Erosion and Sediment Control Plan
Project Name: Hutt City Wharfline Stage 3b
Contract No: BSW034

Erosion and Sediment Control Plan

Template Document History and Status

Revision	Status	Author	Date	Revision Description
1	Issued	Sandra Edwards	13/03/2017	Template created

Revision	Status	Author	Date	Revision Description
A	Review	Brigette Davie	12/02/2025	1st Draft
B	Review	Ben Eveleigh	06/03/25	Update to BC comments
0	IFC	Ben Eveleigh	26/03/25	Update 3.1.1 in line with GWRC comments

Approvals					
Revision	**Action**	**Name**	**Position**	**Date**	**Signature**
1	Reviewed by	Arne Ganseman	Contracts Manager	27/03/2025	
	Approved by	Arne Ganseman	Contracts Manager	27/03/2025	

1 INTRODUCTION

1.1 Purpose

The purpose of the Erosion and Sediment Control Plan (ESCP) is to detail erosion and sediment control measures and methodology to be utilised to ensure that the effects of sediment generation and yield on land and aquatic receiving environments shall be appropriately managed during the construction project works for:

Contract:	Hutt City Wharfline Stage 3B
Construction location:	119a Port Road, Seaview, Wellington
Construction start date:	04/04/2025
Construction finish date:	20/05/2026
Resource Consent numbers:	RM240245, WGN240287 [39667] [39675] [39677] [39678], TW250002

The ESCP is supported by the Fletcher Construction Infrastructure (FCI) Environmental and Sustainability Manual which is the overarching document for the FCI Environmental Management System. This system provides order and consistency across the Business Unit. The system has been externally certified as meeting the requirements of AS/NZS ISO 14001:2015. Specific procedures which relate to the ESCP include:

ENV-17 Erosion and Sediment Control

ENV-05 Archaeology Procedure

ENV-07 Sediment Discharge Emergency

ENV-11 Dewatering Disposal

ENV-12 Discovery of Contaminated Soils

ENV-13 Dust Nuisance

ENV-15 Works In and Around a Watercourse

ENV-18 Stockpiling

ENV-19 Haul and Access Roads

The ESCP is also supported by the Fletcher Construction Environmental Toolkit – a practical site guide for the day to day management of site environmental issues. Copies of both the Manual and the Toolkit are available on the Fletcher Construction Intranet.

Relevant regional and district plans, guidelines, resource consent, designation conditions, and the NZTA Guideline for preparing an ESCP have been taken into account when preparing this plan.

The ESCP provides the framework for the site/task specific Erosion and Sediment Controls, which will provide specific detail related to an area or type of task.

The purpose of ESCPs is to detail how the erosion and sediment control measures will be implemented, monitored, and maintained for all areas of land disturbance including stream works.

Information included for each ESCPs will include:

- Contour information at suitable intervals;
- Erosion and sediment control measures including specific design details and calculations as required;
- The criteria for determining whether chemical treatment is required and if so, the associated design details;
- Catchment boundaries for all erosion and sediment control measures;
- Location of the works to be undertaken including cut and fill operations;
- Construction methodology including timing and durations;
- Contingency measures for stream works to address high flow events including early warning systems and subsequent response measures;

- Design details of controls including contributing catchment areas, retention volume of structures (dead and live storage measured to the top of the primary spillway), dimensions of the structure, location of flood waters, safety and access, position of inlets, outlets and emergency spillways, stabilisation and maintenance requirements;
- A programme for managing non-stabilised areas of earthwork including progressive stabilisation considerations;
- Identification of appropriately qualified and experienced staff who will measure the erosion and sediment controls on site;
- Identification of staff who have clearly defined roles for monitoring consent and CESCP compliance;
- Details of the chain of responsibility for addressing environmental issues;
- Methods and procedures for the decommissioning of erosion and sediment control measures; and
- Methods, design details and procedures for managing the discharge of contaminants with a particular focus on that associated with cement contamination.

2 PROJECT DETAILS

2.1 Background

The Erosion and Sediment Control Plan (ESCP) is required by Condition 5 of GWRC Resource Consent WGN240287, and Condition 3 of HCC Resource Consent RM240245 to address the potential sediment implications from earthworks associated with the Hutt City Wharfline Project.

2.2 Site Description

The works is to be carried out across 6 distinct areas, all of which are within an industrial area and is in close proximity to the Wellington Harbour marine environment.

- NZOSL Seaview 119a Port Road Compound
  - The existing grassed area within the NZOSL Seaview Terminal is to be used for stockpiling of excavated material. There is a stormwater sump in the centre of the area that discharges to Wellington Harbour.
- Z Seaview Compound
  - The existing hardstand / sealed areas are to be used for the storage of pipes, fittings and imported aggregates
- Hutt City Terminal
  - Trenching and installation of above ground pipework will be carried out predominantly within the sealed carriageway, with a short section of trenching to be undertaken through the vegetated berm / garden area at the terminal entrance. Stormwater sumps in the terminal discharge to Wellington Harbour
  - An area of scrub land at the northern end of the terminal is to be used for stockpiling of excavated material. This area currently runs off to Gough St.
  - Hutt City Terminal is a designated SLUR (Selected Land Use Register) and HAIL (Hazardous Activities and Industries List) site
- Hutt City Council Road Reserve
  - Trenching will be carried out predominantly within the sealed carriageway bounded by kerb and channel. Stormwater sumps in the channel discharge to Wellington Harbour
- Mobil Tee Compound
  - The installation of above ground pipework and associated foundations is predominantly along the edge of a swale running parallel to Seaview road, with access via the existing hardstanding in the compound area and / or sealed public road. The swale discharges to Wellington harbour
- Barnes St
  - Decommissioning of the redundant section of fuel line will be carried out within the sealed road reserve and neighbouring industrial properties. Stormwater sumps in the area discharge to Wellington Harbour

2.3 Description of Proposed Works

The scope of the project works include:

- Installing 1900m of pipeline at a depth of between 0.6m to 1.5m. 60m of the pipe will be above ground, near the Mobil Tee to the corner of Seaview Road and Port Road. 310m will be underground within the Hutt City Terminal. The remaining 1530m will be in road reserve.
- Alterations to the Mobil Tee structure and fence line.
- Constructing pipe inspection gauge receiver at the Hutt City Terminal.

- Decommissioning the existing wharfline.
- 2200m3 earthworks for the 1m wide trench, 60m sections working at a time.
- Temporary stockpiling of potentially contaminated spoil within the Hutt City Terminal and 119a Port Road with an unstabilised area no greater than 3,000m2 each.

Requirements to include from Consent

1. Responsibilities and contact details of all parties responsible for the construction, inspection or maintenance of erosion sediment controls
2. Locations of rivers, streams, waterbodies, storm drains – plus locations of discharge points to environment
3. Areas and cross sections of cut and fill
    - Extent of soil disturbance and vegetation removal
4. Locations of temp stockpiles, permanent spoil deposition areas, roads and stabilised construction entrances

3 EROSION AND SEDIMENT CONTROL

3.1 Erosion and Sediment Control Methodology

The Erosion and Sediment Controls to be utilised on site will be typical of those used successfully on similar projects. All Erosion and Sediment Controls will be in accordance with Resource Consent WGN240287 and RM24024, Trade Waste Consent TW250002, and the relevant conditions of the consents. The Erosion and Sediment Controls will be in accordance with the principles detailed in Greater Wellington Regional Council Erosion and Sediment Control Guideline and the BP Construction Environmental Management Plan.

The methodology proposed will ensure that any adverse effects of the construction are temporary and minor. Wherever possible, erosion and sedimentation will be prevented or minimised at source through:

- Protecting Surfaces from Erosion
- Control of Run-on Water
- Separating Clean and Dirty Water
- Preventing Sediment from Leaving the Site

3.1.1 Protecting Surfaces from Erosion

The proposed works will cover a total site area of up to approximately 7,015m^2. However, due to staging and the progressive nature of the works it is expected that the maximum exposed area of trench and stockpiling at any one time will be less than 3,000m^2.

Workers on site will be advised during the initial site induction of the importance of not causing disturbance outside of these areas. This message will be reinforced at toolbox meetings and pre-starts.

The following staging of the construction is proposed:

- Erect temporary fencing within 119A Port Road compound
    - Pothole existing services and excavate gate post holes using a vacuum excavator (airvac preferred if ground conditions are suitable to minimise quantity of saturated material). As erosion and sediment controls will not have been established at this point, spoil will be assumed to be contaminated and disposed of offsite at the appropriate waste facility.
    - Drive fence posts wherever safe to do so to minimise ground disturbance
- Initial potholing and groundwater sampling
- A number of trial holes will be excavated along the proposed pipe alignment using a vacuum excavator to collect groundwater samples for contaminant testing and flocculant bench testing.
- If establishment of stockpile areas in still in progress, spoil will be assumed to be contaminated and disposed of offsite at the appropriate waste facility. Otherwise all excavated spoil will be stockpiled at 119a Port Road.
    - Trial holes will be backfilled, and if in a road reserve area, temporarily sealed with cold mix asphalt.
- Establish stockpile and compound areas
    - Sump protection (“witches hats”) will be installed to sumps in close proximity to stockpile areas
    - A super silt fence will be constructed around the sump in the centre of the grassed area at 119a Port Road.
- Stripped topsoil will be utilised to form clean water diversion bunds round the perimeter of stockpile areas and stabilised using coconut matting and grass seeded.
- A low bund (approx. 200mm high) will be constructed and maintained across the front of contaminated spoil stockpile areas using imported aggregate, effectively fully enclosing these area to futher minimise potentially contaminated runoff.

- An impermeable barrier (polythene sheeting) will be placed beneath areas designated for stockpiling of excavated spoil prior to sealing the areas with imported basecourse (or similar equivalent quarried material)
- Above ground installation at Mobil Tee compound
  - Existing services will be potholed using a vacuum excavator.
- Minor excavations will be carried out to install new foundation on the edge of the existing swale. These excavations will be stabilised using geotextile during construction and using permanent concrete canvas upon completion.
- All excavated spoil (excluding within the Hutt City Terminal) will be stockpiled at 119a Port Road.
- Trenching in Road reserve
  - Sump protection ("witches hats" and silt socks) will be installed to sumps in close proximity to trenching areas / in the flow path from work areas
  - All existing services within 5m of the proposed trench alignment will be potholed using a vacuum excavator (airvac preferred)
  - Slurry from saw cutting of carriageway will be controlled via wet vac and / or vacuum truck
  - Approximately 60m of trench will be open per trenching area at any one time (generally two trenching areas will operate concurrently)
  - Wherever practical the existing kerb and channel will be retained to minimise dewatering due to surface water runoff. Where this is not possible, temporary diversion pipes will be installed to bridge short gaps in the channel
- Excavated spoil will be separated by material type and transported to the designated stockpile areas (at the northern end of Hutt City Terminal for spoil generated within Hutt City Terminal, and in the compound at 119A Port for all other spoil)
  - Dewatering will be carried out in accordance with the project Dewatering and Flocculation Management Plan
  - Pipe will be installed and backfilled as soon as possible
  - Trenches will be sealed once a sufficient length of trench is backfilled and ready
  - The planting area at the entrance to Hutt City terminal will be stabilised using wood mulch upon completion of trenching works.
- Stockpile Management
  - Excavated spoil will be separated by material type and source location, and stockpiled in lots no greater than 30m^3
- Excavated material will be stockpiled in designated areas with polythene underlay and covered with polythene sheeting
  - Excavated material will be analysed for contaminants and disposed of offsite at an appropriate waste facility
  - Imported aggregates are not to be mixed with excavated materials.
- Stockpiles of imported aggregates shall be sealed by means of compacting the surface as a minimum and covered with polythene where practical.

3.1.2 Control Run-on Water

- The control of run-on water for stockpiling areas will be controlled by placing tarpaulin or polythene sheeting over the top of the stockpiles.
- Stormwater drains within site and along the road, will have silt socks around the perimeter and water filtration material underneath the lid of the drain to catch dirty material and water prior to disposal.

3.1.3 Separating Clean and Dirty Water

- Trench dewatering will be carried out in accordance with the project Dewatering and Flocculation Management Plan
- Stabilised bunds around stockpile areas will minimise clean water flowing into the area and dirty water exiting the area

3.1.4 Preventing Sediment from Leaving the Site

All sediment controls utilised will be constructed and maintained in accordance with Greater Wellington Regional Council Erosion and Sediment Control Guideline and the BP Construction Environmental Management Plan.

The main concern for dirty water or sediment leaving site would be within the stockpiling areas. The following measures will be implemented to minimise the potential for sediment to leave the site:

- Sump protection ("witches hats" and silt socks) will be installed to sumps in close proximity to work areas / in the flow path from work areas
- Sealing stockpiles by compacting the surface
- Covering stockpiles with a tarpaulin or polythene sheeting (mandatory of excavated spoil stockpiles)
- Wheel washing as necessary
- Sweeping sealed access roads and work areas as necessary
- Maintaining hardstanding areas as required with clean material
- Halting or limited plant movements during or immediately after periods of heavy rain

3.1.5 Specific Erosion and Sediment Controls

The following specific Erosion and Sediment Controls are detailed on the attached drawings. These controls are indicative of those to be utilised and are to be refined and/or confirmed by the contractor following confirmation of construction methodology and staging. Subsequent ESCPs are to be submitted for approval prior to commencement of works in each area or for a specific task.

- Installing a rumble strip and temporary soakaway pit at the exit point from the hardstanding at 119a Port Road
- The stabilised bunds to the perimeter of the stockpile areas will retain runoff
- A super silt fence will be installed around the sump in the centre of the stockpile area at 119a Port Road
-

Further details can be found in the ESCP drawings contained in Appendix 2.

3.2 Dust Control

As with any earthworks site there is potential for dust to be generated. The most effective dust control measure is to prevent dust from being generated in the first place.

- Minimising exposed surfaces by only exposing surfaces to be actively worked and by stabilising completed areas as soon as practical;
- Taking note of the wind direction and modifying work practices, or halting work in certain areas where dust generation is excessive;
- Mixing the soil with wetter layers below;
- Prevent access to areas where vehicles are generating dust;
- Using water carts to apply water or polymer to areas generating dust;
- Reducing the speed of earthmoving plant in localised areas if appropriate;
- Wheel wash facilities for dusty vehicles leaving site;
- Using sprinkler systems where appropriate, such as high use access points.

- Using of covered trucks when carting spoil off site for disposal

Other activities which may generate dust such as the transfer of soil, excavating, road sweeping or other similar activities, will be controlled using the measures listed above to minimise the generation of dust.

4 INTEGRATED APPROACH

The approach taken for erosion and sediment control includes a concept whereby planning and implementation of all the erosion and sediment control methodologies and measures are undertaken by an experienced and involved Environmental Team to ensure that all relevant aspects of the Project are taken into consideration as part of these decisions. The Environmental Team will have a close working relationship with the Construction Team to facilitate this.

4.1 Training

All people working on site will be required to undertake a formal induction and training process as detailed in the Construction Environmental Management Plan (CEMP). The importance and location of wahi tapu areas and the significance of streams, waterways and wetlands from a cultural perspective will also be addressed during the induction process. Those with site management responsibilities will be required to attend additional environmental awareness training. This is detailed within the ESMP. In addition, ongoing training opportunities will be identified throughout the course of the Project in response to issues or challenges identified. This training will take the form of an outside expert being utilised or skills already in existence within the projects resources being utilised.

4.2 Roles and Responsibilities

In terms of identification of specific staff with defined roles, this is defined in the ESMP and will be confirmed through the provision of the ESCP's.

The following staffing structure will be implemented:

The Environmental Team will consist of an Environmental Advisor supporting the construction team.

The Environmental Advisor, Project Engineer and Site Supervisor will have a close working relationship to ensure the effective implementation of ESCPs. An experienced Civil Foreman will be appointed to ensure erosion and sediment controls are installed and maintained as necessary and in accordance with the statutory approvals. The Environmental Advisor will be supported by the Specialist Brands Environmental Manager, and the National Environmental and Sustainability Manager.

Key staff roles as they relate to Erosion and Sediment Control implementation are detailed below. Full details of all their responsibilities can be found in the CEMP.

4.2.1 Project Manager/Project Engineer

- Demonstrates commitment to the highest standards of environmental management;
- Takes ultimate responsibility for compliance with the specification and resource consent conditions;
- Ensures staff are adequately inducted and trained in site environmental procedures including emergency procedures; and
- Ensures adequate resources are provided to staff to enable environmental issues to be appropriately managed.

4.2.2 Environmental Manager/Advisor

- Provides leadership to ensure staff are motivated to achieve environmental standards, and comply with all consent conditions and environmental management plan requirements including SSMPs;
- Develops, implements and reviews environmental management plans for the project;
- Coordinates environmental management interfaces with external agencies and stakeholders;
- Manages and co-ordinates all environmental monitoring required by consent conditions and maintains and submits relevant reporting and records to the HCC AND GWRC as required;
- Coordinates all environmental auditing functions and ensures relevant records are maintained;
- Notifies Project Manager and Regulatory Authorities of any significant non compliances;
- Ensure the ESCPs are prepared prior to the commencement of construction activities;
- Coordinates as-builting of environmental controls and lodging of as-builts certification to Greater Wellington Regional Council 2 working days prior to works commencing in that area;

- Conducts weekly site inspections/audits of erosion and sediment control devices and co-ordinates maintenance where necessary;
- Manages maintenance and monitoring of Chemical Treatment Systems;
- Undertakes environmental monitoring (following the completion of appropriate training) for water quality (turbidity), and dust monitoring;
- Monitors site controls during rain storms during working hours;
- Ensures the timely closeout of all environmental incident reports and audit reports;
- Ensures employees are trained in environmental procedures and provides leadership to ensure all staff comply with environmental management systems
- Monitors the implementation of the environmental management plans and the achievement of objectives;
- Responds to and investigates all environmental complaints, issues or incidents;
- Investigates all environmental complaints and incidences;
- Reports on environmental performance, incidents and issues;
- Coordinates environmental emergency responses; and
- Has responsibility for resolving issues of environmental non compliances.

4.2.3 Superintendent(s)/Supervisor(s)

- Provides leadership to the site construction team to achieve project environmental objectives and targets to ensure high performance is consistently achieved;
- Ensures environmental controls including erosion and sediment control works are protected and maintained on a day to day basis;
- Ensures that the CEMP and the ESCPs are implemented appropriately by the construction team;
- Leads the emergency response crew;
- Reports all environmental incidents, and complaints to the Environmental Manager; and
- Reviews the need to use a water cart or sprinklers to control dust.

4.2.4 Foremen

- Implements elements of environmental management plans including the ESCP's;
- Manages the construction of critical erosion and sediment control devices, temporary storm water ponds and removal of vegetation;
- Co-ordinates daily informal site inspections of environmental controls including erosion and sediment control devices and co-ordinates maintenance where necessary;
- Ensures environmental control works are protected and maintained;
- Follows environmental procedures in all activities undertaken; and
- Leads the emergency response crew in the absence of the superintendent.
- Monitors the site during rainfall events and high wind events during working hours and after hours if safe and practical to do so; and
- Ensures staff on site are aware of environmental requirements at all times.

4.2.5 Iwi Monitors

- Observe monitoring of erosion and sediment controls as agreed with the Project
- Work with Environmental Manager to identify areas of cultural significance which may require additional monitoring and works located within identified wahi tapu areas

4.2.6 All Employees and Subcontractors

- Understand resource consent conditions and requirements and how they relate to the specific activities being undertaken;
- Attend and actively participate in toolbox talks and environmental training including CESCP briefings;
- Be responsible for reporting incidents, defects and other problem areas to senior site staff as they arise on site;
- Ensure that required processes and procedures for environmental management are followed;
- Carry out routine maintenance and emergency work when directed; and
- Care for all environmental works and controls.

4.2.7 SQEP

- The Environmental Consultant and their nominated Suitably Qualified Experienced Practitioner (SQEP) will be responsible for activities associated with inspection and/or sampling of soil, such as:
    - Identifying areas of potential soil contamination; and
    - Review of soil data and provision of advice with respect to appropriate management and/or offsite disposal of material.
    - Providing on-going environmental advice and support to the Earthworks Contractor as needed.
    - Where necessary, the SQEP (with the Contractor) will be responsible for on-going liaison with regulatory authorities and the community in relation to environmental issues.
- Preparation of site validation report (SVR) with the Contractor

4.3 Minor Changes

Any modifications to the erosion and sediment control drawings originally approved as part of the consent process will be approved through the preparation and approval process of the site specific ESCPs. An on-site pre-construction meeting with Greater Wellington Regional Council will be undertaken prior to the installation of erosion and sediment control measures, signalling the start of the bulk earthworks.

Minor changes to erosion and sediment control measures and ESCP's will not be submitted for certification from Council. If the change is considered more than minor a request will be made to Council for such an amendment and to ensure the Final ESCP objectives are not compromised.

Minor changes are considered to be:

- Amendments which will not materially change the manner in which the works are undertaken or the way in which the outcomes sought by the consent are achieved. This includes:
    - Repositioning or implementing silt fences and super silt fences;
    - Installation of diversion bunds, check dams and inlet protection,
    - Bund construction;
    - Mulching, topsoiling, stabilisation; and
    - Changing the dimensions of a sediment retention pond or decanting earth bund (erosion, sediment control devices) where the Final ESCP objectives remain as previously.

While no formal certification process is required for such changes, they will be discussed on site during regular site inspections with Greater Wellington Regional Council where an opportunity arises for consultation over the nature of the amendment and any technical issues that arise.

5 MONITORING AND MAINTENANCE

5.1 Inspections

As part of the erosion and sediment control methodology, ongoing site monitoring by the Environmental and Construction Team will occur to ensure that the proposed erosion and sediment control measures have been installed correctly, methodologies are being followed and are functioning effectively throughout the duration of the works. The following erosion and sediment control inspections will be undertaken:

- Pre-Construction Inspection
- As-Built Inspection
- Daily Inspection
- Weekly Inspection
- Final Inspection

5.1.1 Pre-Construction Inspection

The preconstruction inspection will be carried out a minimum of 5 working days prior to the commencement of works to ensure that the controls detailed on the Site Specific Erosion and Sediment Control Plan are appropriate and will be effective. This inspection will be undertaken by the Contractors Environmental Manager (or a suitably experience delegate) and Project Engineer, the SQEP and the GWRC Manager. Representatives from HCC, Te Runanga o Toa Rangatira and the Contract Administrator will also be invited to attend.

5.1.2 As-Built Inspection

The As-Built Inspection will be undertaken as soon as the controls detailed on the Site Specific Erosion and Sediment Control Plan have been constructed and prior to the commencement of work in the area. These inspections will verify that the controls have been constructed correctly.

The As-built Inspection will be undertaken by the Environmental Manager (or a suitably experienced delegate), the Site Supervisor, or Senior Site Engineer.

As-built inspections of erosion and sediment controls will be provided to the GWRC manager prior to the commencement of earthworks.

5.1.3 Daily Inspection

All erosion and sediment control measures will be inspected informally on a daily basis by the Site Supervisor (or a suitably experienced delegate) to ensure that the site controls are operating efficiently. Any maintenance issues will be recorded in their Daily Diaries and the completion of the maintenance requirements will be verified on subsequent inspections. The daily inspections will also identify areas required to be stabilised to ensure the progressive stabilisation of the site.

Daily inspections will ensure that all Erosion and Sediment Controls are inspected before and immediately after periods of rain. Critical erosion and sediment controls will also be inspected during periods of rain to verify the efficiency of the controls.

Regular monitoring of the weather forecast will also be undertaken to ensure that all construction activities on site take into account of forecast weather conditions. In particular, in the event of a heavy rain warning, all sediment controls will be inspected and where possible, exposed surfaces will be stabilised with geotextile, aggregate or mulch.

5.1.4 Weekly Inspections

Weekly inspections will be undertaken to verify that the daily inspections are identifying any maintenance requirements and that these requirements are being completed in an appropriate time frame. These weekly inspections will also provide an opportunity to fine tune any existing controls and improve the efficiency of the control.

Weekly inspections will be undertaken by the Environmental Advisor, Site Engineer, or Project Engineer. This inspection may also be attended by the Site Foreman or Site Engineer when possible.

Weekly inspections will be documented using the form shown in Appendix 1.

Target timeframes for closing out actions are as follows:

Issue	Timeframe for Close out
Construction of device is not in accordance with consent standard or does not conform to approved CESCP. Site not operating in an environmentally effective manner. Lack of maintenance on controls. Despite these failures there is no unauthorised discharged occurring.	Closed out within 24 hours
Poor construction of device or device not installed leading to an unauthorised discharge or the potential for a discharge to occur. Poor maintenance or poor performance of control device which could result in an uncontrolled discharge to the environment.	By close of business the same day
Very poor construction of device or device not installed which results in an uncontrolled discharge resulting in significant environmental harm. Negligence or lack of maintenance resulting in an uncontrolled discharge and subsequent significant environmental harm.	2 hours

5.1.5 Decommissioning

No sediment control device is to be removed until the earthworks area(s) have been stabilised appropriately to the satisfaction of the Manager, Environmental Regulation, GWRC. Approval must be received from GWRC before a sediment control device can be decommissioned.

Once approval is granted by GWRC, devices will be decommissioned during a fine weather window. Areas must be maintained as stabilised once the ESC device has been removed

5.2 Maintenance

Maintenance of erosion and sediment controls will be undertaken as required to ensure that the controls comply with Greater Wellington Regional Council Erosion and Sediment Control Guideline and the BP Construction Environmental Management Plan to ensure that they are operating efficiently.

Sediment retention devices will be cleaned of sediment when 20% full of sediment or in accordance with manufacturers guidelines. This accumulated sediment will be stockpiled in the same manner as excavated spoil for contamination analysis and subsequent disposal to an appropriate waste disposal facility

Any perimeter controls will be repaired immediately, once the maintenance issue is found.

Internal controls, such as contour drains will be repaired as soon as possible and prior to forecast rain.

Any failure of controls during rain events will be repairs as soon as practicable, taking into account of the location, nature of the failure and the weather conditions.

APPENDIX 1 Weekly Environmental Inspection Proforma

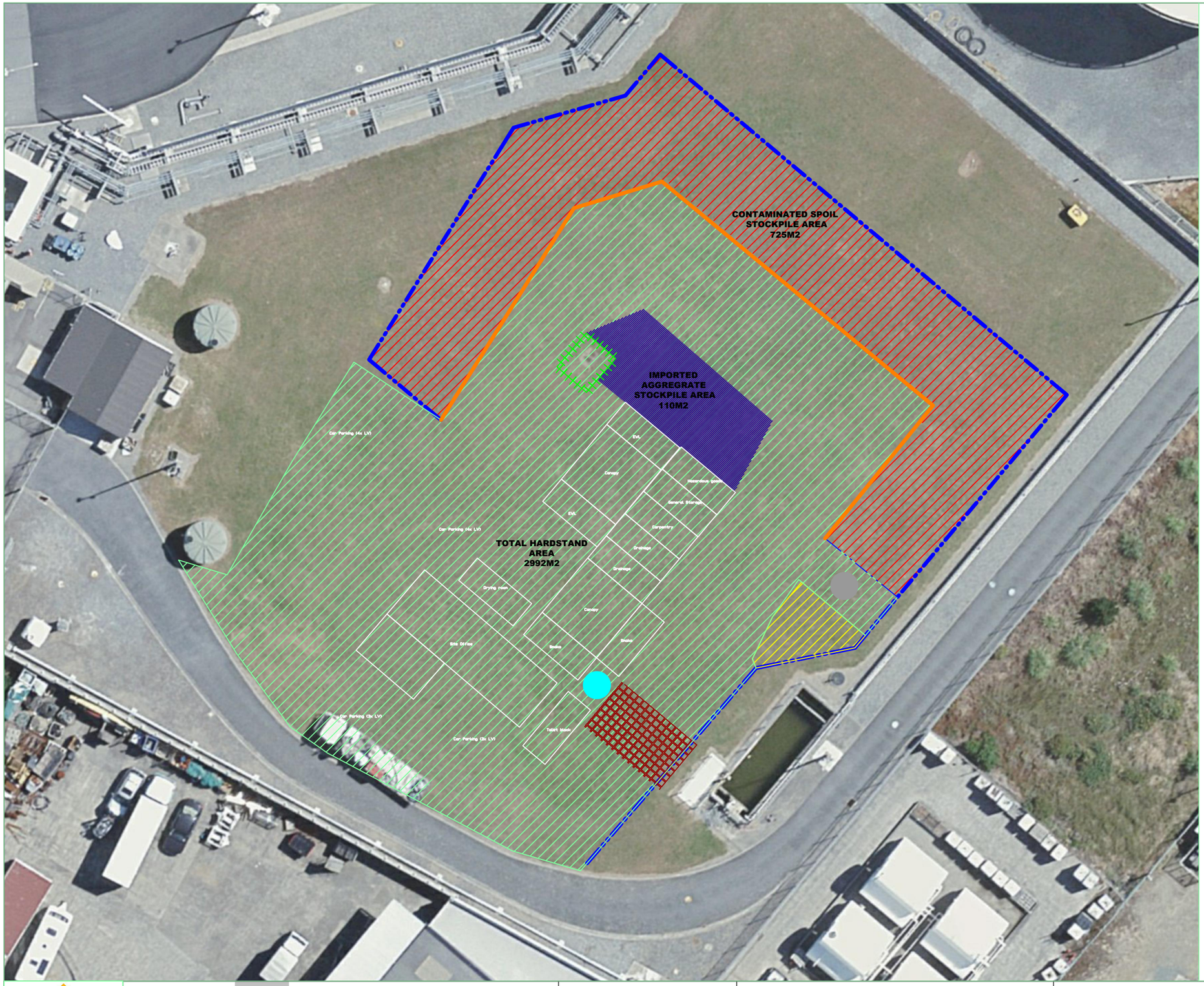
1	**Project Number & Name:**

Inspected By:		**Date:**	
Aspect	☑	☒	Comments
General			
JSEA's and Prestarts include environmental issues	☐	☐	
Toolbox talks include environmental issues	☐	☐	
Spill response plan displayed	☐	☐	
Spill kits onsite and fully stocked	☐	☐	
Site wastewater disposed appropriately	☐	☐	
Erosion & Sediment Control			
Completed areas stabilised (e.g. grassed)	☐	☐	
Exposed areas minimised (mulched/covered)	☐	☐	
Silt fences maintained	☐	☐	
Cess pit protection maintained	☐	☐	
Road exit points free from dirt/debris	☐	☐	
Wheel wash operational	☐	☐	
Sediment ponds/dewatering controls maintained	☐	☐	
Permits to pump in place	☐	☐	
Stormwater drains free of contamination	☐	☐	
Site dust under control	☐	☐	
Waste Control			
Concrete washout area OK	☐	☐	
General site tidiness	☐	☐	
Bins emptied	☐	☐	
Recycling in place (as appropriate)	☐	☐	
Contaminated Soil/Water appropriately managed	☐	☐	
Chemical Control			
Bulk fuels and oils covered and bunded	☐	☐	
No leaky equipment (or drip trays in place)	☐	☐	
No visual evidence of spills	☐	☐	
Other			
Noise and Vibration issues addressed	☐	☐	
Tree Protection in place	☐	☐	
Archaeological Management as required	☐	☐	
Floating boom secure	☐	☐	

☒	Corrective Action Required	Responsible	Closeout By	Date Closed Out
☐				
☐				
☐				
☐				
☐				
☐				

Corrective Actions Confirmed Complete		Date:	
Name:		Position:	

APPENDIX 2 ESCP Drawings



LEGEND	
	Stabilised earth bund
	Super Silt Fence
	Security Fence
	Stockpile area (Contaminated Spoil)
	Stockpile area (Imported Aggregate)
	Storage area (Precast etc.)
	Concrete washout bund
	Rumble strip
	Temporary soakaway
	Temporary hardstanding
	200mm high basecourse bund

N

BRIAN PERRY CIVIL

Drawing title: Erosion & Sediment Controls 119a Port Rd

Scale: NTS

Drawing number: BPC-ENV-DWG-0001-B

Revision: B Revision date: 06/03/25

Drawn by: BE
Checked by: ----
Aproved by: ----

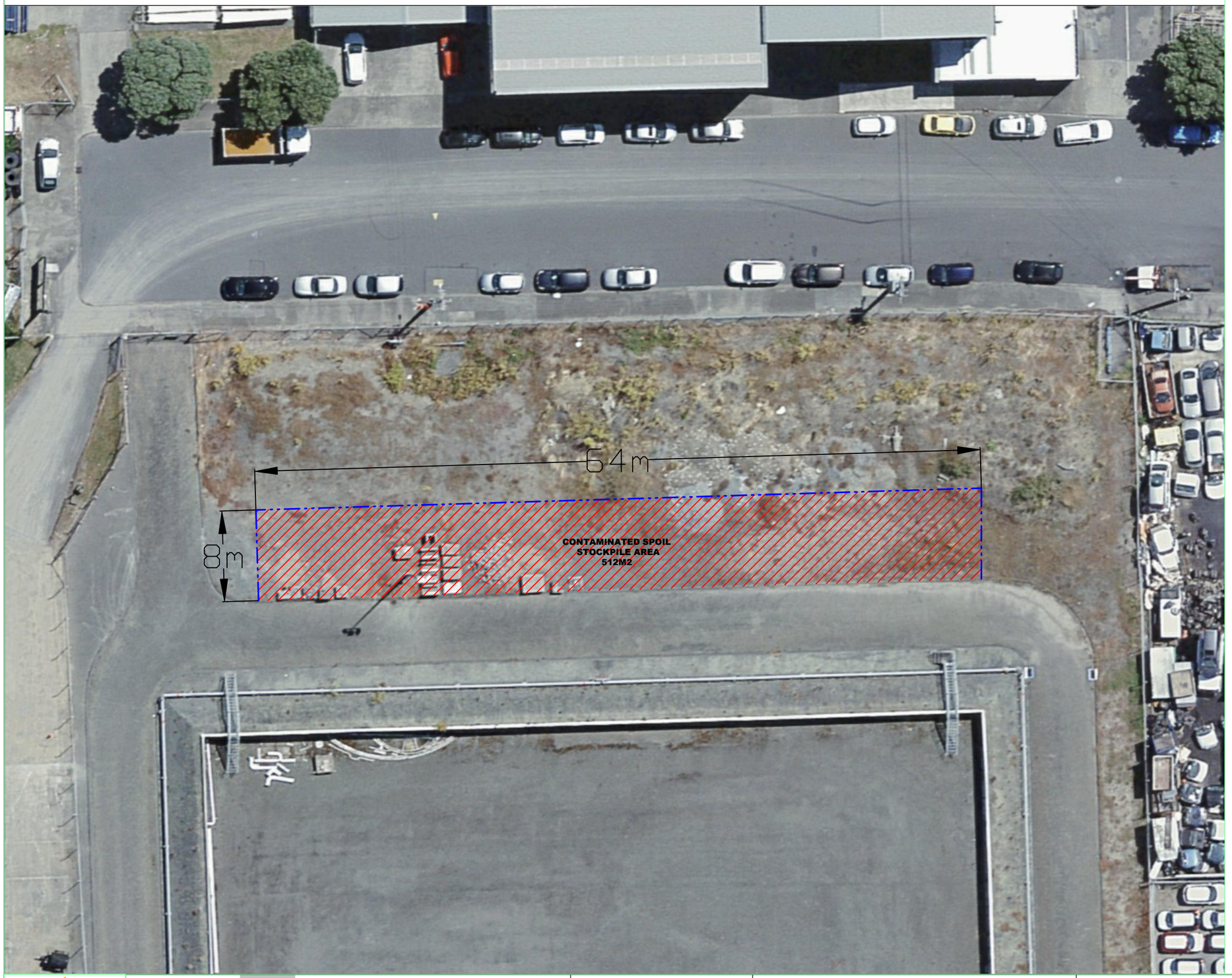
Project:

Hutt City Wharfline

Stage: 3b

Project address
Street: 119a Port Rd
City: Lower Hutt
State: Wellington

Notes:
CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK OR PREPARING SHOP DRAWINGS. DO NOT SCALE DRAWING.



LEGEND	
	Stabilised earth bund
	Super Silt Fence
	Security Fence
	Stockpile area (Contaminated Spoil)
	Stockpile area (Imported Aggregate)
	Storage area (Precast etc.)
	Concrete washout bund
	Rumble strip
	Temporary soakaway
	Temporary hardstanding

N

BRIAN PERRY CIVIL

Drawing title: Erosion & Sediment Controls Hutt City Terminal

Scale: NTS

Drawing number: BPC-ENV-DWG-0002

Revision: A Revision date: 06/03/25

Drawn by: BE
Checked by: ----
Aproved by: ----

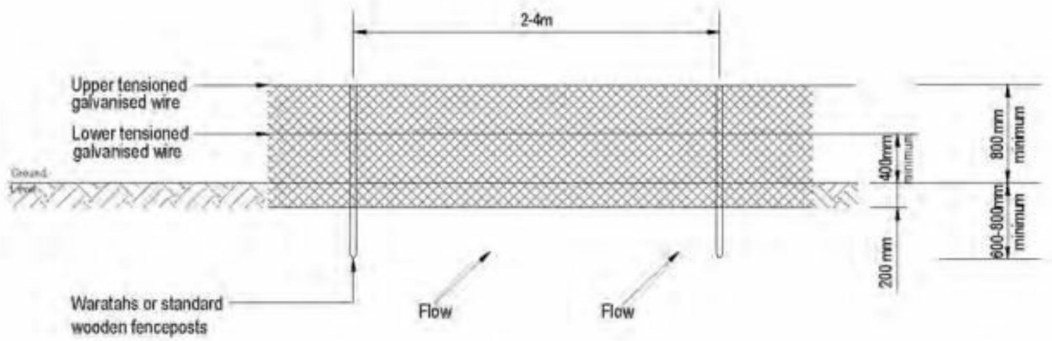
Project:

Hutt City Wharfline

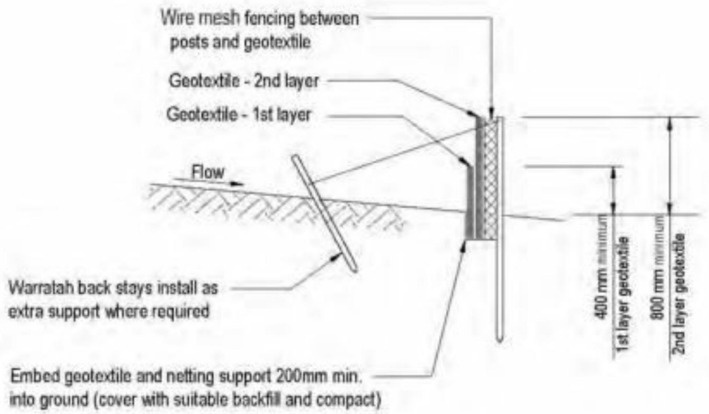
Stage: 3b

Project address
Street: 119a Port Rd
City: Lower Hutt
State: Wellington

Notes:
CONTRACTOR MUST VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING WORK OR PREPARING SHOP DRAWINGS. DO NOT SCALE DRAWING.

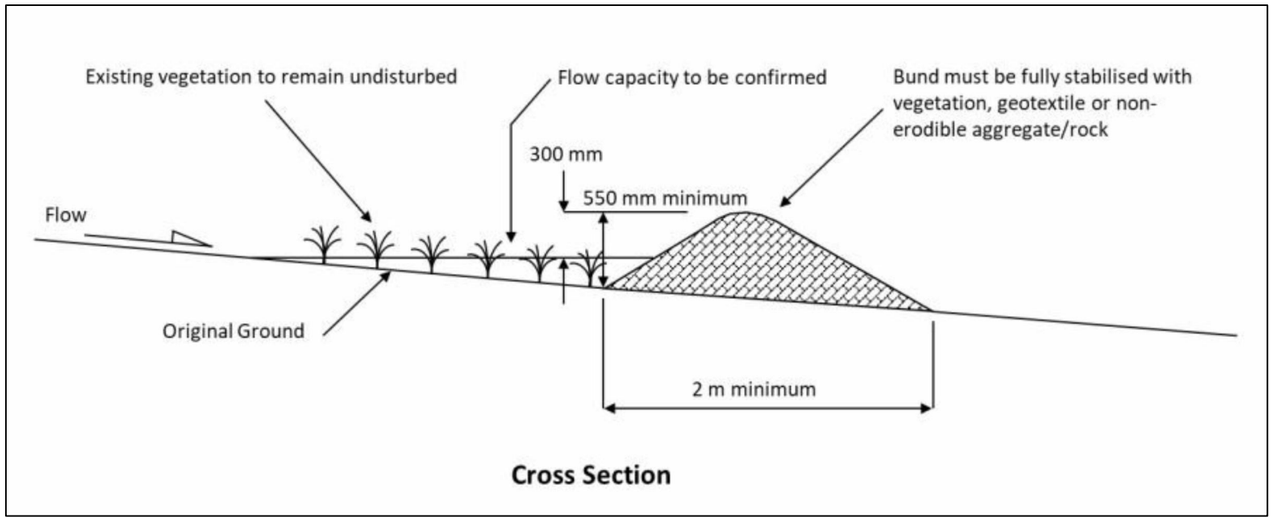


Elevation



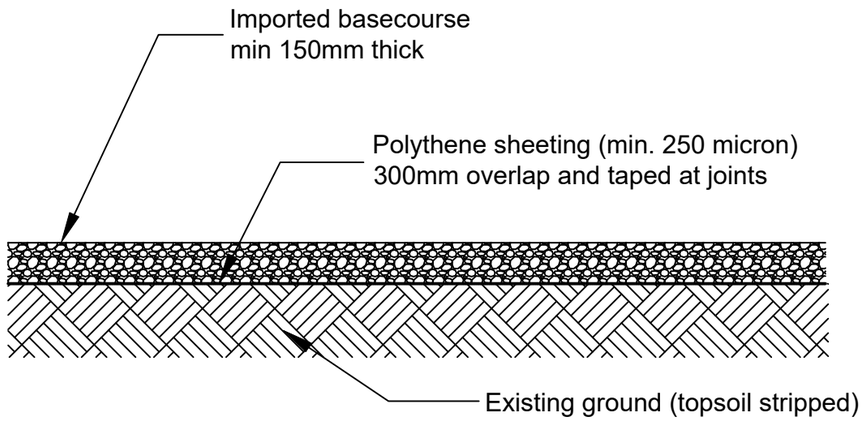
Cross-section

DETAIL A - SUPER SILT FENCE

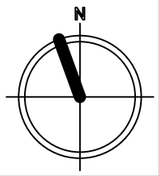


Cross Section

DETAIL B - CLEAN WATER DIVERSION BUND



DETAIL C - MEMBRANE AT CONTAMINATED MATERIAL STOCKPILES



BRIAN PERRY CIVIL

Drawing title: Erosion & Sediment Controls Standard Details

Scale: NTS

Drawing number: BPC-ENV-DWG-0003

Revision: A Revision date: 06/03/25

Drawn by: BE
Checked by: ----
Aproved by: ----

Project:
Hutt City Wharfline
Stage: 3b

Project address
Street: 119a Port Rd
City: Lower Hutt
State: Wellington

Notes:
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