>The condition is supported by Ms Zorn.</p>
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21.Design and Appearance																			

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

<p>Proposed Conditions (As per lodgement version of Appendix D)</p>	<p>Changes to Proposed Conditions, proposed by RA – 18.11.12 (Amendments following publication of the s42A Report are identified in red) Pre-Hearing Amendments identified in blue.</p>	<p>Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.</p>
<p>Reference 21.1</p> <p>Conditions The Requiring Authority shall prepare a Design Statement to demonstrate how the development is consistent with the following requirements for the purpose of mitigating landscape and visual effects:</p> <ul style="list-style-type: none"> All colours applied to publicly visible parts of the SMF shall have a light reflectance value (LRV) no greater than 42%. All colours applied to publicly visible parts of the SMF shall be selected from the grey, green and brown hues of the colour palette. Details of the concrete compound, surface finish or mixture to be used externally on the buildings demonstrating that it achieves an equivalent light reflective value (LRV) of 42% maximum. The SMF buildings shall not be clad in materials including stainless steel or unpainted galvanised steel, copper or polycarbonate translucent cladding. Any glazed areas shall use low-reflectivity glass. Any external lighting shall be shielded to prevent light spill. Any external lighting shall be for wayfinding and security reasons only. The SMF buildings shall not include any sign-writing or advertising. Any signage shall be low level, for way-finding purposes only, for the benefit of site users. Details of fences, gates and walls. Details of the wire mattress system for stabilisation of cut slopes and the exact locations for any proposed shotcrete. <p>In preparing the Design Statement, the Requiring Authority shall consult with the Council and a final draft shall be submitted to the Requiring Authority shall take into account any feedback received from the Council.</p> <p><i>Note – To achieve an equivalent LRV of 42%, the concrete will need to be coated or include an oxide in the mix, or both. Any texture applied to the concrete will also assist in reducing the material's reflectivity. The concrete's reflectivity will need to be approximately midway between Gull Grey (50% LRV) and Sandstone Grey (27% LRV).</i></p>	<p>The Requiring Authority shall prepare a Design Statement to demonstrate how the development is consistent with the following requirements for the purpose of mitigating landscape and visual effects:</p> <ul style="list-style-type: none"> <u>That site levels and building form, colour and texture reduce the apparent height and bulk of large buildings, and minimise reflectivity and glare when viewed from adjoining public, residential areas or the air.</u> <u>That variations in building mass, height and architectural form have been considered to provide visual cohesiveness and interest, reduce any potentially adverse effects of building bulk and scale and promote visual permeability.</u> <u>That landscape treatment has been incorporated where practicable to assist in the screening of parking, loading and storage areas.</u> <u>That opportunities for low-level amenity planting within the Stewart Duff Drive frontage have been explored to benefit those passing by close to the site.</u> <u>That the use of sustainable materials/techniques have been considered as part of the design.</u> <p><u>The Design Statement shall also demonstrate how the development is consistent with the following requirements for the purpose of mitigating landscape and visual effects:</u></p> <ul style="list-style-type: none"> <u>All colours and materials applied to publicly-visible-parts-of the SMF shall have a light reflectance value (LRV) or equivalent no greater than 42%, excluding the gas bag(s).</u> <u>All colours and materials applied to publicly-visible-parts-of the SMF shall be selected from the blue, blue/grey, grey, green and brown hues of the colour palette, excluding the gas bag(s).</u> <u>The proposed gas bag(s) shall not be white. Where practicable, the gas bag(s) shall have a light reflectance value (LRV) no greater than 42%.</u> <u>Details of the concrete compound and surface finish or mixture to be used externally on the buildings demonstrating that it achieves an equivalent light reflective value (LRV) of 42% maximum.</u> <u>The SMF buildings shall not be clad in materials including stainless steel or unpainted galvanised steel, copper or polycarbonate translucent cladding.</u> <u>Any glazed areas shall use low-reflectivity glass.</u> <u>Any external lighting shall be shielded to prevent light spill.</u> <u>Any external lighting shall be for wayfinding and security reasons only.</u> <u>The SMF buildings shall not include any sign-writing or advertising. Any signage shall be low level, for health and</u> 	<p>In response to s92.1 FIR and submissions from GOTB and WIAL. Subsequent note included in response to comments from WCC Urban Design expert.</p> <p>The condition is supported by Ms Zorn.</p> <p>In response to a WIAL submission point, the Design Statement will also consider the promotion of visual permeability as part of the detailed design of the SMF.</p>

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

Reference	Conditions	Proposed Conditions (As per lodgement version of Appendix D) <i>(Amendments following publication of the s42A Report are identified in red)</i> <i>Pre-Hearing Amendments identified in blue.</i>	<i>Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red).</i> <i>Reasons for Pre-Hearing Amendments identified in blue.</i>
		<p><u>safety</u> and way-finding purposes only, for the benefit of site users.</p> <ul style="list-style-type: none"> • Details of fences, gates and walls <u>will be provided</u>. Such structures will be as inconspicuous as practicable. • Details of the <u>vegetated</u> wire mattress system for stabilisation of cut slopes and the exact locations for any proposed shotcrete <u>will be provided</u>. <p>In preparing the Design Statement, the Requiring Authority shall consult with the Council and a final draft shall be submitted to the Council for comment. In finalising the Design Statement, the Requiring Authority shall take into account any feedback received from the Council.</p> <p><u>Note – This would not preclude the use of pattern or artwork(s) (excluding text) on the exterior of the building, and the applicant is encouraged to consider this as an option.</u></p> <p><u>Note - To achieve an equivalent LRV of 42%, the concrete will need to be coated or include an oxide in the mix, or both. Any texture applied to the concrete will also assist in reducing the material's reflectivity. The concrete's reflectivity will need to be approximately midway between Gull Grey (50% LRV) and Sandstone Grey (27% LRV).</u></p> <p><u>The Requiring Authority shall prepare a Landscape and Vegetation Management Plan (LVMP) which shall achieve the following:</u></p> <ul style="list-style-type: none"> • <u>The creation of improved quality lizard habitat on the unaffected or modified slopes which surround the main construction site and identified WCC reserves, in accordance with the Lizard Management Plan certified by the Department of Conservation (as required under Condition 27.1).</u> • <u>Where consistent with the aims and outcomes of the Lizard Management Plan (LMP), unaffected or modified slopes shall be revegetated in a manner that restores indigenous biodiversity values, whilst also being informed by WCC's plant list for coastal headlands, cliffs, escarpments and gullies.</u> • <u>Where practicable, vegetation cover shall be established on disturbed surfaces as soon as possible for the purposes of reducing erosion, sedimentation and the visual impact of earthworks.</u> • <u>Planting areas shall be maintained for a minimum of five years including pest plant management.</u> • <u>Demonstration of collaboration Engagement with Predator Free Wellington to confirm that the proposal will not</u> 	
21.2	NEW		<p><i>Landscape provisions included at the request of the Council experts via the s92.1 FIR.</i></p> <p><i>Further amendments to condition drafted as part of s92.1 have been made at the request of Council's ecologist (extension of pest plant management and collaboration with PFV).</i></p> <p><i>The condition is supported by Ms Zorn.</i></p> <p><i>Subsequent refinements to clarify the expectations around engagement with Predator Free Wellington.</i></p>

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

Reference	Proposed Conditions (As per lodgement version of Appendix D)	Changes to Proposed Conditions, proposed by RA – 18.11.12 (Amendments following publication of the s42A Report are identified in red) Pre-Hearing Amendments identified in blue.	Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.
<p>Conditions</p>	<p><u>manage the potential for the SMF to adversely impact effect ongoing animal pest control measures in the surrounding area.</u></p> <ul style="list-style-type: none"> Any vertical cut faces are to be supported by retaining walls or similar engineering features. Retaining structures (excluding shotcrete) shall not be publicly visible (either forming part of building envelope or screened by proposed buildings). Any gabion baskets shall be at the toe of the slope only and shall not be publicly visible. All proposed planting shall be low-level only to ensure that the ongoing safety of airport operations is not adversely affected. Where practicable, provide opportunities to work with the local community as part of vegetation restoration and/or ongoing management. <p><u>In preparing the LVMP, the Requiring Authority shall consult with the Council and a final draft shall be submitted to both parties for comment. In finalising the LVMP, the Requiring Authority shall take into account any feedback received from the Council.</u></p> <p><u>Note: Following the completion of the habitat enhancement programme (both on site and on identified WCC reserves), an assessment of actual outcomes of relocation and habitat enhancement work shall be undertaken through a five-year monitoring programme, in accordance with the certified Lizard Management Plan and conditions of the Wildlife Act Authority.</u></p> <p><u>Note: Specifically for this condition, 'publicly visible' means visible from a member of the public at ground level on Stewart Duff Drive.</u></p>	<p>manage the potential for the SMF to adversely impact effect ongoing animal pest control measures in the surrounding area.</p> <ul style="list-style-type: none"> Any vertical cut faces are to be supported by retaining walls or similar engineering features. Retaining structures (excluding shotcrete) shall not be publicly visible (either forming part of building envelope or screened by proposed buildings). Any gabion baskets shall be at the toe of the slope only and shall not be publicly visible. All proposed planting shall be low-level only to ensure that the ongoing safety of airport operations is not adversely affected. Where practicable, provide opportunities to work with the local community as part of vegetation restoration and/or ongoing management. <p>In preparing the LVMP, the Requiring Authority shall consult with the Council and a final draft shall be submitted to both parties for comment. In finalising the LVMP, the Requiring Authority shall take into account any feedback received from the Council.</p> <p>Note: Following the completion of the habitat enhancement programme (both on site and on identified WCC reserves), an assessment of actual outcomes of relocation and habitat enhancement work shall be undertaken through a five-year monitoring programme, in accordance with the certified Lizard Management Plan and conditions of the Wildlife Act Authority.</p> <p>Note: Specifically for this condition, 'publicly visible' means visible from a member of the public at ground level on Stewart Duff Drive.</p>	<p>Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.</p>
<p>22. Flooding 22.1</p>	<p>The plant equipment, buildings and contouring of the site are to be designed in such a way as to ensure that any overflows, including the accidental or emergency breaches of any tanks, are directed away from the Airport. In particular, the stormwater (reticulated network) drainage system is to be designed for a 20 year return period and the layout of the plant is to incorporate such bunding and curbing as is necessary to direct stormwater from a 100 year return period (with climate change) direct to Moa Point Road away from the Airport.</p>	<p>The plant equipment, buildings and contouring of the site are to be designed in such a way as to ensure that any overflows, including the accidental or emergency breaches of any tanks, are directed away from the Airport and Cyclotek Pharmaceuticals Ltd. In particular, the stormwater (reticulated network) drainage system is to be designed for a 20 year return period and the layout of the plant is to incorporate such bunding and curbing as is necessary to direct stormwater overland flows from a 100 year return period (with climate change) direct to Moa Point Road away from the Airport and avoiding the boundary of Cyclotek Pharmaceuticals Ltd.</p>	<p>The condition is supported by Ms Zorn. Further amendment/addition to respond to WWL requested conditions.</p>

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

Proposed Conditions (As per lodgement version of Appendix D)		Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.
Reference	Conditions	
22A.1	<p>Three Waters (added post 18 November)</p> <p>The consent holder must comply with the requirements of the Wellington City Council Code of Practice for Land Development (either its current version or replacement document), unless otherwise modified by condition(s) of the consent or agreed in writing by the Wellington Water Land Development Team. These are the engineering standards for mitigating adverse effects on the environment from earthworks, traffic (road and vehicle access), wastewater and stormwater drainage, water supply and utility structures.</p>	<p>Support, subject to minor amendment.</p>
22A.2	<p>No construction shall start prior to the following engineering plans in relation to water supply, stormwater, or wastewater drainage, being accepted in writing by the Wellington Water Land Development Team:</p> <ul style="list-style-type: none"> (i) engineering plans and design certificate, (ii) specifications, (iii) Design documentation (assessment, detailed drawings, and calculations) to support build over/near the Wellington Water. <ul style="list-style-type: none"> o wastewater pipes and pumpstation o Stormwater pipes o Water supply pipes 	<p>The construction programme will require construction works to begin before all of the design is complete for the whole project. As such, this condition, as currently worded, would not provide for this.</p> <p>It is noted that the key sensitivities for WWL are the protection, modification, and future maintenance of existing WCC assets.</p> <p>Proposed reword of the condition to provide for the requirements of the WWL, whilst enabling early works to commence at the earliest opportunity where they will not affect existing assets.</p>
22A.3	<p>Where existing buildings have been or are to be demolished or replaced, the end of the existing private water, stormwater and wastewater lateral(s) must be abandoned/decommissioned including disconnecting from the public main (water) and capping at the shared private drain (stormwater and wastewater). It is required that Council be advised of the final treatment by way of including the location of capping on the final as-built plan.</p> <p>Advice Notes:</p> <ol style="list-style-type: none"> 1. Where drainage works are required, permits in addition to this resource consent are required: namely <ul style="list-style-type: none"> • Building Consent for private drains, • Public Drainage Permit <p>Some of the engineering plans and specifications in the consent condition above are to be submitted during the application stage for these permit(s).</p>	<p>We do not expect to submit applications for any building consents as the SMF facility is covered by the Utilities Act.</p>
	<p>Changes to Proposed Conditions, proposed by RA – 18.11.12 (Amendments following publication of the s42A Report are identified in red)</p> <p>Pre-Hearing Amendments identified in blue.</p>	<p>The consent-holder Requiring Authority must comply with the requirements of the Wellington City Council Code of Practice for Land Development (either its current version or replacement document), unless otherwise modified by condition(s) of the consent or agreed in writing by the Wellington Water Land Development Team. These are the engineering standards for mitigating adverse effects on the environment from earthworks, traffic (road and vehicle access), wastewater and stormwater drainage, water supply and utility structures.</p> <p>No construction activities deemed to impact the existing water supply, stormwater or wastewater drainage assets shall start prior to sufficient documentation being submitted to the following engineering plans in relation to water supply, stormwater, or wastewater drainage, being accepted in writing by the Wellington Water Land Development Team for their acceptance. Such documentation may include some or all of the following:</p> <ul style="list-style-type: none"> i. engineering plans and design certificate, ii. specifications, iii. Design documentation (assessment, detailed drawings, and calculations) to support build over/near the Wellington Water. <ul style="list-style-type: none"> o wastewater pipes and pumpstation o Stormwater pipes o Water supply pipes <p>ii. Construction management plans, including risk assessment, risk mitigations, contingency plans in response to potential damage to existing assets and consideration of ongoing operation and maintenance activities.</p>
	<p>Delete part of advice note as follows:</p> <ol style="list-style-type: none"> 1. Where drainage works are required, permits in addition to this resource consent are required: namely <ul style="list-style-type: none"> • Building Consent for private drains, • Public Drainage Permit <p>Some of the engineering plans and specifications in the consent designation condition above are to be submitted during the application stage for these permit(s).</p>	

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

Reference	Conditions	Changes to Proposed Conditions, proposed by RA – 18.11.12 (Amendments following publication of the s42A Report are identified in red) Pre-Hearing Amendments identified in blue.	Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red), Reasons for Pre-Hearing Amendments identified in blue.
	<p>2. Scheme and other indicative layout plans submitted as part of the application will be used by Council for information purposes only. These plans will not be used for granting approval under the condition above. Approvals will only be given on detailed engineering plans.</p> <p>3. Prior to connection, an application for water supply and wastewater / stormwater (if required) is required to be made to Wellington City Council. All works must be inspected and tested by the Wellington Water, Water and Drainage Inspector.</p>		
22A.4	<p>The consent holder shall provide the buildings with an appropriately sized metered water service pipe connected to a water supply main for domestic supply. An engraved plastic tag reading "WATER SUPPLY MANIFOLD FOR (Street No)" is to be secured to the manifold clearly showing which property is served by the manifold. An RPZ-type backflow preventer is required if the connection is greater than 20mm DI.</p>	<p>The consent holder shall <u>Requiring Authority</u> shall provide the buildings with an appropriately sized metered water service pipe connected to a water supply main for domestic supply. An engraved plastic tag reading "WATER SUPPLY MANIFOLD FOR (Street No)" is to be secured to the manifold clearly showing which property is served by the manifold. An RPZ-type backflow preventer is required if the connection is greater than 20mm DI.</p>	<p>Support, subject to minor amendment.</p>
22A.5	<p>The consent holder shall provide for fire-fighting requirements in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies NZS PAS 4509:2008 [and the Code of Practice for Land Development], and;</p> <p>i. Calculations are to be provided to Council by a suitably qualified engineer to certify that there is sufficient pressure and flow for the development to meet the Code of Practice for Land Development requirements. Calculations are to be based on pressure logging (seven day log) and flow readings taken from the nearest hydrant.</p> <p>ii. If a separate fire connection is required, a separate application for the fire connection must be submitted to Council, along with detailed calculations as per (i) and a layout plan showing the proposed connection. The design of the fire service connection and sprinkler system shall allow for any head loss incurred by the required backflow prevention containment device.</p> <p>iii. The consent holder shall provide all fire connections/sprinkler connections with a double check detector check backflow prevention containment device.</p> <p>Advice Note 1: Upgrading of the existing water infrastructure (including additional fire hydrants) and / or onsite solutions (booster pumps, sprinklers or tanks) may be required if the Code requirements cannot be achieved or if the proposal will have a detrimental effect on existing users.</p>	<p><u>Condition replaced as follows:</u></p> <p><u>To accord with firefighting requirements, The Requiring Authority shall either:</u></p> <ul style="list-style-type: none"> • <u>install a sprinkler protection system in accordance with Automatic Fire Sprinkler Systems NZS4541 (excluding spaces where gas suppression systems are employed and electrical rooms which are fire rated in lieu of sprinklers), or,</u> • <u>provide a firefighting water supply complying with the NZ Fire Service Code of Practice for Firefighting Water Supplies NZS PAS 4509:2008.</u> 	<p>Fire risk will be managed through installation of sprinklers or compliance with NZ Fire Service Code of Practice for Firefighting Water Supplies. SNZ PAS 4509:2008.</p>

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

Reference	Conditions	Changes to Proposed Conditions, proposed by RA – 18.11.12 (Amendments following publication of the s42A Report are identified in red)	Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.
	<p>Proposed Conditions (As per lodgement version of Appendix D)</p> <p>Conditions</p> <p>Advice Note 2: A backflow device of a commercial or industrial site is required to be added to the building warrant of fitness (BWOF) compliance schedule for the property.</p> <p>Advice Note 3: Please note that permission is required prior to using or testing hydrants.</p> <p>Advice Note 4: Where the manifold is located that can be identified as clearly serving a specific lot, an engraved plastic tag may not be required.</p>	<p>Changes to Proposed Conditions, proposed by RA – 18.11.12 (Amendments following publication of the s42A Report are identified in red)</p> <p>Pre-Hearing Amendments identified in blue.</p>	<p>Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.</p>
22A.6	<p>The consent holder may build over the existing public wastewater network. No construction shall start prior to the detailed design documentation, being accepted in writing by the Wellington Water Land Development Team, including but not limited to;</p> <ul style="list-style-type: none"> (i) Engineering plans and design certificate, (ii) Specifications, (iii) Seismic and Structural Design Assessment and Calculations, including assessment of: <ul style="list-style-type: none"> o The potential for any interaction effects between the proposed building's foundations and piles near the wastewater assets (pipes and pumpstation) in a seismic event, and o The factors of safety and implications on the existing pipes and wastewater pumpstation as a result of any new buildings and structures, (iv) Safety in Design Assessment, including <ul style="list-style-type: none"> o 24 / 7 access to the wastewater pumpstation for operation / maintenance purposes, o Methodology for maintenance / eventual replacement. 	<p>The Requiring Authority may build over the existing public wastewater and stormwater network. No construction deemed to impact the existing water supply, stormwater or wastewater drainage assets shall start prior to sufficient documentation being submitted to the detailed design documentation, being accepted in writing by the Wellington Water Land Development Team for their acceptance, including but not limited to;</p> <ul style="list-style-type: none"> i. Engineering plans and design certificate, ii. Specifications, iii. Seismic and Structural Design Assessment and Calculations, including assessment of: <ul style="list-style-type: none"> o The potential for any interaction effects between the proposed building's foundations and piles near the wastewater assets (pipes and pumpstation) in a seismic event, and o The factors of safety and implications on the existing pipes and wastewater pumpstation as a result of any new buildings and structures, iv. Safety in Design Assessment, including <ul style="list-style-type: none"> o 24 / 7 access to the wastewater pumpstation for operation / maintenance purposes, o Methodology for maintenance / eventual replacement. 	<p>An alternative form of wording is proposed to provide for the requirements of the WWL, whilst enabling early works to commence at the earliest opportunity where they will not affect existing assets.</p>
22A.7	<p>The development of this site will require the public wastewater network to be amended to facilitate the build over. The public wastewater network modifications shall be inspected on site and certified by a suitably qualified Civil/Structural Engineer and at the conclusion of the engineering works the consent holder is to provide a PS4 certificate for the public wastewater assets (pipes and pumpstation) works.</p>	<p>The development of this site will require the public wastewater network to be amended to facilitate the build over. The public wastewater network modifications shall be inspected on site and certified by a suitably qualified Civil/Structural Engineer and at the conclusion of the engineering works the consent holder is to provide a PS4 certificate or a design statement from a suitably qualified chartered engineer for the public wastewater assets (pipes and pumpstation) works.</p>	<p>As there is likely to be no requirement to obtain a building consent (where a PS4 certificate would be relevant), this condition has been amended to provide for an alternative form of certification from a suitably qualified person.</p>
22A.8	<p>Unless otherwise agreed with the Wellington Water Land Development Team, the consent holder may build over the existing public wastewater assets within the development site</p>	<p>Unless otherwise agreed with the Wellington Water Land Development Team, the consent holder may build over the existing public wastewater assets within the development site</p>	<p>Delete. Duplication of 22A.6.</p>

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

Proposed Conditions (As per lodgement version of Appendix D)	Changes to Proposed Conditions, proposed by RA – 18.11.12 (Amendments following publication of the s42A Report are identified in red)	Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.
<p>Reference</p> <p>Conditions</p> <p>(wastewater mains and pumpstation). No construction shall start prior to the detailed design documentation, being accepted in writing by the Wellington Water Land Development Team, including but not limited to;</p> <ul style="list-style-type: none"> (i) Engineering plans and design certificate, (ii) Specifications, (iii) Safety in Design Assessment, including <ul style="list-style-type: none"> o 24 / 7 access to the tank for operation / maintenance purposes, o Methodology for maintenance / eventual replacement. 	<p>(wastewater mains and pumpstation). No construction shall start prior to the detailed design documentation, being accepted in writing by the Wellington Water Land Development Team, including but not limited to;</p> <ul style="list-style-type: none"> (i) Engineering plans and design certificate, (ii) Specifications, (iii) Safety in Design Assessment, including <ul style="list-style-type: none"> o 24 / 7 access to the tank for operation / maintenance purposes, o Methodology for maintenance / eventual replacement. 	
<p>22A.9</p> <p>The development of this site may require the public stormwater and wastewater main to be altered to serve the development. All newly constructed stormwater and wastewater mains to be vested in Council shall be approved by Wellington Water Land Development Team based on a [video or] closed circuit television (CCTV) inspection carried out by the consent holder in accordance with the New Zealand Pipe Inspection Manual. A pan tilt camera shall be used and lateral connections shall be inspected from inside the main.</p>		Support.
<p>22A.10</p> <p>As the proposed construction may not comply with the Regional Standard for Water Services requirement for building/working near public wastewater and stormwater mains and pumpstation, the consent holder must provide pre- and post- inspection footage and reports of the existing public infrastructure to the Wellington Water Land Development Team for approval.</p>		Support.
<p>22A.11</p> <p>Any new defects identified post-development must be repaired by the Consent Holder prior to acceptance. All costs incurred for repairs post development will be at the expense of the consent holder.</p>	<p>Any new defects identified post-development and deemed to be caused by the construction activities on the site must be repaired by the consent holder Requiring Authority prior to acceptance. All costs incurred for repairs post development will be at the expense of the consent holder Requiring Authority.</p>	WWL confirmed that condition only applies to existing assets where new defects are caused by the development itself. The condition has therefore been amended to provide this additional clarification.
<p>22A.12</p> <p>Piles and concrete foundations within the proposed public stormwater and wastewater assets must be kept a minimum of 1.0m from all public infrastructure, and pile foundations are required to be founded on solid ground below the main invert level within 1.0m of the main in accordance with Standards and Guidelines for buildings over or near Public Drains.</p>		Support
<p>22A.13</p> <p>The development must be provided with a suitably sized, separate and direct stormwater and wastewater lateral connections to a public stormwater and wastewater network at a location accepted in writing by the Wellington Water Land Development Team.</p>		Support
<p>22A.14</p> <p>To avoid impact on the receiving network and environment, stormwater management (treatment) is required. The stormwater management system(s) (treatment devices) shall be</p>		Support

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

Proposed Conditions (As per lodgement version of Appendix D)	Changes to Proposed Conditions, proposed by RA – 18.1.1.2 (Amendments following publication of the s42A Report are identified in red) Pre-Hearing Amendments identified in blue.	Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.
<p>Reference</p> <p>designed to treat stormwater runoff for all rainfall events up to and including the 1% AEP (1 in 100 year) event. The stormwater management system must be approved in writing by the Wellington Water Land Development Team and the following aspects must be met.</p> <p>(i) The consent holder must construct an approved stormwater management system or systems in accordance with plans approved under the Building Consent and agreed with the Wellington Water Land Development Team.</p> <ul style="list-style-type: none"> • The stormwater management system must be designed to treat stormwater runoff from the site to for contaminants. <p>(ii) The consent holder must ensure that all connections to the system(s) are trapped to minimise debris entering the system.</p>		
<p>22A.15</p> <p>Prior to Engineering Approval, the consent holder will be required to prepare a draft Operation and Maintenance Manual for all stormwater device(s) setting out the principles of the general operation and maintenance for the stormwater system(s) and associated management devices. The draft Operations and Maintenance Manual shall be submitted to the Wellington Water Land Development Team for approval and is to include, but not be limited to:</p> <ul style="list-style-type: none"> (i) a detailed technical data sheet (ii) details of who will hold responsibility for short-term and long-term maintenance of the stormwater devices (iii) a programme for regular maintenance and inspection of the stormwater system (iv) a programme for the collection and disposal of debris and sediment collected by the stormwater management device or practices (v) a programme for post storm maintenance (vi) general inspection checklists for all aspects of the stormwater system, including visual check of roadside sumps and outfalls (vii) a programme for inspection and maintenance of vegetation associated with the stormwater devices. 		Support
<p>22A.16</p> <p>Bare galvanised, zinc alum or unpainted metal (including copper) may result in contamination of stormwater runoff upon corrosion of surfaces and therefore shall not be used for exterior construction, including but not limited to roofing, cladding, gutters and downpipes.</p>		Support

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Proposed Conditions (As per lodgement version of Appendix D)	Changes to Proposed Conditions, proposed by RA – 18.11.12 (Amendments following publication of the s42A Report are identified in red)	Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.
<p>Reference</p> <p>22A.17</p> <p>Conditions</p> <p>Any buildings constructed on the site must have a minimum floor level set under the building code requirements at the building consent stage.</p>	<p>Pre-Hearing Amendments identified in blue.</p>	<p>Support</p>
<p>22A.18</p> <p>The development shall provide overland flowpath(s) capable of conveying peak 100-year return period with climate change flows directed away from the Airport land.</p>	<p>The development shall provide overland flowpath(s) capable of conveying peak 100-year return period with climate change flows directed away from the Airport land.</p>	<p>Delete and rely on existing designation Condition 22.1 (as amended).</p>
<p>22A.19</p> <p>At the conclusion of the engineering works, the consent holder is to submit as-built drawings that meet the requirements of Wellington Water Regional As-built Specification for Water Services for water supply, wastewater and stormwater drainage.</p>	<p>At the conclusion of the engineering works, the consent holder Requiring Authority is to submit as-built drawings that meet the requirements of Wellington Water Regional As-built Specification for Water Services for water supply, wastewater and stormwater drainage.</p>	<p>Support, subject to minor amendment.</p>
<p>22A.20</p> <p>Once an as-built plan has been submitted and within one month of completion of the drainage works and/or before vesting of assets or application, the consent holder is required to arrange for a final inspection with the Wellington Water Drainage Inspector.</p>	<p>Once an as-built plan has been submitted and within one month of completion of the drainage works and/or before vesting of assets or application, the consent holder Requiring Authority is required to arrange for a final inspection with the Wellington Water Drainage Inspector.</p>	<p>Support, subject to minor amendment.</p>
<p>23. Construction Work Hours</p> <p>23.1 Normal working hours for onsite construction activities will be as follows:</p> <ol style="list-style-type: none"> 7:00am to 6:00pm Monday to Saturday (excluding public holidays). All heavy construction vehicle access to the site shall be via Moa Point Road. There shall be no access to the site from the north using the airport perimeter road for such vehicles. Any construction work which cannot be reasonably undertaken during normal working hours shall be identified in the Construction Traffic Management Plan and/or the Construction Noise and Vibration Plan required by Condition 25. 		<p>The condition is supported by Ms Zorn.</p>
<p>24. General Construction Restrictions</p> <p>24.1 No structure, building, machinery, or construction equipment, shall intrude into the approach fan for Runway 34, unless undertaken in airport curfew hours of midnight to 6:00am and with appropriate permission from WIAL.</p>	<p>No structure, building, machinery, or construction equipment shall intrude into the Airport's Obstacle Limitation Surface (OLS), unless undertaken in airport curfew hours of midnight to 6:00am and with appropriate permission from WIAL. Any air discharge must also comply with the height and velocity restrictions of the OLS.</p> <p>The Requiring Authority shall consult with WIAL in the development of any applications to the Civil Aviation Authority for protrusion through the OLS under Civil Aviation Authority Rules, Part 77 Objects and Activities Affecting Navigable Airspace.</p>	<p>This condition was initially amended in response to the WIAL submission. The regulator for the approval of protrusion through the WIAL OLS is the Civil Aviation Authority. The condition has therefore been updated to reflect this.</p> <p>WIAL has set out in their Written Submission to the Hearing Commissioner that this condition can be deleted. I support the deletion of this condition.</p>

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Proposed Conditions (As per lodgement version of Appendix D)		Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.
Reference	Conditions	
24.2	<p>Controls must be instituted during the course of construction, specifically designed to minimise the attraction of the birds to the site. Works shall be staged to ensure a minimum exposure of material at any on time and will ensure that there is overnight cover of all exposed surfaces. In the event that any birds are observed using the site for roosting, immediate steps must be taken to remedy the situation. The measures adopted must ensure:</p> <ul style="list-style-type: none"> All exposed and unsealed surfaces to be kept moist to suppress the generation of dust. At the completion of each working day, any exposed material or surface which is likely to attract birds is to be covered over until work recommences. Truckloads of excavated material are to be covered to prevent dust nuisance. Stockpiles are to be kept moist to suppress the generation of dust; and <p>At all times, appropriate measures shall be taken to ensure that any arc-welding will not be hazardous to air traffic at Wellington International Airport.</p>	<p>Deletion of the condition is supported by Ms Zorn.</p> <p>Dust management measures and controls related to minimising the attraction of birds to the site during construction will be incorporated into the ESCP. The ESCP is to be prepared through consultation with WIAL and thus controls relating to dust and birds can be agreed at part of this document. Performance standards relating to dust management are also controlled through condition 24.5 and 26.1.</p>
24.3	<p>At all times, appropriate measures shall be taken to ensure that any arc-welding will not be hazardous to air traffic at Wellington International Airport.</p>	<p>The condition is supported by Ms Zorn.</p>
24.4	<p>At all times, diesel-powered machinery (including trucks) shall be maintained to avoid, remedy or mitigate minimise excessive smoke and/or diesel odour emissions.</p>	<p>The condition is supported by Ms Zorn.</p>
24.5	<p><u>NEW</u></p> <p>The proposed construction shall be carried out in such a manner that the generation of dust is kept to a practicable minimum. In any case there must be no particulate matter beyond the boundary of the site that has an objectionable or offensive effect as a result of the activities authorised by this designation.</p> <p><u>For the purposes of this condition, the boundary of the site is as defined in Plan 7 (ref. 3258521-DA-000-K0113) attached to this designation.</u></p>	<p>New condition to apply a dust performance standard during construction. Proposed in response to WCC s92.1 (air quality further information request (FIR)). This performance standard will also respond to concerns raised by WIAL with respect to controls around dust (also refer to ESCP condition 26.1 around consultation with WIAL on dust controls).</p> <p>The condition is supported by Ms Zorn.</p> <p>A plan identifying the boundary of the site for the interpretation of this condition is now provided at Plan 7.</p>
24.6	<p><u>NEW</u></p> <p>Run-off must be controlled to prevent muddy water flowing or earth slipping, onto neighbouring properties or the legal road. Sediment, earth or debris must not fall or collect on land beyond the site or enter the Council's stormwater system. Any material that falls on land beyond the site during work or transport must be cleaned up immediately (with the landowner's permission on land that isn't public road). The material must not be swept or washed into street channels or stormwater inlets, or dumped on the side of the road.</p> <p><u>Note: As a minimum, 100 mm clarity is required to allow water to be discharged offsite. If clarity is less than 100mm then the water is considered to be muddy and must be captured and treated on site.</u></p>	<p>New condition requested by WCC expert, John Davies.</p> <p>The condition is supported by Ms Zorn.</p>

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

Reference	Conditions	Proposed Conditions (As per lodgement version of Appendix D)	Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.
24.7	<p>NEW</p> <p>Where there is potential for a project or work to adversely affect the operation of Wellington Airport, including but not limited to visual navigation aids or air traffic facilities, or activities, the Requiring Authority shall coordinate with Wellington International Airport Limited (WIAL) to ensure that the project or work will not affect WIAL's ability to meet its obligations under the Civil Aviation Authority New Zealand Rules.</p>	<p>Changes to Proposed Conditions, proposed by RA – 18.11.12 (Amendments following publication of the s42A Report are identified in red)</p> <p>Pre-Hearing Amendments identified in blue.</p>	<p>New condition as requested by WIAL in submissions, with appropriate amendments as described in the evidence of Mr McGimpsey. Typo correction, highlighted in WIAL Written Submission to Hearing Commissioner.</p>
25-Construction Management Plans	<p>25.1 The Requiring Authority shall submit a Construction Traffic Management Plan (CTMP) which shall detail the procedures, requirements and standards necessary for managing the traffic effects during construction so that safe, adequate, and convenient routes for local movements by all transport modes are maintained throughout the construction of the Project. In particular, the CTMP shall include:</p> <ol style="list-style-type: none"> The identification of the two heavy vehicle construction routes (as identified as Route 1 and Route 2 in the supporting Transport Assessment, prepared by Beca, dated August 2022). A requirement to co-ordinate with WCC regarding any planned construction activities along the proposed construction routes. A requirement to co-ordinate and collaborate with WIAL regarding any overlapping WIAL construction activities, namely the freight / logistics hub, to manage and mitigate cumulative construction traffic effects as far as practicable. Details of over-dimension trucks and/or loads which could not use either Route 1 or Route 2 to access the site and would therefore need to cross the airport runway during airport curfew hours (midnight to 6am). A requirement to consult with WIAL and seek their agreement to impose a reduced speed limit of 30km/h along Stewart Duff Drive during construction, between the main construction yard and the junction with Moa Point Road. Notwithstanding Condition 25.1(e) above, a requirement that all construction vehicles are limited to speeds of 30km/h during construction along Stewart Duff Drive between the main construction yard and the junction with Moa Point Road. Safety control measures such as fencing, barriers, hoarding, signage and a temporary crossing point. 	<p>The Requiring Authority shall submit a Construction Traffic Management Plan (CTMP) which shall be submitted to the CMO for certification at least 10 working days prior to the proposed date of commencement of the SMF works.</p> <p>The CTMP which shall detail the procedures, requirements and standards necessary for managing the traffic effects during construction so that safe, adequate and convenient routes for local movements by all transport modes are maintained, including access for airport operations, throughout the construction of the Project. In particular, the CTMP shall include:</p> <ol style="list-style-type: none"> Construction dates and hours of operation. The identification of the two heavy vehicle construction routes (as identified as Route 1 and Route 2 in the supporting Transport Assessment, prepared by Beca, dated August 2022). A requirement to co-ordinate with WCC regarding any planned construction activities along the proposed construction routes. A requirement to co-ordinate and collaborate with WIAL regarding any overlapping WIAL construction activities, namely the freight / logistics hub, to manage and mitigate cumulative construction traffic effects as far as practicable. A requirement to co-ordinate with Cyclotek to agree measures to maintain vehicle and pedestrian access for staff and visitors associated with Cyclotek operations, including courier dispatch, waste management and delivery/service vehicles. Details of over-dimension trucks and/or loads which could not use either Route 1 or Route 2 to access the site and would therefore need to cross the airport taxiway during airport curfew hours (midnight to 6am)—Use of the taxiway runway requires WIAL approval on a case-by-case basis. 	<p>As part of the s92.1 FIR, the Council raised concerns regarding the proposed installation of a transitional cycleway on Onepu Road, which has the potential to affect the preferred construction route (Route 1) for the SMF, particularly during concrete pour activities. The condition has therefore been amended at 25.1(o) to ensure that the Requiring Authority coordinate with WCC once the timing of concrete pour activities is known to ensure that potential impacts on the proposed construction route can be reviewed in the event of any overlap with the cycleway works. Condition 25.1(o) will also require the Requiring Authority to consult with WCC generally on any planned construction works which will impact the road corridors along both construction routes during the concrete pour activities.</p> <p>The requirement at 25.1(c) responds directly to Cyclotek's submission to enable the CTMP to be developed through consultation with Cyclotek to ensure that suitable access to the facility is maintained during construction.</p> <p>The amendments to the forefront of the condition and 25.1(d) respond directly to submission points from WIAL.</p> <p>This condition is supported in part by Ms Zorn.</p> <p>As referenced at 19.2, in line with the request of Ms Zorn, the Construction Traffic Management Plan is to be certified by WCC rather than being issued as part of an outline plan. Further provisions have been incorporated to ensure that the works are carried out in accordance with the certified CTMP and to provide for amendments to the CTMP during construction with prior written approval from the CMO.</p> <p>The timeframe attached to airport curfew hours has been deleted from the condition itself. Whilst curfew is generally within this period, the airport 'window' may shift based on airport operations on any given day. Ultimately use of the taxiway to transport over-dimension loads/trucks will require WIAL approval on a case by case basis and in all circumstances will occur during curfew hours only. A definition of airport curfew hours is however now included.</p>

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

Reference	Conditions	Changes to Proposed Conditions, proposed by RA – 18.11.12 (Amendments following publication of the s42A Report are identified in red)	Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.
	<p>Proposed Conditions (As per lodgement version of Appendix D)</p> <p>Conditions</p> <p>h. A staff travel management plan including a car pool policy and consideration of off-site, off-road parking opportunities.</p> <p>i. A requirement that all construction vehicle drivers are trained and inducted to make them aware of: reduced speed limit along Stewart Duff Drive, as identified at Condition 25.1(f); and the potential for school children crossing the road in certain locations on the identified heavy vehicle construction routes.</p> <p>j. A temporary traffic management plan to avoid potential conflicts between pedestrians and construction traffic on Stewart Duff Drive, either in the form of protected pedestrian routes or via closure of footpaths with alternative routes/diversions provided.</p> <p>k. Measures to maintain vehicle and pedestrian access for staff and visitors to Cyclotek and Moa Point WWTP.</p> <p>l. Contact details for appropriate person(s) implementing the CTMP, including after-hours contact details.</p> <p>m. The identification of any construction work which cannot be reasonably undertaken during normal working hours, as per Condition 23.1.</p> <p><i>The following further specific measures are required in relation to concrete truck activities:</i></p> <p>n. A requirement that heavy vehicles associated with concrete pour activities to use Route 1 only.</p> <p>o. Unless otherwise permitted through Condition 25.1(n), all concrete pour activities and associated heavy vehicle construction traffic to be undertaken within the following time restrictions:</p> <p>i. Outside of the summer break, all work to be undertaken on weekdays only, other than on a Saturday where work shall finish prior to 10:00am.</p> <p>ii. During the summer break, all work shall finish prior to 10:00am on any day, other than Sundays.</p> <p><i>Note: it is anticipated that concrete pour activities will take place outside of normal Construction Work Hours under Condition 23.1 and accordingly, such details shall be set out in the CTMP in accordance with Condition 25.1(m).</i></p> <p>p. Detailed management plan for the management of pedestrian traffic along Stewart Duff Drive during this period, which would either require the presence of traffic controllers or a relevant portion of the road is closed to the public, with alternative routes/diversions provided and associated signage.</p>	<p>Changes to Proposed Conditions, proposed by RA – 18.11.12 (Amendments following publication of the s42A Report are identified in red)</p> <p><u>Pre-Hearing Amendments identified in blue.</u></p> <p>f. A requirement to consult with WIAL and seek their agreement to impose a reduced speed limit of 30km/h along Stewart Duff Drive during construction, between the main construction yard and the junction with Moa Point Road.</p> <p>g. Notwithstanding Condition 25.1(e)(f) above, a requirement that all construction vehicles are limited to speeds of 30km/h during construction along Stewart Duff Drive between the main construction yard and the junction with Moa Point Road.</p> <p>h. Safety control measures such as fencing, barriers, hoarding, signage and a temporary crossing point.</p> <p>i. A staff travel management plan including a car pool policy and consideration of off-site, off-road parking opportunities.</p> <p>j. A requirement that all construction vehicle drivers are trained and inducted to make them aware of: reduced speed limit along Stewart Duff Drive, as identified at Condition 25.1(f); and the potential for school children crossing the road in certain locations on the identified heavy vehicle construction routes.</p> <p>k. A temporary traffic management plan to avoid potential conflicts between pedestrians and construction traffic on Stewart Duff Drive, either in the form of protected pedestrian routes or via closure of footpaths with alternative routes/diversions provided.</p> <p>l. Measures to maintain vehicle and pedestrian access for staff and visitors to Cyclotek and Moa Point WWTP.</p> <p>m. Contact details for appropriate person(s) implementing the CTMP, including after-hours contact details.</p> <p>n. The identification of any construction work which cannot be reasonably undertaken during normal working hours, as per Condition 23.1.</p> <p>o. A plan for the management of pedestrian and vehicular traffic along Stewart Duff Drive where the road is temporarily closed to the public, with alternative routes/diversions provided and associated signage, if appropriate. This plan shall be prepared in consultation with WIAL.</p> <p><i>The following further specific measures are required in relation to concrete truck activities exceeding 100m³ in any one day:</i></p> <p>p. A requirement that heavy vehicles associated with concrete pour activities to use Route 1 only.</p>	<p>Further amendments at (o) will require measures to be confirmed in circumstances where Stewart Duff Drive is required to be temporarily closed to public access.</p> <p><u>Additional amendment to (o) in response to WIAL's Written Submission to the Hearing Commissioner.</u></p>

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

Reference	Proposed Conditions (As per lodgement version of Appendix D)	Changes to Proposed Conditions, proposed by RA – 18.11.12 (Amendments following publication of the s42A Report are identified in red) Pre-Hearing Amendments identified in blue.	Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.
	<p>Conditions</p>	<p>q. A requirement to co-ordinate with WCC regarding any planned construction works on the road corridor along the proposed construction vehicle routes. r. Unless otherwise permitted through Condition 25.1(n), all concrete pour activities and associated heavy vehicle construction traffic to be undertaken within the following time restrictions: i. Outside of the summer break, all work to be undertaken on weekdays only, other than on a Saturday where work shall finish prior to 10:00am. ii. During the summer break, all work shall finish prior to 10:00am on any day, other than Sundays. <i>Note: it is anticipated that concrete pour activities will take place outside of normal Construction Work Hours under Condition 23.1 and accordingly, such details shall be set out in the CTMP in accordance with Condition 25.1(##) (n).</i> s. Detailed management plan for the management of pedestrian and vehicular traffic along Stewart Duff Drive during this period, which would either require the presence of traffic controllers or a relevant portion of the road is closed to the public, with alternative routes/diversions provided and associated signage.</p>	
25.2	<p>The Requiring Authority shall submit a Construction Noise and Vibration Management Plan (CNVMP) which shall be prepared by an appropriately qualified acoustic and vibration specialist. The purpose of the CNVMP is to provide a framework for the development and implementation of measures to avoid, remedy or mitigate adverse construction noise and vibration effects, and to minimise any exceedance of the criteria set out in Conditions 25.3 and 25.4.</p> <p>As required by Condition 23.1, the CNVMP shall also identify any construction work which cannot be reasonably undertaken during normal working hours.</p>	<p>All construction works shall be undertaken in accordance with the certified CTMP.</p> <p>Once certified, amendments to the CTMP can be made by agreement in writing between the CMO and the Requiring Authority.</p> <p>The Requiring Authority shall submit a Construction Noise and Vibration Management Plan (CNVMP) which shall be prepared by an appropriately qualified acoustic and vibration specialist. The purpose of the CNVMP is to provide a framework for the development and implementation of measures to avoid, remedy or mitigate adverse construction noise and vibration effects, and to minimise any exceedance of the criteria set out in Conditions 25.3 and 25.4.</p> <p>As required by Condition 23.1, the CNVMP shall also identify any construction work which cannot be reasonably undertaken during normal working hours. The CNVMP shall include details of advance communication to be undertaken with residents prior to commencing activities that are predicted to exceed noise performance standards.</p>	<p>To respond to GOTB submission, Cyclotek submission and WCC noise expert.</p> <p>This condition is supported by Ms Zorn.</p>

APPENDIX A: PROPOSED SIMF DESIGNATION CONDITIONS

Reference	Conditions	Changes to Proposed Conditions, proposed by RA – 18.11.12 (Amendments following publication of the s42A Report are identified in red) Pre-Hearing Amendments identified in blue.	Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.																																												
25.3	<p>Construction noise shall be measured and assessed in accordance with NZS 6803:1999 Acoustics – Construction Noise’. The construction noise shall, where practicable, comply with the following criteria, except as provided for in the CNVMP:</p> <table border="1" data-bbox="443 1460 721 1993"> <thead> <tr> <th>Time of week</th> <th>Time period</th> <th>dB_{Leq} (15min)</th> <th>dB_{Leq} (max)</th> </tr> </thead> <tbody> <tr> <td rowspan="3">Weekdays</td> <td>0630-0730</td> <td>55</td> <td>75</td> </tr> <tr> <td>0730-1800</td> <td>70</td> <td>85</td> </tr> <tr> <td>1800-2000</td> <td>65</td> <td>80</td> </tr> <tr> <td rowspan="3">Saturdays</td> <td>2000-0630</td> <td>45</td> <td>75</td> </tr> <tr> <td>0630-0730</td> <td>45</td> <td>75</td> </tr> <tr> <td>0730-1800</td> <td>70</td> <td>85</td> </tr> <tr> <td rowspan="3">Sundays and public holidays</td> <td>1800-0630</td> <td>45</td> <td>75</td> </tr> <tr> <td>0630-0730</td> <td>45</td> <td>75</td> </tr> <tr> <td>0730-1800</td> <td>55</td> <td>85</td> </tr> <tr> <td rowspan="2">25.4</td> <td data-bbox="248 1451 727 2002"> <p>A suitably qualified acoustic expert shall be engaged to assess and manage construction vibration. The vibration criteria set out in Table 4 of DIN 4150-3 2016 shall be met, where practicable. Where it is not practicable to achieve those criteria, the CNVMP shall set out how those activities will be undertaken to minimise, monitor and manage potential vibration effects.</p> </td> <td data-bbox="248 913 727 1451"> <p>The CNVMP shall also identify measures to avoid, remedy or mitigate adverse construction noise and vibration effects on Cyclotek.</p> </td> <td data-bbox="248 284 727 913"> <p>This condition is supported by Ms Zorn.</p> </td> </tr> <tr> <td data-bbox="727 2002 896 2101">25.5</td> <td data-bbox="727 1451 896 2002"> <p>NEW</p> </td> <td data-bbox="727 913 896 1451"> <p>All earthworks, including the extraction of the below ground fuel tank, to be undertaken in accordance with the Contaminated Soils Management Plan (July 2022), prepared by Becca Limited.</p> </td> <td data-bbox="727 284 896 913"> <p>This condition is supported by Ms Zorn.</p> <p>New condition proposed to ensure earthworks are undertaken in accordance with the CSMP submitted as part of the NOR.</p> <p>This condition is supported by Ms Zorn.</p> </td> </tr> <tr> <td data-bbox="896 2002 1447 2101">25A. Geo-technical 25A.1</td> <td data-bbox="896 1451 1447 2002"> <p>NEW</p> </td> <td data-bbox="896 913 1447 1451"> <p>Prior to the commencement of the northern section of the former quarry headwall, the Requiring Authority shall commission a Geotechnical Assessment Report (GAR) of any land that is to be disturbed. The GAR shall be provided to the Wellington City Council for certification at least 20 working days prior to any earthworks occurring. The GAR must be undertaken by an experienced “Geotechnical Professionals” and as a minimum contain, but not be limited to, the following:</p> <ul style="list-style-type: none"> A review of all available geotechnical reports for the site including the Geotechnical Interpretive Report by Connect Water (dated November 2020, reference 6511521/1916). A summary of the ground conditions interpreted from geotechnical investigations. </td> <td data-bbox="896 284 1447 913"> <p>New condition proposed as part of s92. 1 response to provide a commitment to the undertaking of additional slope stability analysis.</p> <p>This condition is supported by Ms Zorn.</p> </td> </tr> </tbody> </table>	Time of week	Time period	dB _{Leq} (15min)	dB _{Leq} (max)	Weekdays	0630-0730	55	75	0730-1800	70	85	1800-2000	65	80	Saturdays	2000-0630	45	75	0630-0730	45	75	0730-1800	70	85	Sundays and public holidays	1800-0630	45	75	0630-0730	45	75	0730-1800	55	85	25.4	<p>A suitably qualified acoustic expert shall be engaged to assess and manage construction vibration. The vibration criteria set out in Table 4 of DIN 4150-3 2016 shall be met, where practicable. Where it is not practicable to achieve those criteria, the CNVMP shall set out how those activities will be undertaken to minimise, monitor and manage potential vibration effects.</p>	<p>The CNVMP shall also identify measures to avoid, remedy or mitigate adverse construction noise and vibration effects on Cyclotek.</p>	<p>This condition is supported by Ms Zorn.</p>	25.5	<p>NEW</p>	<p>All earthworks, including the extraction of the below ground fuel tank, to be undertaken in accordance with the Contaminated Soils Management Plan (July 2022), prepared by Becca Limited.</p>	<p>This condition is supported by Ms Zorn.</p> <p>New condition proposed to ensure earthworks are undertaken in accordance with the CSMP submitted as part of the NOR.</p> <p>This condition is supported by Ms Zorn.</p>	25A. Geo-technical 25A.1	<p>NEW</p>	<p>Prior to the commencement of the northern section of the former quarry headwall, the Requiring Authority shall commission a Geotechnical Assessment Report (GAR) of any land that is to be disturbed. The GAR shall be provided to the Wellington City Council for certification at least 20 working days prior to any earthworks occurring. The GAR must be undertaken by an experienced “Geotechnical Professionals” and as a minimum contain, but not be limited to, the following:</p> <ul style="list-style-type: none"> A review of all available geotechnical reports for the site including the Geotechnical Interpretive Report by Connect Water (dated November 2020, reference 6511521/1916). A summary of the ground conditions interpreted from geotechnical investigations. 	<p>New condition proposed as part of s92. 1 response to provide a commitment to the undertaking of additional slope stability analysis.</p> <p>This condition is supported by Ms Zorn.</p>
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25A. Geo-technical 25A.1	<p>NEW</p>	<p>Prior to the commencement of the northern section of the former quarry headwall, the Requiring Authority shall commission a Geotechnical Assessment Report (GAR) of any land that is to be disturbed. The GAR shall be provided to the Wellington City Council for certification at least 20 working days prior to any earthworks occurring. The GAR must be undertaken by an experienced “Geotechnical Professionals” and as a minimum contain, but not be limited to, the following:</p> <ul style="list-style-type: none"> A review of all available geotechnical reports for the site including the Geotechnical Interpretive Report by Connect Water (dated November 2020, reference 6511521/1916). A summary of the ground conditions interpreted from geotechnical investigations. 	<p>New condition proposed as part of s92. 1 response to provide a commitment to the undertaking of additional slope stability analysis.</p> <p>This condition is supported by Ms Zorn.</p>																																												

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

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Proposed Conditions (As per lodgement version of Appendix D)	<p>Changes to Proposed Conditions, proposed by RA – 18.11.12 (Amendments following publication of the s42A Report are identified in red)</p> <p><i>Pre-Hearing Amendments identified in blue.</i></p> <ul style="list-style-type: none"> A geotechnical analysis of the design concept and resulting recommendations that will mitigate any potential adverse effects. <p>The purpose of the GAR shall be to demonstrate geotechnical soundness and resilience of the earthworks and surrounding slopes.</p> <p>A 'Geotechnical Professional' is defined as a Chartered Professional Engineer (CPEng) with specialist geotechnical skills and experience in the design, construction and monitoring of excavations in similar ground conditions as the proposed project or work.</p> <p>A Geotechnical Professional shall be engaged for the detailed design and construction phases of the project or work.</p> <p>The name and the contact details of the Geotechnical Professional shall be provided to the Wellington City Council as part of the GAR required by this condition.</p>	<p>Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.</p>
25A.2	<p><u>NEW</u></p> <p>Geotechnical Professional will monitor the earthworks. The Geotechnical Professional will advise on the best methods to ensure:</p> <ul style="list-style-type: none"> The methods to ensure the stability of the site and surrounding land The construction of cut faces, fill batters, staging, shoring, and benching as required for stability of the earthworks. the design and construction of the temporary and permanent earthworks, retaining structures and drainage, are consistent with the recommendations from the geotechnical report as part of condition 1 above. <p>The Consent-Holder Requiring Authority must follow all the advice of the Geotechnical Professional in a timely manner.</p>	<p>New condition requested by WCC Expert, John Davies.</p> <p>This condition is supported by Ms Zorn, subject to the proposed correction.</p> <p><i>Technical correction.</i></p>
25A.3	<p><u>NEW</u></p> <p>A copy of the producer statement 'PS4 – Construction Review' and its accompanying documents for structures/buildings required for the stabilisation of earthworks and, prepared for the associated building consent process, must be provided to the Council's Compliance Monitoring Officer within one month of the structures/buildings being completed.</p>	<p>New condition requested by WCC Expert, John Davies.</p> <p>This condition is supported by Ms Zorn.</p>

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26. Erosion & Sediment Control Plan	<p>The Requiring Authority shall provide at least 10 days prior to the commencement of works on the site a copy of the ESCP certified by Greater Wellington Regional Council to the CMO for their records.</p> <p>If during the construction period any changes are made to the certified plan that requires the recertification of GWRC, then a copy of the revised certified plan shall be provided to the CMO within 5 working days of receiving confirmation of the recertification.</p>	<p>The Requiring Authority shall provide at least 10 days prior to the commencement of works on the site a copy of the ESCP certified by Greater Wellington Regional Council to the CMO for their records.</p> <p>Advice Note: The GWRC resource consent for earthworks requires the ESCP to be prepared in consultation with WIAL with regard to dust management controls.</p> <p>If during the construction period any changes are made to the certified plan that requires the recertification of GWRC, then a copy of the revised certified plan shall be provided to the CMO within 5 working days of receiving confirmation of the recertification.</p>	<p>To respond to WIAL's submission point, seeking involvement in dust management controls (which are to be incorporated in ESCP).</p> <p>This condition is supported by Ms Zorn.</p>
27. Ecology	<p>The Requiring Authority shall provide at least 10 days prior to the commencement of works on the site a copy of the Lizard Management Plan and a copy of the permit obtained under the Wildlife Act 1953, as certified by the Department of Conservation, to the CMO for their records.</p>	<p>At least 10 days prior to any works on land identified as lizard habitat, the Requiring Authority shall provide at least 10 days prior to the commencement of works on the site a copy of the Lizard Management Plan and a copy of the permit obtained under the Wildlife Act 1953, as certified by the Department of Conservation, to the CMO for their records.</p> <p>The Requiring Authority shall undertake the SMF works in accordance with the Lizard Management Plan and any conditions of the permit obtained under the Wildlife Act 1953.</p> <p>Where practicable, the clearance of vegetation and loose rock along the toe of the embankment shall avoid avifauna breeding season (July to Feb). Where such works cannot be avoided within the avifauna breeding season, the following provisions apply:</p> <ol style="list-style-type: none"> Within one prior to such works occurring, a penguin detector dog shall confirm the presence of absence of active penguin nests; If an active penguin nest is discovered, the area must be cordoned off with a 100m buffer. No works shall occur within this buffer until the nesting birds have fledged, or the nest has been naturally abandoned. 	<p>Provides clarification that Lizard Management Plan (and associated lizard salvage exercise) only required to be certified prior to works on land identified as lizard habitat (i.e., existing slopes only).</p> <p>This condition is supported by Ms Zorn.</p> <p>Further amendments to confirm the project will be undertaken in full accordance with the LMP and wildlife permit, including related off-site works.</p>
27.2	<p>Where practicable, the clearance of vegetation and loose rock along the toe of the embankment shall avoid avifauna breeding season (July to Feb). Where such works cannot be avoided within the avifauna breeding season, the following provisions apply:</p> <ol style="list-style-type: none"> Within one prior to such works occurring, a penguin detector dog shall confirm the presence of absence of active penguin nests; If an active penguin nest is discovered, the area must be cordoned off with a 100m buffer. No works shall occur within this buffer until the nesting birds have fledged, or the nest has been naturally abandoned. 	<p>Where practicable, the clearance of vegetation and loose rock along the toe of the embankment shall avoid avifauna breeding season (July to Feb). Where such works cannot be avoided within the avifauna breeding season, the following provisions apply:</p> <ol style="list-style-type: none"> Within one prior to such works occurring, a penguin detector dog visual inspection shall be carried out by a suitably qualified ecologist to confirm the presence of or absence of active penguin nests or the nests of other native birds; If an active penguin or other native bird nest (other than black backed gull) is discovered, the area must be cordoned off with a 100m buffer. No works shall occur within this buffer until the nesting birds have fledged, or the nest has been naturally abandoned. 	<p>Based on further discussions with the Council's ecologist, it has been confirmed that a specialised penguin detector dog survey is no longer necessary on the site. The Council's ecologist has confirmed that a visual inspection will be adequate, and the condition has therefore been amended accordingly.</p> <p>At the request of the Council's ecologist, the amendments will also require the visual inspection to confirm the presence or absence of the nests of other native birds.</p> <p>The condition is supported by Ms Zorn.</p>
28. Community Liaison and Complaints Register		<p>The Requiring Authority shall engage with Taranaki Whānui and Ngāti Toa Rangatira and undertake the following:</p>	<p>28. Community Liaison and Complaints Register & Mana Whenua Engagement</p> <p>This condition is proposed to more expressly commit to engagement with mana whenua to provide the opportunity to input into draft outline plans</p>
28.A1	NEW		

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

Proposed Conditions (As per lodgement version of Appendix D)	Changes to Proposed Conditions, proposed by RA – 18.11.12 (Amendments following publication of the s42A Report are identified in red) Pre-Hearing Amendments identified in blue.	Reason for Amendment (The reasoning for amendments following publication of the s42A Report are identified in red). Reasons for Pre-Hearing Amendments identified in blue.
<p>Reference</p> <p>Conditions</p>	<ul style="list-style-type: none"> invite Taranaki Whānui and Ngāti Toa Rangatira to confirm their desired level of involvement in the SMF and where requested by either iwi: <ol style="list-style-type: none"> offer to meet regularly prior to and throughout the duration of the SMF construction and operation. Inform iwi about progress with management plans and to provide an opportunity for feedback on any draft management plan or outline plan prior to submission to the CMO or WCC. provide an opportunity for feedback on the draft Commissioning Odour Management Plan prior to submission to the GWRC. consider any issues raised by iwi relating to compliance with designation conditions, including management plans and outline plans. be responsible for working with iwi to identify opportunities for the proposal to create education opportunities for Māori associated with the project. 	<p>and draft management plans, prior to formal submission to the CMO and WCC.</p> <p>Iwi would already be included under condition 28.1 as part of the CLC (although not currently active members) but, on reflection, it was considered appropriate to express this as a standalone condition.</p>
<p>28.1</p> <p>The Requiring Authority shall work with the Community Liaison Committee (as originally established in association with the Moa Point WWTP) and shall:</p> <ul style="list-style-type: none"> offer to attend regular Community Liaison Committee (CLC) meetings prior to and throughout the duration of the SMF construction and operation. inform the CLC and its members about progress with management plans and to provide an opportunity for feedback on any draft management plan or outline plan prior to submission to the CMO or WCC. provide an opportunity for feedback on the draft Commissioning Odour Management Plan prior to submission to the GWRC. consider any issues raised by the Community Liaison Committee relating to compliance with designation conditions, including management plans and outline plans. be responsible for working with the Community Liaison Committee to identify opportunities for the proposal to create education opportunities associated with the project. 	<p>The Requiring Authority shall work with Wellington Water Limited and the Community Liaison Committee (as originally established in association with the Moa Point WWTP) and shall review the frequency of CLC meetings, membership and current terms of reference to ensure it is able to adequately provide an effective forum for the construction phase and ongoing operations of the SMF. The Requiring Authority shall:</p> <ul style="list-style-type: none"> invite parties interested in the SMF to become members of the Community Liaison Committee (CLC). offer to attend regular Community Liaison Committee (CLC) meetings prior to and throughout the duration of the SMF construction and operation. inform the CLC and its members about progress with management plans and to provide an opportunity for feedback on any draft management plan or outline plan prior to submission to the CMO or WCC. provide an opportunity for feedback on the draft Commissioning Odour Management Plan prior to submission to the GWRC. consider any issues raised by the Community Liaison Committee relating to compliance with designation conditions, including management plans and outline plans. be responsible for working with the Community Liaison Committee to identify opportunities for the proposal to create education opportunities associated with the project. 	<p>The condition is supported by Ms Zorn.</p> <p>Amendment to detail a commitment to work with Wellington Water Ltd to review the frequency of CLC meetings and current terms of reference, whilst also providing an opportunity to expand the membership of the CLC to include residents who may be affected by the construction, operation and long-term management of the SMF, as well as other interested parties.</p>
<p>28.2</p> <p>At all times during the Works, the Requiring Authority shall maintain a permanent register of any complaints received</p>		<p>The condition is supported by Ms Zorn.</p>

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<p>Reference</p> <p>Conditions</p> <p>alleging adverse effects from, or related to, the Works. The register shall include:</p> <p>a) The name and address (where this has been provided) of the complainant;</p> <p>b) The nature of the complaint;</p> <p>c) Location, date and time of the complaint and also of the alleged event;</p> <p>d) Weather conditions at the time of the event and including wind direction and approximate wind strength if the complaint relates to air quality or noise;</p> <p>e) The outcome of the Requiring Authority's investigation into the complaint;</p> <p>f) Measures taken to respond to the complaint; and</p> <p>g) Any other activities in the area, unrelated to the construction, which may have contributed to the complaint (such as non-Project construction, fires, traffic accidents or unusually dusty conditions generally).</p> <p>In response to any complaints received, the Requiring Authority shall:</p> <p>a) Acknowledge the complaint within 2 Working Days.</p> <p>b) Promptly investigate, identify the urgency associated with the complaint and communicate that to the complainant.</p> <p>c) Take reasonable steps to remedy or mitigate the matters giving rise to the complaint; if there are reasonable grounds for the complaint within 10 Working Days of receiving the complaint or such sooner time as may be reasonably necessary in the circumstances.</p> <p>d) Maintain a record of its responses and any remedial actions undertaken.</p> <p>e) This record shall be maintained on site and shall be made available upon request.</p>		
<p>29. Accidental discovery protocol</p> <p>29.1</p> <p>if koiwi, taonga, or other archaeological material is discovered in any area during the works, work shall immediately cease and the requiring authority shall contact Taranaki Whānui, Ngāti Toa Rangitira, Heritage New Zealand and Wellington City Council within 24 Hours. If human remains are found, the New Zealand Police shall also be contacted. The requiring authority shall allow the above parties to inspect the site and in consultation with them, identify what needs to occur before work can resume.</p> <p><i>Note: Evidence of archaeological material may include burnt stones, charcoal, rubbish heaps, shell, bones, old building foundations, artefacts and human burials.</i></p>		<p>The condition is supported by Ms Zorn.</p>
<p>30. Operational Noise</p> <p>30.1</p> <p>Sludge Minimisation Facility operational noise emission levels when measured at or within the boundary of any residentially zoned site, shall not exceed the following noise limits:</p>		<p>The condition is supported by Ms Zorn.</p>

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Reference	Conditions	<p>Pre-Hearing Amendments identified in blue.</p>	
	All days 7.00am to 7.00pm (day) 55 dB $L_{Aeq(15 min)}$		
	All days 7.00pm to 10.00pm (evening) 50 dB $L_{Aeq(15 min)}$		
	All days 10.00pm to 7.00am (night) 45 dB $L_{Aeq(15 min)}$		
	All days 10.00pm to 7.00am (night) 75 dBA L_{Fmax}		
<p>Noise measurements shall be measured in accordance with NZS 6801:2008 "Acoustics – Measurement of environmental sound". Noise measurements shall be assessed in accordance with NZS 6802:2008 "Acoustics - Environmental Noise".</p>			
31. Odour-Air Quality			
31.1	<p>At least 10 days prior to the commencement of the Commissioning Phase of the SMF, the Requiring Authority shall provide a copy of the Commissioning Odour Management Plan (COMP) certified by Greater Wellington Regional Council to the CMO for their records.</p> <p>If, prior to the commissioning phase any changes are made to the certified plan that requires the recertification of GWRC, then a copy of the revised certified plan shall be provided to the CMO within 5 working days of receiving confirmation of the recertification.</p>		The condition is supported by Ms Zorn.
31.2	<p>At least 10 days prior to the commencement of the Operation Phase of the SMF, the Requiring Authority shall provide a copy of the Operational Odour Management Plan (OOMP) certified by Greater Wellington Regional Council to the CMO for their records.</p> <p>If, prior to the commissioning phase any changes are made to the certified plan that requires the recertification of GWRC, then a copy of the revised certified plan shall be provided to the CMO within 5 working days of receiving confirmation of the recertification.</p>		The condition is supported by Ms Zorn.
31.3	<p>At least 10 days prior to the commencement of the Operation Phase of the SMF, the Requiring Authority shall provide a copy of the Operation and Maintenance Plan (OMP) certified by Greater Wellington Regional Council to the CMO for their records.</p> <p>If, prior to the commissioning phase any changes are made to the certified plan that requires the recertification of GWRC, then a copy of the revised certified plan shall be provided to the CMO within 5 working days of receiving confirmation of the recertification.</p>		The condition is supported by Ms Zorn.

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

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<p>Reference 31.4</p> <p>Conditions During operation the discharge of contaminants into air shall not cause offensive or objectionable odour at the boundary of a sensitive activity.</p>	<p>During operation the discharge of contaminants into air shall not cause offensive or objectionable odour at the boundary of a sensitive activity. There shall be no noxious, dangerous, offensive or objectionable odour or particulate matter discharged to air to the extent that it causes an adverse effect at or beyond the boundary of the site during commissioning or operation of the SMF. For the purposes of this condition, the boundary of the site is as defined in Plan 7 (ref. 3258521-DA-000-K0113) attached to this designation.</p>	<p>Wording initially amended as part of WCC s92.1 response, to respond to MJE Good Practice Guide. Subsequently refined to reflect equivalent odour performance standard on the GWRC discharge to air permit. The condition is supported by Ms Zorn. A plan identifying the boundary of the site for the interpretation of this condition is now provided at Plan 7.</p>
<p>31.5</p>	<p>The Requiring Authority must operate the SMF in such a manner that the generation of dust is kept to a practicable minimum. In any case there must be no particulate matter beyond the boundary of the site that has an objectionable or offensive effect as a result of the activities authorised by this designation. For the purposes of this condition, the boundary of the site is as defined in Plan 7 (ref. 3258521-DA-000-K0113) attached to this designation.</p>	<p>New condition to apply an operational dust performance standard. Proposed in response to WCC s92.1 (air quality FIR). The condition is supported by Ms Zorn. A plan identifying the boundary of the site for the interpretation of this condition is now provided at Plan 7.</p>
<p>32.Operational and Maintenance Traffic 32.1</p> <p>The Requiring Authority shall submit an Operational Traffic Management Plan (OTMP). The purpose of the OTMP is to manage transport safety effects of operational traffic. Matters to be considered by the OTMP shall include:</p> <ul style="list-style-type: none"> • alerting other road users and pedestrians along Stewart Duff Drive of truck movements occurring in association with the operation of the SMF • managing the potential for conflict between HGVs travelling in both directions along the Moa Point WWTP access road • managing the potential for conflict with other road users and pedestrians where HGVs need to reverse on to Stewart Duff Drive • managing the potential for conflict with other road users and pedestrians where site access/egress points along Stewart Duff Drive are extensively wide and/or have limited sightlines <p>The OTMP must also include details of how SMF HGV drivers will be inducted/trained to assist in mitigating the transport safety effects of the operation of the SMF.</p>	<p>The condition is supported by Ms Zorn.</p>	<p>The condition is supported by Ms Zorn.</p>

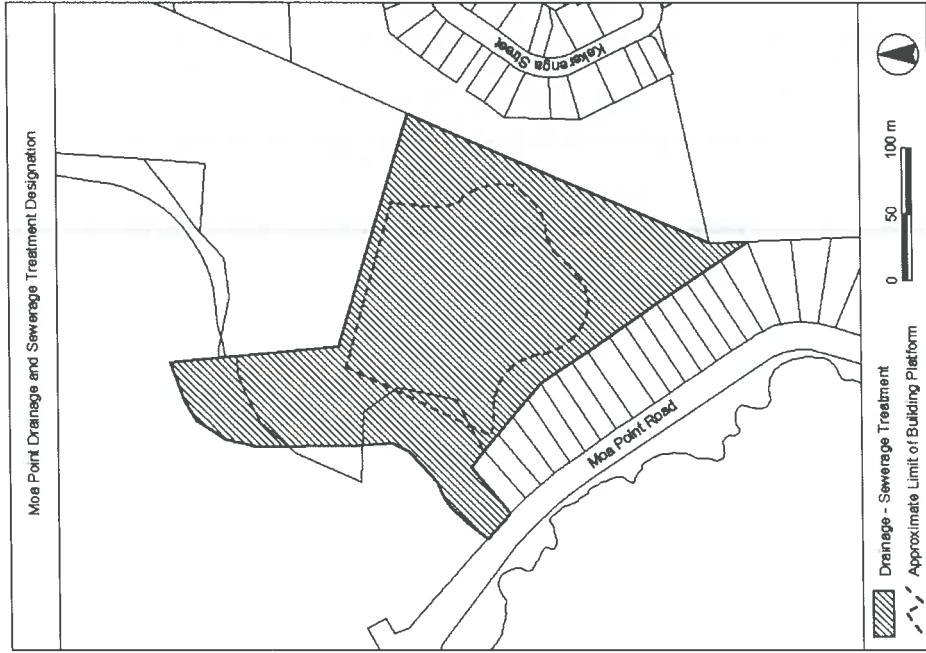
APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

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32.2	<p>Conditions</p> <p>A Maintenance Period Traffic Management Plan (MPTMP) for the scheduled 1 week annual shutdown / maintenance period of the SMF shall be submitted to the CMO for certification at least 20 working days prior to the first planned maintenance activity during operations. The purpose of the MPTMP is to manage transport and parking effects of service and staff vehicles during maintenance periods alongside normal operational truck movements.</p> <p>The MPTMP shall include the schedule of the maintenance activity and the normal truck operation, anticipated movements of the maintenance trucks and the management of temporary on-site parking.</p> <p>The MPTMP shall be implemented and maintained throughout each annual maintenance period for the SMF to manage potential adverse transport and traffic effects arising from maintenance activities to the greatest practicable extent.</p>	<p>A Maintenance Period Traffic Management Plan (MPTMP) for the scheduled 1 week annual shutdown / maintenance period of the SMF shall be submitted to the CMO for certification at least 20 working days prior to the first planned maintenance activity during operations. The purpose of the MPTMP is to manage transport and parking effects of service and staff vehicles during maintenance periods alongside normal operational truck movements.</p> <p>The MPTMP shall include the schedule of the maintenance activity and the normal truck operation, anticipated movements of the maintenance trucks and the management of temporary on-site parking.</p> <p>The MPTMP shall be implemented and maintained throughout each annual maintenance period for the SMF to manage potential adverse transport and traffic effects arising from maintenance activities to the greatest practicable extent.</p> <p>Once certified, amendments to the MPTMP can be made by agreement in writing between the CMO and the Requiring Authority.</p>	<p>The condition is supported by Ms Zorn.</p> <p><i>A further provision has been incorporated to provide for amendments to the certified MPTMP with prior written approval from the CMO.</i></p>

APPENDIX A: PROPOSED SMF DESIGNATION CONDITIONS

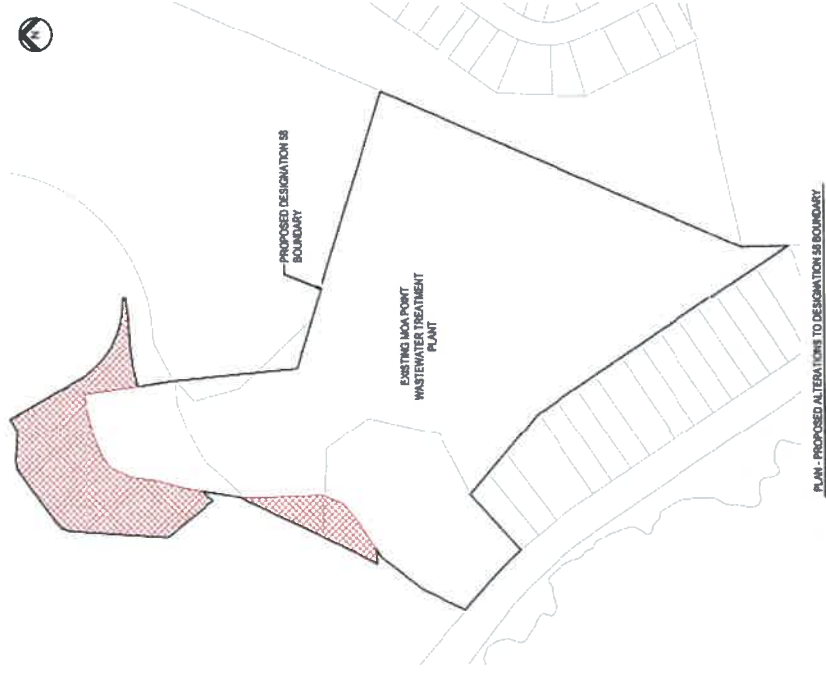
Moa Point Drainage and Sewage Treatment Designation

Plan 1 - Detail Of Designation



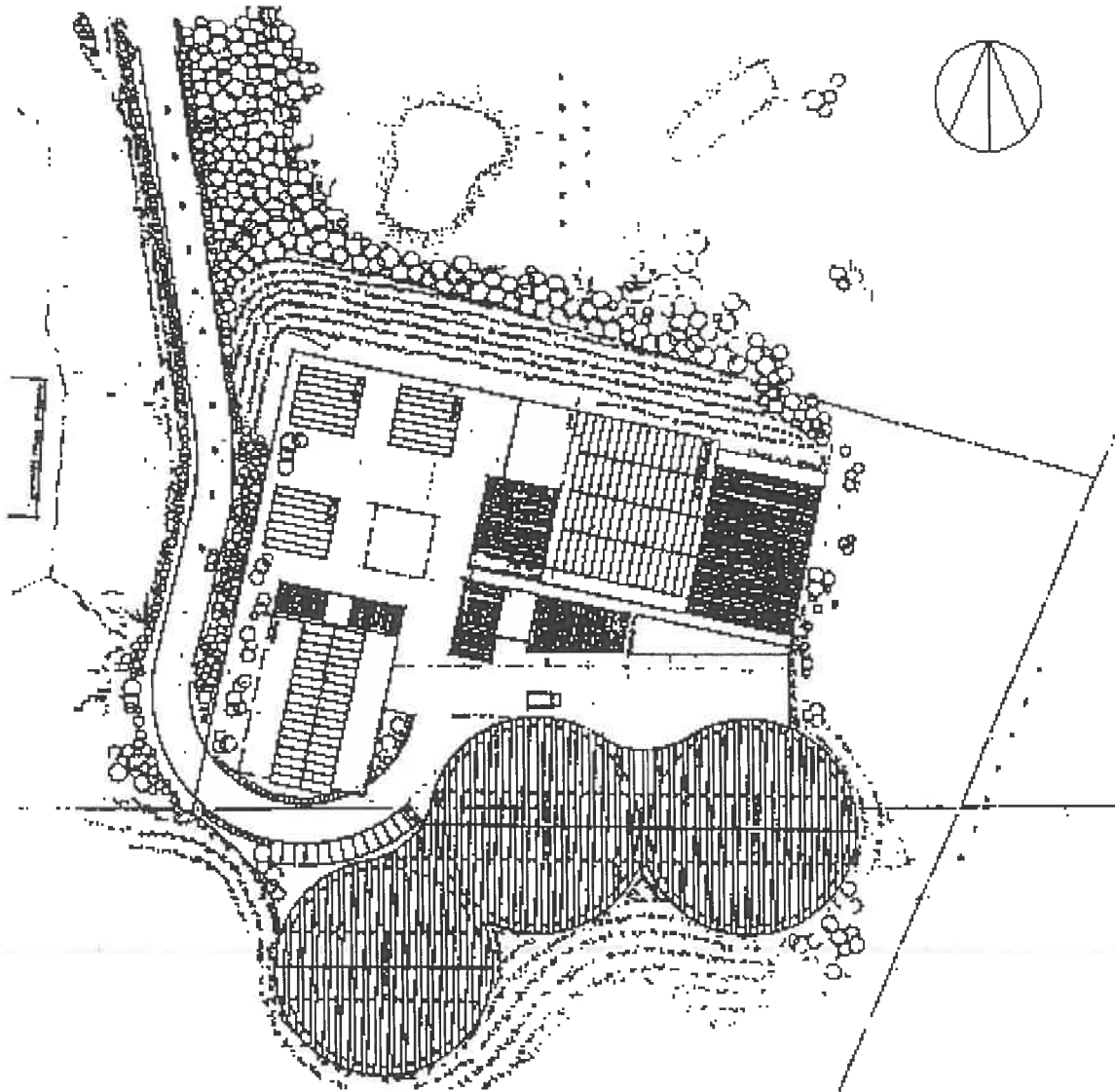
LEGEND:

- ▲
- AREAS TO BE ADDED TO DESIGNATION 58



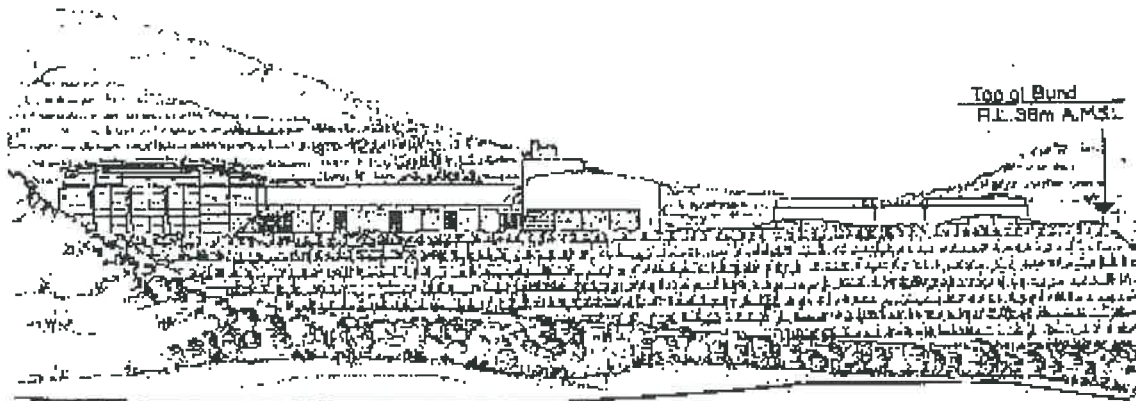
Moa Point Drainage and Sewage Treatment Designation

Plan 2 - Plan of Proposed Plant

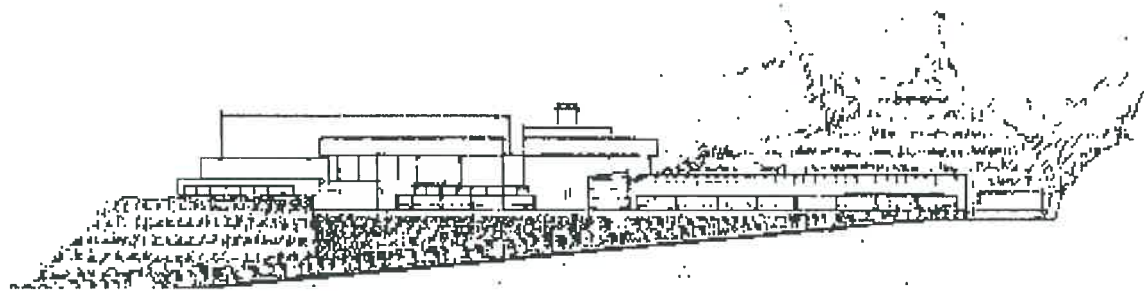


Moa Point Drainage and Sewage Treatment Designation

Plan 3 - Elevations of Proposed Plant



North Elevation



West Elevation

Insert new plans:

Plan 4 – SMF General Arrangement Plan - ref. 3258521-DA-000-K0121 Rev A

Plan 5 – SMF Elevation - ref. 3258521-DA-000-K1202 Rev A

Plan 6 – Post-Construction Designation Boundary Plan - 3258521-DA-K0112 Rev A (as referenced at condition 19.3).

Plan 7 – Site Plan of ‘The Site’ boundary – 3258521-DA-000-K0113



MOA POINT WASTE WATER TREATMENT PLANT



ODOUR CONTROL AREA

ODOUR STACK

MAIN SLUDGE PROCESSING BUILDING 1

MAIN SLUDGE PROCESSING BUILDING 2

DIGESTER

DIGESTER

CYCLOTEK

STEWART DUFF DRIVE

DHL LOGISTICS CENTRE

GENERAL ARRANGEMENT PLAN
SCALE: 1:250x1

FOR CONSENT
NOT FOR CONSTRUCTION

Project: WELLINGTON SLUDGE MINIMISATION FACILITY PROJECT
Drawing No: 3258521-DA-000-K1201
Rev: A

Client: WELLINGTON SLUDGE MINIMISATION FACILITY PROJECT

Project: WELLINGTON SLUDGE MINIMISATION FACILITY PROJECT

Absolutely Positively Wellington City Council
No. 22/001/2021

Check	By	Date	Approved for Construction
Design	P. ALMOND	07/07/22	
Draw	S. SIMON	07/07/22	
Site Visit			
Final Check			



Rev	By	On	Appr	Date
A				



A3 REPRODUCTION SCALE: 1:250x1
A1 REPRODUCTION SCALE: 1:250x1

MAIN SLUDGE PROCESSING BUILDING 1
 MAXIMUM HEIGHT (NZVD2018) RL 35.5
 MAIN SLUDGE PROCESSING BUILDING 2
 MAXIMUM HEIGHT (NZVD2018) RL 37.0
 DIGESTERS
 MAXIMUM HEIGHT (NZVD2018) RL 30.0

ODOUR CONTROL AREA

ODOUR STACK

MOA POINT WASTE WATER TREATMENT PLANT

MAIN SLUDGE PROCESSING BUILDING 1

MAIN SLUDGE PROCESSING BUILDING 2

DIGESTER

CYCLOTEK



ISSUE FOR COMMENT

NO.	DATE	BY	REVISION



Checked By	Checked Date	Approved For	Approved Date

Absolutely Positively
 Wellington City Council
 300 Stokes St, Wellington

Project: WELLINGTON SLUDGE MINIMISATION FACILITY PROJECT

Sheet: STREET ELEVATION

Planning: 3258521-DA-000-K1202
 Date: A

FOR CONSENT
 NOT FOR CONSTRUCTION

STREET ELEVATION FROM STEWART DUFF DRIVE LOOKING EAST
 SCALE: 1:250A1

LEGEND:



AREAS TO BE REMOVED
FROM DESIGNATION 58
POST CONSTRUCTION



FOR CONSENT
NOT FOR CONSTRUCTION

Drawn	PLANNING
Project No	3258521-DA-000-K0112
Rev	A

PROPOSED ALTERATIONS TO
DESIGNATION 58 BOUNDARY
(POST CONSTRUCTION)

WELLINGTON SLUDGE
MINIMISATION FACILITY PROJECT

Absolutely Positively
Wellington City Council
We make it so

Checked By	J. Marshall	15/07/22
Drawn	A. Williamson	15/07/22
City Engineer		
City Councillor		
Mayor		

Beca BLACK & VEATCH

Issue	By	Chk	Appr	Date
A. ISSUE FOR CONSENT	AW	JS		15/07/22

PLAN - PROPOSED ALTERATIONS TO DESIGNATION 58 BOUNDARY (POST CONSTRUCTION)

1:1000



LEGEND:
 — SITE BOUNDARY



FOR CONSENT
 NOT FOR CONSTRUCTION

		Absolutely Positively Wellington City Council <small>Our Values are People</small>		WELLINGTON SLUDGE MINIMISATION FACILITY PROJECT	
PLAN - SITE BOUNDARY 1:1000		Design: R. McMillan 17.11.22 Drawn: A. Wainwright 17.11.22		Project: WELLINGTON SLUDGE MINIMISATION FACILITY PROJECT	
Checked: [] Approved: []		Date: []		Drawing No: 3288521-DA-000-K0113	
Scale: []		Date: []		Drawing No: 3288521-DA-000-K0113	
Author: []		Date: []		Drawing No: 3288521-DA-000-K0113	
Checker: []		Date: []		Drawing No: 3288521-DA-000-K0113	
Approver: []		Date: []		Drawing No: 3288521-DA-000-K0113	

