

# Cook Strait Ferries Infrastructure Project

## Temporary Buildings

Assessment of Effects on the Environment

**Prepared for:** CentrePort Limited

**Prepared by:** Tonkin & Taylor Ltd

**Job Number:** 1099056

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## Document control and review

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### Assessment of Effects on the Environment

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# 1 Introduction

## 1.1 Introduction and overview

This Assessment of Effects on the Environment (AEE) report has been prepared in accordance with section 88 and Schedule 4 of the Resource Management Act 1991 (RMA) on behalf of CentrePort Limited. The AEE report is to support a resource consent application for two new temporary structures which will enable upgrades to the Interislander Ferry Terminal as part of the wider Cook Strait Ferries Infrastructure (CSFI) redevelopment project (the Project). These structures include:

- A temporary departure ferry terminal located adjacent to the existing terminal. The proposed single-storey building will occupy an area of approximately 760 m<sup>2</sup> and will house passenger processing operations, including the waiting area and check-in zone, alongside offices and amenities.
- A temporary site office building located to the southeast of the existing terminal. The proposed single-storey modular building will occupy an area of approximately 400 m<sup>2</sup> and will accommodate construction staff offices and amenities associated with the wider redevelopment project.

The proposed temporary structures will remain in place throughout the duration of the construction phase of the Project<sup>1</sup>, which is expected to be completed by 2029.

We note that minor earthworks are required to enable the construction of foundations for both structures. Earthworks are likely to exceed the permitted thresholds in the Wellington City 2024 District Plan: Appeals Version (WCDP) during the construction of the foundations for the temporary terminal building. A consent application is being lodged with WCC separately to enable earthworks to facilitate the temporary terminal building and other earthworks across the site (as a global consent). The earthworks consent application will be lodged concurrently with this application.

## 1.2 Applicant and property details

Table 1.1 below sets out the details of the applicant and application site.

**Table 1.1: Applicant and property details**

|                                     |                                                                                                                                                                                          |                       |
|-------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------|
| <b>Applicant</b>                    | CentrePort Limited                                                                                                                                                                       |                       |
| <b>Occupier of application site</b> | CentrePort Limited, KiwiRail Limited                                                                                                                                                     |                       |
| <b>Owners of application site</b>   | <b>Parcel 1</b>                                                                                                                                                                          | <b>Parcel 2</b>       |
|                                     | His Majesty the King                                                                                                                                                                     | CentrePort Limited    |
| <b>Property area</b>                | 116,609 m <sup>2</sup>                                                                                                                                                                   | 45,418 m <sup>2</sup> |
|                                     | The total area of the two parcels is approximately 162,000 m <sup>2</sup><br>The total area of the application site (comprised of two works areas) is approximately 1,100 m <sup>2</sup> |                       |
| <b>Record of Title reference</b>    | 1271145                                                                                                                                                                                  | WN439/108             |

<sup>1</sup> And any additional time to allow for the transition back to the existing terminal building.

|                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                      |
|------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------|
| <b>Legal description</b>                                               | <p>Fee Simple, 1/1, Part Lot 1 Deposited Plan 10550 and between the Reduced Levels of 7.72 and 13.72 and Height-Limited Section 2 Survey Office Plan 607345</p> <p>Fee Simple, 1/1, Part Lot 1 Deposited Plan 11017 and Part Lot 1 Deposited Plan 10550 and being below a Reduced Level of 7.72 and also above a Reduced Level of 13.72 and Height-Limited Section 2 Survey Office Plan 607345</p> <p>Fee Simple, 1/1, Part Lot 1 Deposited Plan 11041</p> | Fee Simple, 1/1, Bordered Green Deposited Plan 10606 |
| <b>Site address / Map reference (NZTM)</b>                             | Wellington Interislander Ferry Terminal, 1 Aotea Quay, Pipitea, Wellington 6011<br>NZTM: 1749603.5430348 Meters                                                                                                                                                                                                                                                                                                                                            |                                                      |
| <b>District Council / Plans</b>                                        | <b>Wellington City Council</b><br>Wellington City 2024 District Plan: Appeals Version                                                                                                                                                                                                                                                                                                                                                                      |                                                      |
| <b>Address for service during consent processing</b>                   | <p>Tonkin &amp; Taylor Ltd, PO Box 2083, Wellington</p> <p>Attention: Nick Pearson</p> <p>Phone: 027 236 3093</p> <p>Email: npearson@tonkintaylor.co.nz</p>                                                                                                                                                                                                                                                                                                |                                                      |
| <b>Address for service during consent implementation and invoicing</b> | <p>CentrePort Ltd, PO Box 794, Wellington 6140</p> <p>Attention: William Woods</p> <p>Phone: 021 619 155</p> <p>Email: William.Woods@centreport.co.nz</p>                                                                                                                                                                                                                                                                                                  |                                                      |

We attach copies of the Application Form in **Appendix A** and the relevant Records of Title in **Appendix B**.

### 1.3 Summary of resource consents required

Resource consent is required from Wellington City Council (WCC) under the Wellington City 2024 District Plan: Appeals Version (WCDP):

- NH-R12.2 – Construction of a passenger port facility and construction site office which will be occupied by greater than 10 employees and/or members of the public as a **restricted discretionary** activity.
- CE-R19.2 – Construction of a passenger port facility and construction site office which will be occupied by greater than 10 employees and/or members of the public as a **restricted discretionary** activity.
- NH-R5 – Construction of a passenger port facility within the inundation area of the Flood Hazard Overlay as a **restricted discretionary** activity.
- PORTZ-PREC02-R5.2 - Construction of a site office as a **restricted discretionary** activity.

Overall, resource consent is required from WCC under the WCDP as a **restricted discretionary** activity. All consents necessary to undertake the work as identified above or as identified post lodgement are sought as part of this application.

Pursuant to section 125 of the RMA, a standard lapse date of 5 years is sought.

## 2 Site description

### 2.1 General site location and land uses

The Interislander Ferry Terminal is situated within a highly modified coastal environment on the edge of the Port of Te Whanganui-a-Tara (Wellington Harbour), Wellington. The Cook Strait ferry route between Wellington and Picton operates from this terminal, which serves as an extension of State Highway 1 and the North Island Main Trunk railway line and forms a nationally significant transport link between the North and South Islands. The surrounding Commercial Port is one of the principal ports in New Zealand.

The existing hardstand area surrounding the terminal building provides for activities which support the operation of the port including parking, vehicle and pedestrian access, and rail lines. State Highway 1 (SH1) also crosses the site via an existing multi-lane flyover adjacent to the terminal. The proposed works area (Figure 2.1) will be located beneath the flyover as detailed in Section 0 below. The site is owned in part by CentrePort and part by the Crown, and is used exclusively by KiwiRail/Interislander for its Cook Strait ferry operation).



Figure 2.1: Site location with the approximate works area shown in red (Source: TT MapViewer, 2026)

### 2.1.1 Zoning and planning notations

The WCDP zoning and planning notations that apply to the site or are otherwise relevant to the application are set out in Table 2.1 below.

**Table 2.1: Zoning and planning notations under the WCDP 2024**

| Zoning/ planning notation              | Applicability                                                                                                                                                                                                                                                                                                                                |
|----------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Special Purpose – Port Zone            | Applies to the entire works area. The Special Purpose Port Zone is intended to enable the efficient operation of CentrePort's Interislander Ferry Terminal.                                                                                                                                                                                  |
| Multi-User Ferry Precinct              | Applies to the entire works area. The Multi-User Ferry Precinct is intended to support ongoing and future redevelopment of the Kaiwharawhara terminal.                                                                                                                                                                                       |
| Height Control Area                    | 19 m height limit applies.                                                                                                                                                                                                                                                                                                                   |
| Coastal Inundation Overlay             | The proposed temporary terminal building is located in the Coastal Inundation extent - with 1.43m sea level rise and 1:100-year storm (Medium Hazard Area). The Coastal Inundation Overlay is included in the broader definition of Coastal Hazard Overlay.                                                                                  |
| Fault Hazard Overlay                   | Both structures are located in the Wellington Fault (High Hazard Area) (Distributed).                                                                                                                                                                                                                                                        |
| Flood Hazard Overlay                   | The proposed temporary terminal building is located in a flood Inundation Area (Low Hazard Area).                                                                                                                                                                                                                                            |
| Liquefaction Hazard Overlay            | Low Hazard Area.                                                                                                                                                                                                                                                                                                                             |
| Tsunami Hazard Overlay                 | The proposed temporary site office is located in the Tsunami - 1:1000-year scenario inundation extent (Low Hazard Area) and the proposed temporary terminal building is located in the 1:100-year scenario inundation extent (High Hazard Area). The Tsunami Hazard Overlay is included in the broader definition of Coastal Hazard Overlay. |
| Mana Whenua Statutory Acknowledgements | The adjacent CMA is subject to Te Whanganui ā Tara (Wellington Harbour) Statutory Acknowledgement under the Port Nicholson Block (Taranaki Whānui ki Te Upoko o Te Ika) Claims Settlement Act 2009 and the Ngati Toa Rangatira Claims Settlement Act 2014.                                                                                   |
| Coastal Environment                    | The site is located in the Coastal Environment, and therefore the New Zealand Coastal Policy Statement (NZCPS) is relevant. The structures are located outside of the Coastal Margin Advisory Layer.                                                                                                                                         |
| High Noise Areas                       | Structure 1 slightly encroaches into the High Noise Area - Designation Setbacks area                                                                                                                                                                                                                                                         |
| Designations                           | The structures will be located in several designations: KiwiRail (KRH1 Wellington Rail Lines), New Zealand Transport Agency (NZTA-1 State Highway 1), Wellington International Airport Limited (WIAL1 Obstacle Limitation Surface).                                                                                                          |

## 2.2 Geology

A geotechnical assessment was undertaken by Tonkin & Taylor Ltd (T+T) in June 2026 to support the development of the temporary terminal<sup>2</sup>. Site investigations comprised two test pits and two cone penetrometer tests (CPTs) to approximately 20 m depth.

The site is located on reclaimed land on the western edge of Wellington Harbour, in the Pipitea precinct adjacent to the existing Interislander Terminal and beneath the State Highway 1 overbridge. Published geology maps indicate the area is underlain by reclaimed fill comprising domestic waste, sand, boulders, and rock. Historical aerial photography indicates that reclamation fill was placed in this area in three progressive stages: circa 1904 (rockfill, to the north and west); circa 1924–1932 (hydraulic fill, underlying the site); and circa 1970 (gravel fill, lying seaward of the site). A buried mass concrete seawall, constructed circa 1932, is located at the interface of the hydraulic fill and later gravel fill.

Site investigations confirmed a surficial layer of uncontrolled fill (0.5–2.0 m thick), comprising medium dense gravelly sand with construction debris, overlying a substantial body of very loose to loose hydraulic fill sand and soft to firm clay, extending to approximately 10–12 m depth. Beneath this, medium dense Holocene marine sands with shell fragments (2–3 m thick) are underlain by Pleistocene alluvium comprising medium dense to dense silty sands with occasional clay and gravel lenses. Groundwater was recorded at approximately 2.0 m below existing ground level, consistent with the approximate tidal water elevation.

## 2.3 Natural hazards

The site is subject to three principal natural hazards, being the Wellington Fault, liquifiable soils and coastal inundation/tsunami threat.

The site is located within the Wellington Fault Distributed Deformation Zone as identified in the WCDP and is therefore at risk from active fault rupture. The Wellington Fault has an estimated mean recurrence interval of approximately 400–500 years, giving a cumulative rupture probability of less than 1% over the proposed three-year operational period of the temporary structures.

The site is also underlain by liquefiable soils, with the primary liquefiable stratum comprising harbour bed deposits of fine to medium sand and sandy gravel at approximately 7.0 – 9.0 m depth<sup>3</sup>, which are susceptible to liquefaction-induced settlement and lateral spreading under earthquake loading.

Additionally, the site (in relation to the proposed temporary terminal building) is located within a coastal inundation zone as identified in the WCDP. The Coastal Inundation extent (with 1.43 m sea level rise and 1:100-year storm) is described as Medium Hazard Area and these areas are expected to be inundated by storm surge in large 1:100 storm events (when coupled with predicted sea level rise). Furthermore, given the low-lying harbour-adjacent location of the site at Aotea Quay, the site is within the tsunami inundation extent for a range of tsunami scenarios affecting Wellington Harbour.

<sup>2</sup> Tonkin & Taylor Ltd (2026). *Cook Strait Interislander Ferries – Temporary Terminal Facility: Geotechnical Assessment Report*. Job No. 1102961.0000. 30 June 2026. Prepared for Brian Perry Civil Limited.

<sup>3</sup> Heritage, R. (2024) *Interislander Baggage Terminal – Geotechnical Assessment*. Memorandum No. 149209.34ME0611.001. Holmes NZ LP, Wellington.

## 2.4 Cultural heritage

### 2.4.1 Mana whenua

Te Whanganui-ā-Tara (Wellington Harbour) (adjacent to the site) is recognised for its cultural importance for both Taranaki Whānui ki Te Upoko o Te Ika and Ngāti Toa Rangatira.

#### **Taranaki Whānui ki te Upoko o Te Ika**

Taranaki Whānui ki Te Upoko o Te Ika (Taranaki Whānui) and Te Ātiawa ki Te Upoko o Te Ika a Māui Pōtiki Trusts represent Taranaki Whānui Mana Whenua interests in Te Whanganui a Tara, holding mandates for both land and water. Taranaki Whānui ki Te Upoko o Te Ika is the post-settlement governance entity for descendants of Taranaki Whānui, ensuring their rights and interests as Mana Whenua are recognised.

Te Ātiawa ki Te Upoko o Te Ika a Māui Pōtiki Trust is the legislated mandated iwi organisation and marine and coastal area claimant for the iwi. Te Whanganui a Tara extends beyond the harbour, encompassing the connected landscape from mountains to sea — ki uta, ki tai. Across this takiwā, Taranaki Whānui maintain important kāinga, pā, cultivation, and burial sites. Te Kaiwharawhara remains significant to Taranaki Whānui, reflecting the history, stories, pā, and tūpuna of the area. In the late 1700s, whanaunga from Ngāti Tama and Ngāti Mutunga lived and cultivated gardens in the area. Through their descendants and the work of their trusts, Taranaki Whānui continue to uphold ahikaaroa at Te Kaiwharawhara and across Te Whanganui a Tara.

#### **Ngāti Toa Rangatira**

As recognised in the Ngāti Toa Rangatira Claims Settlement Act 2014, Ngāti Toa Rangatira holds Statutory Acknowledgements that affirm their enduring cultural, spiritual, historical, and traditional association with Te Whanganui ā Tara (Wellington Harbour), adjacent to the project area. Te Rūnanga o Toa Rangatira is the mandated iwi authority for Ngāti Toa Rangatira and is responsible for protecting and enhancing the mana of Ngāti Toa across cultural, environmental, social, economic, and political domains.

The rohe of Ngāti Toa Rangatira spans Te Moana o Raukawa, extending across both the lower North Island and Te Taihū (top of the South Island). The Ngāti Toa Rangatira Treaty Settlement also provides formal recognition of these relationships, including over Te Whanganui ā Tara and Te Awa Kairangi (and its tributaries). These associations are not solely historical but continue to be actively upheld through whakapapa and the exercise of kaitiakitanga. Accordingly, the harbour and its adjoining environments, including the project site, form part of a wider cultural landscape that is highly significant to Ngāti Toa Rangatira.

### 2.4.2 Cultural significance

The adjacent Coastal Marine Area (CMA) is also identified under the WCDP as a Site and Area of Significance to Māori. We recognise that the general coastal environment as a whole is highly significant to mana whenua.

No cultural heritage sites are identified upon the site or within close proximity.

### 3 Description of proposed activity

#### 3.1 Temporary structures

The proposal involves the construction of two new temporary buildings at the site, which will enable and support upgrades to the existing Interislander Ferry Terminal as part of the wider Project.

##### 3.1.1 Temporary terminal building

A temporary single-storey passenger facility building (approximately 7.6 m in height and 760 m<sup>2</sup> in area) is proposed adjacent to the existing Interislander Ferry Terminal building, in an area currently used for vehicle circulation and parking. The building will provide for passenger processing operations including a waiting area, check-in zone, baggage handling and ticketing services and amenities as well as back of house staff rooms and offices. The temporary passenger facility building will serve as an alternative to the existing main terminal building during Project, as the existing terminal building is unsuitable for occupation during the wider redevelopment project.

Preliminary design plans for the temporary terminal building can be found in **Appendix C**, and a concept rendering for the structure is shown in Figure 3.1 below.



Figure 3.1 Concept rendering of the proposed temporary terminal building (Source: Kiwi Modular Structures, 2026)

##### 3.1.2 Temporary site office

A temporary single-storey site office building is proposed to the southeast of the existing Interislander Ferry Terminal building, within the existing terminal carpark. The building will have an approximate height of 3 m and a floor area of approximately 400 m<sup>2</sup>. The building will consist of modular 'Portacom' units and will accommodate construction staff and contractor offices, meeting rooms and amenities to support the wider Project.

Floor plans and the approximate location of the temporary site office can be found in **Appendix D**, and an indicative image of the site office is shown in Figure 3.2 below (noting that the building will not be two storied).



*Figure 3.2 Indicative appearance of the temporary site office based on a similar design (noting that the proposed site office will be single storied) (Source: BPC, 2026)*

### 3.2 Construction

Construction of the proposed structures will be undertaken by Brian Perry Civil (BPC) as the contractor engaged for the wider Project. The construction methodology will be confirmed prior to the commencement of works; however, an overview of the likely methodology is set out below.

#### Temporary terminal building:

- Minor earthworks (trenching) to allow for the installation of services. Some minor cut/fill earthworks may also be required to prepare the surface of the works area<sup>4</sup>.
- Construction of shallow concrete foundations to support the structure.
- Erection of a modular structure comprised of a marine coated aluminium frame, insulated wall and roof cladding, and glazing.

#### Temporary site office:

- Minor earthworks (trenching) to allow for the installation of services.
- Construction of concrete foundations (if required) directly on top of the existing hardstand area.
- Placement and securement of modular structures.

No landscaping or vegetation removal is required as part of the works. Minor amendments to wayfinding signage and on-site road markings will be implemented to ensure the safe co-location of terminal operations, including traffic circulation, and construction activities.

<sup>4</sup> A separate consent application is being prepared to enable general earthworks across the site, including earthworks associated with both the temporary terminal building and temporary site office.

The anticipated duration of construction required to establish the proposed temporary structures is approximately four months, with works scheduled to commence in August 2026 and be completed by November 2026. As the structures are intended to support the construction phase of the Project, they will remain in place until completion of the Project (approximately 2029).

Works will be undertaken within standard construction hours of 7:30am – 6:00pm weekdays and Saturdays. No noisy works will be undertaken beyond these hours or on Sundays.

## 4 Resource consent requirements

### 4.1 Wellington City 2024 District Plan: Appeals Version

The WCDP is WCC's new District Plan. Parts of the WCDP 2024 are operative, while other provisions remain subject to appeals and therefore retain proposed status until resolved. The WCDP 2024 has been used as the basis for the assessment below, and consideration of the operative District Plan is only relevant if there are rules in the WCDP 2024 that are subject to appeal.

It is noted that WCC notified Plan Change 1 to WCDP 2024 in November 2025. However, there are no proposed changes relevant to the proposal. Table 4.1 below sets out the relevant rules for the proposed temporary structures in the WCDP 2024. We consider both the temporary terminal building and site office to be 'Passenger Port Facilities'.

Resource consents are being sought to enable the project as described in this AEE. This application intends to include all necessary consents for those activities to occur, even if not specifically identified. As noted in this report, earthworks to enable the construction of these buildings will be applied for through a separate consent application.

**Table 4.1: Resource consent requirements under the WCDP 2024**

| Activity                    | Rule                                                                                                                                                                                                                                                                                                                                                      | Activity status                 | Comment                                                                                                                                                                                                                                                                                      |
|-----------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Temporary terminal building | <b>Rule NH-R12.2</b><br>The construction of buildings or the conversion of existing buildings that will contain operational port activities, passenger port facilities and rail activities in the Wellington Fault Hazard Overlay is a restricted discretionary activity where compliance with the requirements of NH-R12.1 is not achieved.              | <b>Restricted discretionary</b> | It is anticipated that the temporary passenger facility will be occupied by more than 10 employees and/or members of the public and therefore permitted activity standard NH-R12.1.a will not be met. Accordingly, resource consent will be required as a restricted discretionary activity. |
|                             | <b>Rule CE-R19.2</b><br>The construction of buildings or the conversion of existing buildings that will contain Airport purposes, operational port activities, passenger port facilities and rail activities within the Coastal Hazard Overlay is a restricted discretionary activity where compliance with the requirements of CE-R19.1 is not achieved. | <b>Restricted discretionary</b> | It is anticipated that the temporary passenger facility will be occupied by more than 10 employees and/or members of the public and therefore permitted activity standard CE-R19.1.2 will not be met. Accordingly, resource consent will be required as a restricted discretionary activity. |
|                             | <b>Rule NH-R5.2</b><br>The construction of buildings or the conversion of existing buildings that will contain a potentially hazard sensitive activity in the inundation area of the Flood Hazard Overlay.                                                                                                                                                | <b>Restricted discretionary</b> | The floor level of the temporary terminal building will be located below the height of the 1% Flood Annual Exceedance Probability level and therefore cannot meet the permitted activity threshold described in Rule NH-R5.1.                                                                |

| Activity              | Rule                                                                                                                                                                                                                                                                                                                                                      | Activity status                 | Comment                                                                                                                                                                                                                                                                                      |
|-----------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Temporary site office | <b>Rule PORTZ-PREC02-R5.2</b><br>Construction of buildings and structures, alterations and additions to buildings and structures for passenger port facilities where compliance with the requirements on PORTZ-PREC02-R5.2 are not achieved,                                                                                                              | <b>Restricted discretionary</b> | Rule PORTZ-PREC02-R5.1 cannot be met as the building will have a gross floor area over 100 m <sup>2</sup> . Resource consent is therefore required as a restricted discretionary activity.                                                                                                   |
|                       | <b>Rule NH-R12.2</b><br>The construction of buildings or the conversion of existing buildings that will contain operational port activities, passenger port facilities and rail activities in the Wellington Fault Hazard Overlay is a restricted discretionary activity where compliance with the requirements of NH-R12.1 is not achieved.              | <b>Restricted discretionary</b> | It is anticipated that the temporary passenger facility will be occupied by more than 10 employees and/or members of the public and therefore permitted activity standard NH-R12.1.a will not be met. Accordingly, resource consent will be required as a restricted discretionary activity. |
|                       | <b>Rule CE-R19.2</b><br>The construction of buildings or the conversion of existing buildings that will contain Airport purposes, operational port activities, passenger port facilities and rail activities within the Coastal Hazard Overlay is a restricted discretionary activity where compliance with the requirements of CE-R19.1 is not achieved. | <b>Restricted discretionary</b> | It is anticipated that the temporary site office will be occupied by more than 10 employees and therefore permitted activity standard CE-R19.1.2 will not be met. Accordingly, resource consent will be required as a restricted discretionary activity.                                     |

Resource consent is required overall as a **restricted discretionary** activity.

Relevant matters of discretion are identified and assessed in Section 6.1 of this report.

## 4.2 Permitted activities

The activities in Table 4.2 have been identified as permitted activities under the WCDP 2024. An assessment against the relevant permitted activity standards is provided below.

**Table 4.2: Permitted activities relevant to the proposed activity**

| Activity                                                        | Rule                                                                                                                                                        | Comment                                                                                                                                                                                                                                                                                                                                                              |
|-----------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Construction and establishment of a temporary terminal building | <b>PORTZ-PREC02-R2.1</b><br>Existing passenger port facilities are permitted provided the passenger port facilities are associated with existing operators. | The intent of the Port Zone is that operational port activities and existing passenger port facilities are enabled as permitted activities. Therefore, the temporary terminal building is permitted under PORTZ-PREC02-R2, as it is a building used for the purpose of providing for the transfer of freight and passengers to and/or from ferry or cruise services. |

| Activity                                                                                        | Rule                                                                                                                                                                                                                                                          | Comment                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|-------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Temporary terminal building and site office                                                     | <b>Rule WIND-R1</b><br>Construction of new buildings or structures is a permitted activity where compliance with the requirements of WIND-R1 is met.                                                                                                          | Both of the proposed structures are less than 20 m, in height in compliance with WIND-R1(1)(a).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Temporary noise during the proposed construction works                                          | <b>Rule NOISE-R2</b><br>Noise from construction, maintenance, earthworks, and demolition activities is a permitted activity where compliance with the requirements of NOISE-R2 is achieved.                                                                   | The proposed works will be managed to comply with the relevant construction noise standards set out under the WCDP 2024.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Signage associated with the temporary terminal building and site office                         | <b>Rule SIGN-R3</b><br>On-site signs are a permitted activity where compliance with the requirements of SIGN-R3 is achieved.                                                                                                                                  | The area, height, and location of any signs will be designed to comply with SIGN-S1/S2/S4/S5. Any illuminated signs will comply with the requirements of SIGN-S9.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Establishment of a site office and temporary terminal building (in relation to loading areas)   | <b>TR-R1.1</b><br>All activities (except for trip generation, site access, on-site cycling and micromobility paths, and on-site vehicle parking and manoeuvring) are permitted when compliance with TR-S8 and TR-S9 are achieved.                             | The proposal will meet the requirements of TR-S8 and TR-S9 as there will be at least on-site loading area that will accommodate an 8.0 m x 2.5 m truck, with 300mm clearance per side.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Vehicle trip generation from the site office and temporary terminal building                    | <b>TR-R2.1</b><br>Vehicle trip generation is a permitted activity provided compliance with TR-S1 is achieved.                                                                                                                                                 | Vehicle access to and from the site office will not exceed 500 movements per day, and will therefore meet the requirements of TR-S1.<br>Trip generation from the temporary terminal building will not increase comparative to the existing terminal building, therefore TR-S1 is not applicable.                                                                                                                                                                                                                                                                                                                                                                                                                |
| Vehicle parking and manoeuvring associated with the site office and temporary terminal building | <b>TR-R5.1</b><br>On-site vehicle parking and manoeuvring, including on-site parking for electric vehicle charging is a permitted activity provided the activity can comply with TR-S7 and the activity does not include ramps, turntables, lift or stackers. | TR-S7 outlines the design requirements for on-site vehicle parking, circulation and manoeuvring. The requirements of TR-S7 can be met. Specifically:<br><ol style="list-style-type: none"> <li>1. Car parking spaces and associated circulation and manoeuvring areas will accommodate a 4.91 m x 1.87 m vehicle.</li> <li>2. N/A</li> <li>3. Car parking spaces will comply with all relevant dimensions and gradients.</li> <li>4. N/A</li> <li>5. On-site circulation and manoeuvring areas will not have a gradient exceeding 12.5%.</li> <li>6. On-site circulation and manoeuvring areas will be provided so that vehicles can enter and exit the site in a forward direction.</li> <li>7. N/A</li> </ol> |

## **4.3 Other consents and approvals required**

### **4.3.1 Section 176 Approval**

As noted in Table 2.1 above, the location of the proposed structures is subject to designations held by KiwiRail, New Zealand Transport Agency (NZTA) and Wellington International Airport Ltd.

Written consent from KiwiRail and NZTA for the proposal under Section 176 of the RMA will be obtained prior to the commencement of works.

We do not consider that written consent from Wellington International Airport Limited (WIAL) is required, as the low height structures beneath the SH1 motorway flyover will not infringe the Obstacle Limitation Surface and accordingly will not prevent or hinder the airport operations.

### **4.3.2 Building consent**

We understand that consent under the Building Act 2004 is required to authorise the construction of both the temporary terminal building and the site office. This will be sought by CentrePort and does not fall within the scope of this application.

## **5 Consultation**

### **5.1 Mana whenua**

The application area is within the rohe of Taranaki Whānui ki Te Upoko o Te Ika (Taranaki Whānui) and Te Rūnanga o Toa Rangatira (Ngāti Toa Rangatira).

Taranaki Whānui and Te Runanga o Toa Rangatira (Ngāti Toa Rangatira) have been advised of the proposal. Taranaki Whānui have reviewed the application and supportive of the proposal.

Consultation with Ngāti Toa Rangatira is ongoing, however no immediate concerns have been raised. Any further feedback received will be considered by CentrePort prior to commencement of earthworks.

### **5.2 New Zealand Transport Agency**

The proposed structures are located in proximity to the SH1 motorway corridor, which is subject to a designation held by NZTA. Prior to lodgement of this application, engagement has been undertaken with NZTA. Approval will be sought under section 176 of the RMA to prior to the commencement of construction.

### **5.3 KiwiRail**

The site is located within a designation held by KiwiRail. Prior to lodgement of this application, engagement has been undertaken with KiwiRail. Approval will be sought under section 176 of the RMA to prior to the commencement of construction.

## 6 Assessment of effects on the environment

### 6.1 Introduction

Section 104(1)(a) and Clause 2(3) of Schedule 4 of the RMA require an assessment of the activity's effects on the environment. The detail of this assessment should correspond with the scale and significance of the effects that the activity may have on the environment.

The assessment in the following sections identifies and assesses the types of effects that may arise from the proposed activity provided for under this application. This assessment also outlines the measures that BPC proposes to avoid, remedy or mitigate any potential adverse effects on the environment.

The application is for a restricted discretionary activity. In accordance with section 104c of the RMA, consideration of this application is restricted to the following matters:

#### Temporary terminal building:

- Mitigation measures that are incorporated into the structures to minimise risk to people and buildings in the event of a fault rupture (matter of discretion under Rule NH-R12.2).
- Mitigation measures that are incorporated into the temporary terminal building to minimise risk to people and buildings in the event of coastal hazards, and the ability to access safe evacuation routes for occupants of the building from the coastal hazard (matters of discretion under Rule CE-R19.2).
- Matters relating to the effect of building the floor level of the temporary terminal building below the 1% Annual Exceedance Probability flood level, including mitigation measures, the expected depth of flood levels within the building, the type of activity undertaken within the building, and the risk to people and property (matters of discretion under Rule NH-R5.2).

#### Site office:

- Mitigation measures that are incorporated into the structures to minimise risk to people and buildings in the event of a fault rupture (matter of discretion under Rule NH-R12.2).
- Mitigation measures that are incorporated into the temporary terminal building to minimise risk to people and buildings in the event of coastal hazards, and the ability to access safe evacuation routes for occupants of the building from the coastal hazard (matters of discretion under Rule CE-R19.2).
- Matters of discretion under Rule PORTZ-PREC02-R5.2:
  - Multi-User Ferry Precinct requirements set out in Appendix 10-B of the WCDP
  - The matters in PORTZ-PREC02-P1, PORTZ-PREC02-P2, PORTZ-PREC02-P3, PORTZ-PREC02-P4 and PORTZ-PREC02-P5 of the WCDP<sup>5</sup>.
  - The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard.
  - The design, scale and configuration of the proposed building/structure or building additions/alterations.

To consider the hazard and consequences for fault line rupture, tsunami and liquefaction, a Natural Hazards Geotechnical Assessment was undertaken by Tonkin + Taylor. This can be found in **Appendix E** and has been relied upon to inform sections 6.3.1, 6.3.2, 6.4.1, and 6.4.2 of this report.

<sup>5</sup> Assessed in Section 7.6 of this report

## 6.2 Positive effects

The purpose of the proposed temporary structures is to support future upgrades to the Interislander Ferry Terminal and associated infrastructure as part of the wider Project. This redevelopment will protect and enhance the existing nationally significant transport link provided by the Cook Strait ferry route (particularly for the movement of freight), resulting in positive economic and social impacts for New Zealand.

Additionally, the temporary site office will directly support the future works by providing a site office for the use of construction staff and contractors associated with the redevelopment project.

## 6.3 Temporary terminal building

### 6.3.1 Fault rupture

Considering the temporary nature of the terminal building (3 years), the Natural Hazards Geotechnical Assessment considers that allowing for 20% of the main fault displacement (i.e. 1 m lateral and 0.2 m vertical movement) is reasonable.

The Natural Hazards Geotechnical Assessment states that possible fault rupture mitigation measures could include deep ground improvements or designing a building to tolerate the anticipated fault rupture induced ground deformation with shallow foundations. Due to the cost implications, deep ground improvements are not feasible, therefore, the terminal building will be set on a shallow foundation. However, the temporary terminal building will be a lightweight, single storey structure with aluminium portal frames and will be designed to the NZ building code (tolerating some induced ground deformation).

Furthermore, it is noted that the likelihood of a fault rupture within of this segment of Wellington Fault is <1% in the next 3 years<sup>6</sup>.

Having regard to the low probability of a Wellington Fault rupture occurring over the lifespan of the building, the risk to people and damage to buildings is appropriately minimised, and the residual risk to occupants from fault rupture is considered to be no more than minor.

### 6.3.2 Liquefaction

The Natural Hazards Geotechnical Assessment identifies that the temporary terminal building site is underlain by potentially liquefiable fill, and liquefaction-induced settlement and lateral spreading displacements of the order of 1 m to 2 m are anticipated under earthquake loading. However, the likelihood of a fault rupture within of this segment of Wellington Fault is <1% in the next 3 years<sup>7</sup>.

The Natural Hazards Geotechnical Assessment identifies a range of potential mitigation measures to address this risk, including; deep ground improvement to mitigate liquefaction; the use of large diameter piles to support the building and resist soil loads; and designing the building structure to tolerate the expected lateral spread displacements and reduced bearing capacity resulting from liquefaction effects.

Having considered each of these measures, deep ground improvement and the use of large diameter piles are not considered feasible due to the significant cost implications. Designing the structure to tolerate the full extent of expected lateral spread displacements is similarly considered unfeasible.

In response, the terminal building will be constructed as a lightweight, single-storey structure with aluminium portal frames, designed in accordance with the New Zealand Building Code. Adopting a

<sup>6</sup> GNS Science - Active Faults Database (<https://www.gns.cri.nz/data-and-resources/new-zealand-active-faults-database/>)

<sup>7</sup> GNS Science - Active Faults Database (<https://www.gns.cri.nz/data-and-resources/new-zealand-active-faults-database/>)

lightweight structural form directly reduces the consequences of a liquefaction-induced ground failure event by minimising the risk to life for occupants.

Having regard to the temporary nature of the structure and the practical constraints of the site, the risk to people and damage to buildings from liquefaction-induced ground movement and lateral spreading is appropriately minimised, and the residual risk to occupants from liquefaction is considered to be no more than minor.

### **6.3.3 Coastal hazards<sup>8</sup>**

The location of the proposed temporary terminal and site office is subject to tsunami and storm induced coastal inundation risk. In the event of a tsunami and/or storm induced coastal inundation, the principal effect on occupants of the proposed structures would be the risk of inundation prior to evacuation.

Currently, safe evacuation of the existing terminal building is provided for through the operative Interislander Wellington Emergency Response Plan (KiwiRail / Interislander, V2.3, August 2025), which directs all occupants to evacuate to higher ground at Sar Street (by foot) or Kaiwharawhara Road (by vehicle). Prior to occupation for each structure the Emergency Response Plan will be updated to expressly reference the temporary structures<sup>9</sup>. Each of the structures will be designed to ensure the ability for occupants to access safe evacuation routes in the case of a tsunami or coastal inundation. The updated plan will ensure that there is the ability to access safe evacuation routes for occupants of the building from the coastal hazard.

Considering the temporary nature of the building, and the evacuation plans that will be in place, the effect of coastal hazards such as tsunami risk and coastal inundation is considered to be no more than minor.

### **6.3.4 Flood effects**

The proposed temporary terminal building is located within a flood inundation zone as identified on the WCDP. In a 1% Annual Exceedance Probability flood event, inundation of up to 500 mm above ground level is anticipated at the location of the temporary terminal, however, with a proposed floor level set at least 150 mm above ground level, the expected depth of flood water within the building is limited to approximately 350 mm in a 1% Annual Exceedance Probability flood event (based on WCC flood mapping). This is considered a relatively shallow depth of inundation and is unlikely to pose a significant risk to the structural integrity of the building or to the safety of occupants.

The nature of the activity undertaken within the building is also relevant. The temporary terminal building will function as a passenger terminal facility, accommodating a transient activity of ferry passengers and associated staff. Given this transient nature, occupants are not expected to be stationary within the building for extended periods, and evacuation in the event of a flood event could be achieved quickly and safely. Furthermore, the building is temporary, with an operational lifespan of three years, meaning the probability of a significant flood event occurring during this period is low (i.e. <5%).

The risk to people and property is considered to be low and not increased relative to the existing situation, given that the existing Interislander terminal building is already located within the same flood inundation zone and the proposed temporary structure does not represent a material change in flood risk for the site or surrounding area. Accordingly, having regard to the matters of discretion, the effects of flood inundation on the proposed temporary terminal building are considered to be less than minor.

<sup>8</sup> This section is also relevant to the temporary site office.

<sup>9</sup> This will either be done as an update to the existing document, or a new document will be produced.

## 6.4 Temporary site office

### 6.4.1 Fault rupture

The Natural Hazards Geotechnical Assessment states that possible fault rupture mitigation measures could include deep ground improvements or designing a building to tolerate the anticipated fault rupture induced ground deformation with shallow foundations. Due to the cost implications and noting the short duration the building will be in place (and considering the likelihood of a fault rupture event being less than 1%), deep ground improvements are not feasible. Therefore, the site office will be set on a shallow foundation and be designed to tolerate induced ground deformation (in accordance with the NZ building code).

Having regard to the low probability of a Wellington Fault rupture occurring over the lifespan of the building, the risk to people and damage to buildings is appropriately minimised, and the residual risk to occupants from fault rupture is considered to be no more than minor.

### 6.4.2 Liquefaction

The Natural Hazards Geotechnical Assessment identifies that liquefaction has the potential to cause the concrete seawall adjacent to the proposed temporary site office to deflect excessively or rotate. This could result in the retained ground settling and slumping, leading to large differential settlement beneath the structure.

The Natural Hazards Geotechnical Assessment identifies a range of potential mitigation measures to address this risk, including: strengthening the seawall; deep ground improvement to mitigate liquefaction; the use of large diameter piles to support the building and resist soil loads; designing the building structure to tolerate large settlement and tilt of the order 1V:1H; or relocating the building to an area with lesser expected tilt.

Having considered each of these measures, deep ground improvement, seawall strengthening, and the use of large diameter piles are not considered feasible due to cost implications. Designing the structure to tolerate settlement and tilt of the order 1V:1H is similarly considered unfeasible given the structural demands this would impose. Relocation of the site office is not practicable due to the operational constraints of CentrePort.

In response, the site office has been designed as a single-storey structure<sup>10</sup>. Limiting the building to a single storey directly reduces the consequences of a seawall collapse event by minimising the risk to life for occupants. Accordingly, the residual risk to life from liquefaction-induced ground movement and seawall instability is considered to be appropriately minimised given the temporary nature of the structure and the practical constraints of the site.

### 6.4.3 Assessment Against Appendix 10-B: Multi-User Ferry Precinct Requirements

#### 6.4.3.1 Effects of the building configuration, bulk, interrelationships and staging

The proposed temporary site office is a modest, single-storey structure required to support construction management activities during the CSFI redevelopment project. Its location within the operational ferry terminal has been selected to minimise interference with existing port and ferry operations while maintaining proximity to the primary works areas.

Any land occupied by the site office during the construction period will be reinstated upon its removal, consistent with the long-term development vision for the Precinct. Given the temporary

<sup>10</sup> Noting that the structure was initially proposed to be two storied.

and ancillary nature of the structure, its configuration, bulk and relationship to existing and future activities is considered to have negligible effect on the overall Precinct layout.

#### **6.4.3.2 Functional integration and relationship to the City Centre Zone**

The temporary site office does not deliver retail or commercial activity and is not intended to do so. Its sole function is to support construction management operations during the construction phase of the CSFI project. Accordingly, it does not contribute to or detract from the long-term functional integration of the Precinct. The temporary site office has no permanent effect on the long-term vision of the Multi-User Ferry Precinct or its relationship to the City Centre Zone. It is a construction-enabling structure with a finite lifespan.

The building will be removed prior to the commencement of permanent precinct development, at which point land will be made available for development consistent with the Precinct's long-term functional objectives. No adverse effects on the long-term Precinct vision are anticipated.

#### **6.4.3.3 Integrated transport effects**

The temporary site office is a construction-phase facility serving construction staff already engaged on the project site. It will not generate significant additional trip generation or materially alter travel demand to or from the site beyond that already associated with the broader CSFI construction programme. Vehicle access will utilise existing site access arrangements. The site office does not involve public access, retail activity, or any function that would alter the operation of the surrounding transport network, including Hutt Road, Aotea Quay, or State Highway 1.

The transport effects of the temporary site office are therefore considered negligible.

#### **6.4.3.4 Cultural effects**

The application site has been identified as an area of interest to Taranaki Whānui and Ngāti Toa Rangatira, and the adjacent CMA is subject to Te Whanganui ā Tara (Wellington Harbour) Statutory Acknowledgement under the Port Nicholson Block (Taranaki Whānui ki Te Upoko o Te Ika) Claims Settlement Act 2009 and the Ngāti Toa Rangatira Claims Settlement Act 2014.

Te Whanganui ā Tara (Wellington Harbour) holds significant cultural, spiritual, historical, and traditional values for mana whenua, particularly Taranaki Whānui and Ngāti Toa Rangatira. The harbour is recognised as a taonga and an important part of whakapapa, identity, and customary practices, including its historic role as a transport corridor and a source of kai moana, notwithstanding the extensive modification of the harbour environment through reclamation and port development.

The proposed works are located within an existing hardstand area which is set back from the CMA. As a result, disturbance of the CMA area is not expected. The application has been discussed with both Taranaki Whānui and Ngāti Toa Rangatira and no concerns have been raised. We anticipate that cultural effects will be limited, and less than minor. The Project will ensure the outcome of any further engagement with mana whenua is considered prior to works.

### **6.4.4 Extent and effect of non-compliance with any relevant standard**

The proposed temporary site office has a gross floor area of approximately 400 m<sup>2</sup>, which exceeds the 100 m<sup>2</sup> gross floor area threshold under Rule PORTZ-PREC02-R5.1 of the WCDP. The extent of non-compliance on the surrounding environment is considered to be minimal considering the scale of port operations. The exceedance of the threshold reflects the operational requirements of the site office as a construction management facility for a large-scale infrastructure project, rather than any intensification of effects. The non-compliance does not in itself give rise to any significant

adverse effects on amenity, visual character, or the operational functionality of the precinct beyond those assessed elsewhere in this report.

#### **6.4.5 Design, scale and configuration effects**

As noted in this report, the proposed temporary site office is a single-storey modular building with a gross floor area of approximately 400m<sup>2</sup>, of modest scale relative to the surrounding CentrePort operational port environment. The building is functional and utilitarian in character, consistent with the industrial nature of the port precinct, and will be located within the existing BPC site compound. Given its single-storey form, temporary nature, and position within the established operational port environment, the design, scale and configuration of the building is considered appropriate and will not result in adverse effects on the visual amenity or character of the precinct.

## 7 Statutory assessment

### 7.1 Consideration of applications

Section 104(1) of the RMA requires that consideration of applications for resource consents be 'subject to Part 2'. The purpose of the RMA as set out in Part 2 is to promote the sustainable management of natural and physical resources. Based on the direction established by the Court of Appeal<sup>11</sup> the focus of our assessment is on the relevant WCDP 2024 provisions. These provisions are well-established and Part 2 matters have been assessed through consideration of the provisions.

Any actual and potential effects on the environment of allowing the activity and any mitigation, offset or compensation measures are addressed in Section 6 above. The remaining section 104(1) matters, being the relevant policy and plan provisions and any other matters, are addressed below.

### 7.2 New Zealand Coastal Policy Statement 2010

The New Zealand Coastal Policy (NZCPS) 2010 sets out policies to manage the use of, and effects on, the coastal environment to give effect to the purpose of the RMA.

The NZCPS sets objectives and policies for the physical coastal environment, natural character, the Treaty of Waitangi principles, recreation, coastal hazards and use and development within the coastal environment. The relevant provisions are addressed below:

- **Objective 2 and Policies 13 and 15 (Natural Character):** The site is located within a highly modified operational port environment with low natural character and landscape values. The proposed temporary structures will result in less than minor adverse effects on the natural character of the coastal environment.
- **Objective 3 and Policy 2 (Treaty of Waitangi / tangata whenua):** The application area is located within the rohe of Taranaki Whānui ki Te Upoko o Te Ika (Taranaki Whānui) and Te Rūnanga o Toa Rangatira (Ngāti Toa Rangatira). Both iwi have been advised of the proposal, with Taranaki Whānui having reviewed the application and confirmed their support. Consultation with Ngāti Toa Rangatira is ongoing; however, no immediate concerns have been raised, and any further feedback received will be considered by CentrePort prior to commencement of works. This engagement reflects the recognition of mana whenua as kaitiaki of Te Whanganui-a-Tara and their role in the management of the coastal environment, consistent with the intent of Objective 3 and Policy 2. Engagement with mana whenua will continue throughout subsequent phases of the project.
- **Objective 6 and Policy 6 (Activities in the Coastal Environment):** The proposed temporary structures are required to enable the continued operation of the Cook Strait ferry route during the Interislander Ferry Terminal redevelopment, providing for significant regional and national transport benefits. The structures have a clear functional and operational need to be located within the port environment.
- **Policy 9 (Ports):** Construction will be undertaken over a short period and will result in temporary structures being placed within an operational port zone. These structures will not adversely affect the efficient and safe operation of the port.
- **Policy 25 (Coastal Hard Risk):** The proposed structures have been designed to appropriately minimise the risk to life from fault rupture, liquefaction, and tsunami, having regard to their temporary nature and limited lifespan (Section 6.3).

In summary, the project is consistent with the direction established through the NZCPS.

<sup>11</sup> *R J Davidson Family Trust v Marlborough District Council* [2018] NZCA 316.

### 7.3 NPS Infrastructure

The National Policy Statement for Infrastructure (NPS-I) 2025 sets objectives and policies to enable infrastructure to support the social, economic, and cultural wellbeing of people and communities. Both the proposed temporary terminal building and temporary site office fall within the definition of 'infrastructure' and 'infrastructure supporting activities' under the NPS-I respectively.

The objectives of the NPS-I seek to ensure that the benefits of infrastructure are recognised and provided for relative to any adverse effects, and that infrastructure with a functional or operational need to locate in particular environments is enabled to do so. The following policies are relevant:

- **Policies 1 and 5:** The proposal directly enables the CSFI redevelopment project, providing significant positive economic and social benefits at a national level. Following mitigation, the proposal is expected to result in less than minor adverse effects overall, with natural hazard risks appropriately minimised as outlined in this report.
- **Policies 2 and 5:** The proposed structures have a clear functional and operational need to be located within the coastal port environment to enable the continued operation and future redevelopment of the Interislander Ferry Terminal, including in areas subject to natural hazard risk.
- **Policy 6:** Mana whenua have been provided with the opportunity to engage on the project, and this will continue throughout subsequent phases.
- **Policy 7:** Following the proposed mitigation measures, the project is expected to result in less than minor adverse effects on the environment.

The proposal is consistent with the relevant provisions of the NPS-I 2025.

### 7.4 National Policy Statement for Natural Hazards 2025

The National Policy Statement for Natural Hazards (NPS-NH) 2025 sets out a balanced way for councils to manage natural hazard risks in new developments, based on the level of risk involved.

As noted above, the proposed works are considered as 'infrastructure' activities under the RMA. Section 1.3(2) of the NPS-NH states that the NPS does not apply to infrastructure. Accordingly, the natural hazard provisions set out under the NPS-I prevail and the NPS-NH has not been assessed further as part of this application.

### 7.5 Regional Policy Statement

The proposal has been assessed against the relevant provisions of the Wellington Regional Policy Statement (Appeals Version)<sup>12</sup>.

Both structures are located within the established operational footprint of CentrePort and support the ongoing use of the coastal environment for maritime and port purposes, consistent with Coastal Environment Objective 4 and Policies 35 and 36.

The Interislander ferry service constitutes regionally significant transport infrastructure linking the North and South Islands, and the temporary structures are necessary to maintain its uninterrupted operation during construction; this is consistent with Infrastructure Objective 10 and Policies 7 and 8.

<sup>12</sup> The Appeals Version represents the most advanced and current expression of regional policy for the Wellington region and carries significant weight as a matter to which decision-makers must have regard under section 104(1)(b) of the RMA. The operative Wellington RPS (2013) has not been separately assessed as its relevant provisions are broadly superseded by, and consistent with, the more detailed and up-to-date policy framework established through the Appeals Version.

The natural hazard risks arising from liquefaction, fault rupture, and tsunami have been identified and addressed through appropriate structural design measures and emergency response planning, consistent with Natural Hazards Objective 19 and Policies 29 and 51.

While engagement with mana whenua is ongoing, at this stage no significant adverse effects on Māori cultural values, sites of significance, or the interests of Taranaki Whānui or Ngāti Toa Rangatira have been identified in respect of Te Whanganui-a-Tara/Wellington Harbour, consistent with Objectives 24, 25, and 28.

Overall, the project is consistent with the direction established through the Wellington RPS.

## 7.6 Wellington City 2024 District Plan: Appeals Version

An assessment of the proposed activities in relation to the key policy direction of the WCDP 2024 is set out in Table 7.1 below.

**Table 7.1: WCDP 2024 Policies and Objectives**

| Theme           | Provision(s)                                             | Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|-----------------|----------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Port Zone       | PORTZ-P1<br>PORTZ-P2<br>PORTZ-P3<br>PORTZ-P4<br>PORTZ-P5 | Both the proposed temporary terminal building and temporary site office are port-supporting activities with a clear operational need to be located within the Port Zone. The terminal building will enable the continued operation of the Cook Strait ferry service during the redevelopment of the marine side infrastructure, while the site office will provide construction management facilities for the CSFI redevelopment programme. Both structures are compatible with the existing operational port environment, will not compromise the safe and efficient operation of the commercial port, and do not introduce any sensitive activities that could give rise to reverse sensitivity effects. Both structures are modest in scale, single-storey, and temporary in nature, and will not generate significant adverse effects in terms of noise, light, or visual amenity. The proposal is therefore considered to be consistent with PORTZ-P1 through PORTZ-P5. |
|                 | PORTZ-PREC02-P1                                          | The proposed temporary structures form an integral part of the staged redevelopment of the Multi-User Ferry Precinct, enabling the continued operation of the Interislander ferry service during construction of the permanent terminal. The proposal is consistent with this policy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|                 | PORTZ-PREC02-P2                                          | The proposed structures are land-based, will not constrain the safe and efficient operation of the commercial port, and will not create adverse effects on activities on the surface of the water. Mana whenua have been consulted and no concerns regarding cultural or historical values have been raised. The proposal is consistent with this policy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|                 | PORTZ-PREC02-P5                                          | Both Taranaki Whānui and Ngāti Toa Rangatira have been engaged, with Taranaki Whānui confirming their support. No adverse effects on the cultural or ecological values of the Kaiwharawhara area are anticipated. The proposal is consistent with this policy.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| Natural Hazards | NH-O1<br>NH-O2<br>NH-O5                                  | These objectives seek to ensure that subdivision, use and development within Natural Hazard Overlays reduces or does not increase the existing risk from natural hazards to people, property and infrastructure, while also providing for operational port activities and passenger port facilities. The proposed temporary structures are located within an operational port environment and have been designed to appropriately minimise natural hazard risks through structural mitigation measures, consistent with these objectives.                                                                                                                                                                                                                                                                                                                                                                                                                                    |

|  |        |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|--|--------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  | NH-P16 | NH-P16 requires that new buildings occupied by members of the public within the Wellington Fault Hazard Overlay either be located more than 20 m from the edge of the fault deformation zone, or incorporate mitigation measures to minimise risk to people and damage to buildings in the event of fault rupture. As outlined in this report, having regard to the low probability of a Wellington Fault rupture occurring over the lifespan of the building, the risk to people and damage to buildings is appropriately minimised, consistent with this policy (noting that it is not possible to located the buildings more than 20 m from the edge of the fault deformation zone).                              |
|  | NH-P6  | NH-P6 requires that development within identified inundation areas incorporates mitigation to minimise the risk to people and property from the 1% AEP flood event and avoids finished floor levels below the 1% AEP flood level. As outlined in in this report, the proposed temporary terminal building has a finished floor level of at least 150 mm above ground level, resulting in an expected inundation depth of 350 mm during a 1% AEP event. Given the shallow depth of inundation, the transient nature of the activity occurring in the building, and the temporary lifespan of the structure, the risk to people and property is considered to be appropriately minimised, consistent with this policy. |
|  | CE-P17 | CE-P17 requires that potentially hazard sensitive activities within medium coastal hazard areas incorporate measures to minimise the risk to people and property from coastal hazards, and that safe evacuation routes are available in the event of a tsunami. The proposed temporary terminal buildings are subject to an existing emergency response framework under the Interislander Wellington Emergency Response Plan, which provides for the safe evacuation of occupants in the event of a tsunami. The risk to people and property is considered to be appropriately minimised, consistent with this policy.                                                                                               |

## 8 Notification assessment

### 8.1 Public notification

Section 95A of the RMA is relevant when a consent authority is considering whether a consent application should be considered with or without public notification.

Section 95A identifies a four-step process. In relation to these steps we note the following:

- The applicant does not request public notification of the application.
- Rule TEMP-R1.2 of the WCDP 2024 precludes public notification.
- An assessment of effects on the environment is provided in Section 6 of this AEE report. This assessment concludes that the adverse effects on the environment are likely to be no more than minor.
- The application is not for any of the activities identified in section 95A(5)(b) (i.e. a controlled activity or a boundary activity).
- No special circumstances are considered to exist in relation to the application.

Based on the assessment set out above, we consider that this proposal meets the test of the RMA to be processed without public notification.

### 8.2 Limited notification

For applications that are not publicly notified, under section 95B the consent authority must determine whether to give limited notification of an application to any affected parties. Section 95B identifies a four step process. In relation to these steps we note the following:

- The application does not need to be notified to any parties under section 95B(4). The proposed activity will not affect any customary rights.
- The proposed activity is adjacent to an area that is the subject of a Statutory Acknowledgement held by Ngāti Toa Rangatira. Notwithstanding this, the proposed temporary structures are land-based, contained entirely within the operational port footprint, and will not result in any discharge to or physical effects upon Wellington Harbour.
- There are no applicable rules or national environmental standards precluding limited notification.
- No special circumstances are considered to exist in relation to the application that warrant notification of the application to any other persons not already determined to be eligible for limited notification.

Section 95E(1) states that a consent authority must consider a person to be an affected person if the activity's adverse effects on the person are minor or more than minor (but not less than minor).

Taking into account the limited scale and temporary nature of this application, the short duration of construction, the functional and operational requirements of the infrastructure and supporting activities proposed, and the mitigation and management measures which will be implemented there are not considered to be any affected parties. Furthermore, the proposal is not considered adversely affect the statutory acknowledgement area in a manner that would give rise to adverse effects on the values and interests recognised through that acknowledgement.

It is noted that s176 approval is to be sought from KiwiRail and NZTA for works in their designations. Activities within designations held by these organisations are not anticipated to result in effects that are minor (or more than minor).

Based on this assessment, we consider that this proposal meets the tests of the RMA to be processed without limited notification.

### **8.3 Sections 95A and 95B conclusions**

Following the steps set out in sections 95A and 95B, we consider that the application should be processed without public or limited notification.

## 9 Conclusion

This AEE report has been prepared on behalf of CentrePort to accompany a resource consent application to authorise two new temporary structures at the Interislander Ferry Terminal in Wellington. These proposed works include the construction of a new temporary passenger facility terminal to enable continued operation of the Cook Strait ferry route during upgrades to the main terminal, as well as a new temporary site office to support contractors during construction works. The proposal requires resource consent from WCC as a restricted discretionary activity.

This AEE report draws the following conclusions:

- The proposal is consistent with and in some cases supported by the relevant objectives and policies of the NZCPS, NPS-I, the Wellington RPS, and the WCDP 2024. In particular, the works are generally anticipated in the Special Purpose – Port Zone and are enabled by provisions which encourage the development of infrastructure.
- The proposal will generate significant positive effects at a regional and national level by enabling the continued operation of the Cook Strait ferry route during the redevelopment of the Interislander Ferry Terminal. The proposal will also generate positive economic and social benefits associated with the broader CSFI redevelopment programme.
- The proposed works will have a no more than minor adverse effect on the environment. In particular, the proposed activities are limited in scale, temporary in nature, and require a short construction period to establish.
- The natural hazard risks associated with fault rupture, liquefaction, flood inundation, and tsunami have been identified and assessed, and appropriate mitigation measures have been incorporated into the design of both structures. Having regard to the temporary nature and limited lifespan of the structures, and the likelihood of a significant natural hazard event over the time, the residual risk to occupants and property from natural hazards is considered to be no more than minor.

Accordingly, we consider that this resource consent application can be granted on a non-notified basis, subject to fair and reasonable conditions.

## 10 Applicability

This report has been prepared for the exclusive use of our client CentrePort Limited in accordance with Tonkin & Taylor's Ltd letter of engagement dated 30 My 2025 and variation order 03 dated 26 March 2026 (T+T reference 1099056.0000), and with respect to the particular brief given to us. It may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

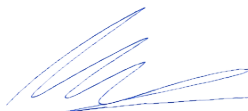
We understand and agree that our client will submit this report as part of an application for resource consent and that Wellington City Council as the consenting authority will use this report for the purpose of assessing that application.

Tonkin & Taylor Ltd  
Environmental and Engineering Consultants

Report prepared by:



.....  
Damon Burdett  
Planner



.....  
Nick Pearson  
Senior Planner

Authorised for Tonkin & Taylor Ltd by:



.....  
Sarah Schiess (on behalf of Chris Hillman,  
Project Director)

Technical review by: Haylee Minoprio (Principal Planner) and Shannon Richardson (Technical Director).

## **Appendix A      WCC Consent application form**

---

# Resource consent application/ Fast-Track resource consent

Absolutely Positively  
**Wellington City Council**  
Me Heke Ki Pōneke

Under Sections 87AAC, 88, Resource Management Act 1991

## Notes for the applicant

Use this form to apply for resource consent. It gives us your contact information, details about your proposal and a checklist to help you with your application.

If you have any questions, visit [wellington.govt.nz/resourceconsents](http://wellington.govt.nz/resourceconsents), email [planning@wcc.govt.nz](mailto:planning@wcc.govt.nz) or phone us on 04 801 3590

**Post the completed application to:** Or hand to Wellington City Council service desks.  
PO Box 2199, See our website for location information and opening hours:  
Wellington 6140 [wellington.govt.nz/service-desks](http://wellington.govt.nz/service-desks)

## General details

This application is for: ☒ land use consent ☐ subdivision consent ☐ fast-track application  
☐ combined land use/subdivision consent

*Omit this paragraph if the application does not qualify as a fast-track application under section 87AAC.*

I ☐ opt out/ ☒ do not opt out\* of the fast-track consent process.

\*Select one. Only applies to controlled activities and where an electronic address for service is provided.

The site to which this application relates is described as (legal description) See AEE

Any other commonly known name? CentrePort

No:

Street:

Suburb:

## Applicant details

Full name: CentrePort Limited

Postal address:  
(or alternative method of service under s352 of the Act) CentrePort Ltd, PO Box 794, Wellington 6140, New Zealand

Phone: (day) 021 619 155

Mobile:

Email address for service: William.Woods@centreport.co.nz

Note an electronic address for service must be provided if you are applying for a fast-track resource consent application.

## Your agent (if applicable)

Name: Nick Pearson

Postal address:  
(or alternative method of service under s352 of the Act) PO Box 2083, Wellington, New Zealand

Phone: (day) 027 236 3093

Mobile:

Email address for service: npearson@tonkintaylor.co.nz

## Owner of the site that is the subject of this application

Name: CentrePort Limited

Postal address:  
(or alternative method of service under s352 of the Act) CentrePort Ltd, PO Box 794, Wellington 6140, New Zealand

Phone: (day) 021 619 155

Mobile:

Email address for service: William.Woods@centreport.co.nz

**Occupiers(s) of the site that is the subject of this application**

Name: CentrePort Limited

Postal address:

(or alternative method of service under s352 of the Act) CentrePort Ltd, PO Box 794, Wellington 6140, New Zealand

Phone: (day) 021 619 155

Mobile:

Email address for service: William.Woods@centreport.co.nz

**Important**

Send additional invoices to



Applicant



Agent



Owner

**Site description**

Describe the site including its natural and physical characteristics and any adjacent uses that may be relevant to the consideration of the application.

See AEE

**Description of activity**

Describe clearly the proposal to which this application relates.

See AEE

- ☒ There are no other activities that are part of the proposal to which this application relates; or
- ☐ The other activities that are part of the proposal to which the application relates are as follows:  
[Describe the other activities that are part of the proposal to which the application relates. For any activities that are permitted activities, explain how the activity complies with the requirements, conditions, and permissions for the permitted activity so that a resource consent is not required for that activity under section 87A(1) of the Resource Management Act 1991.]

(Continue on another page if necessary.)

| Are any other resource consent(s) required/granted for this proposal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No<br>(To find out, please contact a planning technician on 801 3590) |                                     |                                         |                                                          |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------------------------------|----------------------------------------------------------|
| If yes, show any other resource consent(s) required as part of this proposal by ticking the relevant boxes                                                                                                   |                                     |                                         |                                                          |
|                                                                                                                                                                                                              | Resource consent required/granted   | Description of required/granted consent | Information attached                                     |
| Land use consent                                                                                                                                                                                             | <input type="checkbox"/>            |                                         | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Subdivision consent                                                                                                                                                                                          | <input type="checkbox"/>            |                                         | <input type="checkbox"/> Yes <input type="checkbox"/> No |
| Coastal permit (Wellington Regional Council)                                                                                                                                                                 | <input type="checkbox"/>            |                                         |                                                          |
| Water permit (Wellington Regional Council)                                                                                                                                                                   | <input type="checkbox"/>            |                                         |                                                          |
| Discharge permit (Wellington Regional Council)                                                                                                                                                               | <input checked="" type="checkbox"/> | GWRC Dewatering                         |                                                          |
| Land use consent (Wellington Regional Council)                                                                                                                                                               | <input checked="" type="checkbox"/> | GWRC Earthworks                         |                                                          |

### Information which must be submitted with this application

Attach **two copies** of the following information to support this application, to satisfy the requirements of Section 88(2) of the Resource Management Act 1991 (RMA) and rule 3.2.2 in the District Plan. If all of the required information is not provided we may be unable to accept your application and it will be returned to you. Note: all plans must be to a measurable scale.

#### Permitted activities existing use rights

Where relying on permitted activities and/or existing use rights, these must be supported by:

1. sufficiently detailed plans; and
2. a compliance schedule and/or other supporting information that explains how the activity complies with the requirements of the District Plan or demonstrates how existing use rights are retained.

#### Assessment of environmental effects (AEE)

If you don't provide an AEE the Council cannot accept your application. The AEE should discuss all the actual and potential effects on the environment arising from this proposal. The amount of detail provided must reflect the nature and scale of the development and its likely effects. For example, if there are major effects arising from the proposal, a detailed analysis and discussion of these effects should be included in the AEE. You may have to provide information from experts such as an acoustic consultant or traffic engineer. If the effects of the proposal are very minor then a less-detailed AEE can be submitted.

For more information see clauses 6 and 7 of the Fourth Schedule of the Resource Management Act 1991, which includes information requirements and lists the matters to be addressed in an AEE.

#### Part 2

- ☒ I attach an assessment of the proposed activity against the matters set out in Part 2 of the Resource Management Act 1991.

#### Other relevant provisions

- ☒ I attach an assessment of the proposal against the provisions of any documents referred to in s104(1)(b) if relevant. Refer to clause 2(2) of Schedule 4. Please note that these documents include:
- National Environmental Standards and other regulations
  - National Policy Statements
  - the NZ Coastal Policy Statement
  - the Regional Policy Statement or proposed Regional Policy Statement
  - the District Plan or proposed District Plan

#### ☒ Computer freehold registers (certificates of title) for the subject site (no more than three months old):

- ☐ including any relevant consent notice(s) registered on the computer register
- ☐ any encumbrances or any other registered instruments, including such things as right of way documents, esplanade instruments, etc

#### ☒ Locality plan (1:500) or aerial photograph (1:500) showing:

- ☐ the location of the site in relation to other streets or landmarks
- ☐ street number of the subject site and those of adjoining sites, (rural sites can be shown at 1:1000 if required)

#### ☒ Site plan (1:100/200) showing the EXISTING situation on the subject site, including (where relevant):

- ☐ layout and location of proposed structures and buildings or alterations to existing structures and buildings (including fences, walls, retaining walls 2.5m or higher), depth of front yards and distances from existing buildings on adjoining sites
- ☐ existing floor plans and elevations
- ☐ design of earthworks and final levels and contours of the site
- ☐ road frontages (including any pedestrian crossings, steps or paths)
- ☐ buildings on adjacent sites
- ☐ topography
- ☐ watercourses and catchment orientation
- ☐ all significant vegetation (including vegetation on adjacent road reserve or surrounding properties)
- ☐ hazardous areas

☒ **Plan/s showing the PROPOSED development including (where relevant):**

- ☐ layout and location of proposed structures and buildings or alterations to existing structures and buildings (*including fences, walls, retaining walls 2.5m or higher*), depth of front yards and distances from existing buildings on adjoining sites
- ☐ design of earthworks and final levels and contours of the site
- ☐ vehicle parking, servicing, circulation and manoeuvring, pedestrian crossings and number and width of kerb crossing/s
- ☐ roads or right-of-way proposals
- ☐ calculation of total site coverage
- ☐ for a non-residential site, the gross floor area of all buildings on the site (*for assessing car parking requirements*)
- ☐ for a subdivision, the position of all allotment boundaries, the area of all allotments, location and areas of any new roads, any further information requirements such as esp reserves/strips, access strips or any land to be vested in the territorial authority under S237A of the RMA.
- ☐ details of any signs
- ☐ all landscape design proposals, site planting and fencing
- ☐ photo montages

☐ **Elevation drawings (1:50/1:100) of all structures to be built or altered (existing and proposed), showing:**

- ☐ relationship of buildings to the natural ground level, existing and finished ground levels and certificate of title boundaries
- ☐ relevant District Plan sunlight access planes and maximum height, the street elevation, and the relationship of proposed structures to structures on adjacent sites, including the location of existing private outdoor spaces and main living area windows (*where these overlook the development*)

☐ **Other information which may be required by the District Plan including:**

- ☐ design statement where design guides apply (*multi-units, Central Area buildings, character areas, etc*)
- ☐ Noise report
- ☐ Other
- ☐ wind report for Central Area buildings above 18.6 metres
- ☐ Traffic report

☐ **Written approvals from affected parties:**

- ☐ letter or neighbours' approval form dated and signed by the affected parties AND their signature and the date on the plans submitted with this application. Please note conditional written approvals cannot be accepted.

**Information required to calculate any development contribution:**

|                                              |                           |
|----------------------------------------------|---------------------------|
| Household units: number existing             | Number proposed           |
| Commercial: gross floor area existing        | Gross floor area proposed |
| Residential subdivision: allotments existing | Allotments proposed       |

**National Environmental Standard (NES) for Assessing and Managing Contaminants in Soil to Protect Human Health**

This site may be subject to or covered by the NES for Assessing and Managing Contaminants in Soil to Protect Human Health Regulations 2011. This is determined by reference to the Hazardous Activities and Industries List (HAIL) which identifies those activities and industries which are more likely to use or store hazardous substances and therefore have a greater probability of site contamination. A full list can be found on the Ministry for the Environment's website [www.mfe.govt.nz/issues/hazardous/contaminated/hazardous-activities-industries-list.pdf](http://www.mfe.govt.nz/issues/hazardous/contaminated/hazardous-activities-industries-list.pdf)

Has the piece of land subject to this application been used for (*including its present use*), or is it more likely than not to have been used for an activity on the HAIL?

☒ Yes ☐ No

If 'Yes', and your application involves subdividing or changing the use of the land, sampling or disturbing soil, or removing or replacing a fuel storage system, then the NES may apply and you may need to seek consent for this concurrently in your application.

**Site visit requirements**

In order to assess your application it will generally be necessary for the planning officer to visit your site. This typically involves an outdoor inspection only, and there is no need for you to be home for this purpose.

Are there any locked gates, security systems or anything else restricting access by Council staff? ☒ Yes ☐ No

Are there any dogs on the property? ☐ Yes ☒ No

Do you require notice prior to the site visit eg if the property is tenanted? ☒ Yes ☐ No

Are there any other health and safety issues Council staff should be aware of before visiting your site?  
If so please provide details so Council staff can take the necessary precautions:

Operational port environment - Induction and site specific PPE requirements apply

## Draft Conditions

- ☒ Prior to issuing the consent, I would request the Council to send me the draft conditions to review and agree to place the application on hold while I review them
- ☐ Or I request the Council issue the consent without providing me draft conditions to review

## Fees

An initial fee must be paid before we can process your application.

I enclose the initial fee of \$ \_\_\_\_\_ paid by (please tick the applicable box):

- ☐ Credit card ☒ Internet banking ☐ Council service desk (receipt attached)

I understand that the Council may invoice me for the actual and reasonable costs incurred to process this application – as identified in Section 36 of the Resource Management Act and the Council's current fee schedule.

### Additional fees

If we spend additional time processing requests or incur expenses we need to invoice additional fees. This may happen during processing or once a decision on your application is made. We only charge for amounts over \$65. Likewise, refunds will only be made for unused amounts over \$65.

### Our payment terms

Additional fees are due by the 20th of the month following an invoice. If payment is not received, you will be liable for all legal and collection fees.

The declaration below must be signed by the person(s) or entity responsible for paying the application processing costs. If you are an agent, you will need to obtain the signature of the person(s) responsible for paying the fees before submitting the resource consent application to the Council.

### How to pay

#### Internet banking

The Council's bank account number is 06 0582 0106111 00. Use "RC" followed by the site address as a reference.

#### Online

Pay online using your credit card. Visit [wellington.govt.nz/payonline](http://wellington.govt.nz/payonline), choose Property from the dropdown box and follow the instructions.

#### Phone

You can pay over the phone with your credit card.  
Phone us on 04 801 3718.

#### In person

You can make payments by debit card at our Wellington City Council service desks.

See our website for location information and opening hours: [wellington.govt.nz/service-desks](http://wellington.govt.nz/service-desks)

## Declaration

Subject to my rights under sections 357B and 358 of the RMA to object to any costs, I undertake to pay all costs associated with this application. I also agree to pay all the costs (including debt collection or legal fees) of recovering any unpaid costs.

## Send all additional invoices to

Full name CentrePort Limited (Attn. William Woods)

Postal address CentrePort Ltd, PO Box 794, Wellington 6140, New Zealand

Applicant/Agent/Other (give details) Tonkin + Taylor (Attn. Nick Pearson)

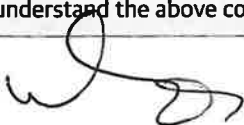
Phone (day) 027 236 3093

Mobile

Email [npearson@tonkintaylor.co.nz](mailto:npearson@tonkintaylor.co.nz)

I have read and understand the above conditions.

Signed



Date

06.07.2016.

NB: A signature is not required if the application is made by electronic means.

### Notes for the applicant

Incomplete applications will be returned. The Council may also request further information under Section 92 of the Resource Management Act 1991, to better understand the potential effects of the proposal.

Once this application is lodged with the Council, it becomes public information. If there is sensitive information in the proposal, please let us know.

The Council may require a registered surveyor to certify contours, natural ground level, building site(s) or structure(s), location of boundaries or any other feature which may affect this proposal.

#### Fast-track application

Under the fast-track resource consent process, notice of the decision must be given within 10 working days after the date the application was first lodged with the authority, unless the applicant opts out of that process at the time of lodgement.

A fast-track application may cease to be a fast-track application under section 87AAC(2) of the Act.

### Privacy information

The information you have provided on this form is required so that your application can be processed under the Resource Management Act 1991, and so that statistics can be collected by Wellington City Council. The information will be stored on a public register and held by Wellington City Council.

Under the Privacy Act 2020, you have the right to see and correct personal information.

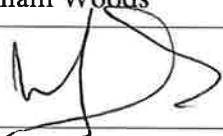
### Signature of applicant(s) or agent

Declaration for the applicant or authorised agent or other

I/we confirm that I/we have read and understood the notes above. If a private or family trust is the applicant, at least two New Zealand-based trustees are required to provide contact details and sign this form.

Applicant's name: William Woods

Applicant's signature:



Date:

06-07-2026

Applicant's name:

Applicant's signature:

Date:

Applicant's name:

Applicant's signature:

Date:

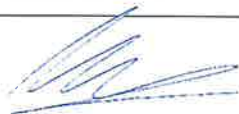
NB: A signature is not required if the application is made by electronic means.

### Declaration for the agent authorised to sign on behalf of the applicant

As the applicant's authorised agent, I confirm that I have read and understood the above notes and have fully informed the applicant of their obligations and liabilities under this document, including all fees and charges. I confirm that I am authorised to sign this application on the applicant's behalf and that the applicant has been advised their information will be shared with the Council.

Agent's full name: Nick Pearson

Agent's signature:



Date:

06/07/2026

NB: A signature is not required if the application is made by electronic means.

### How do you wish to be served with any correspondence



via electronic address for service  
(please ensure you have provided an address on page 1)



via post, ie hardcopy, (or alternative  
method of service under s352 of the Act)

Appendix B

Record of title

---



**RECORD OF TITLE  
UNDER LAND TRANSFER ACT 2017  
FREEHOLD  
Search Copy**



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **WN991/9** **Part-Cancelled**  
**Land Registration District** **Wellington**  
**Date Issued** 26 November 1968

---

**Estate** Fee Simple  
**Area** 12.9573 hectares more or less  
**Legal Description** Part Section 23 Block VII Port Nicholson  
Survey District and Section 1 Survey  
Office Plan 36571 and Part Section 23  
Block VII Port Nicholson Survey District

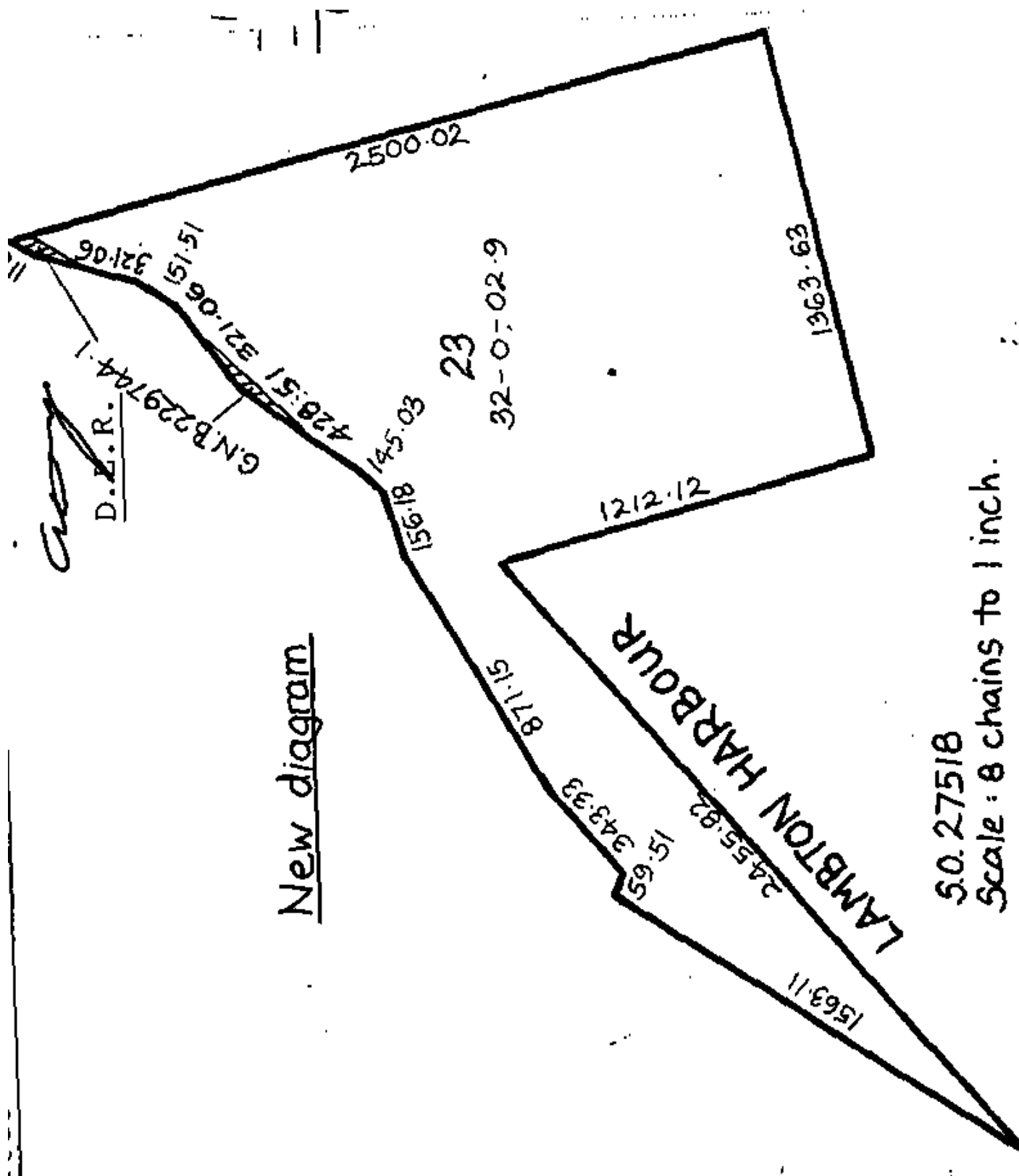
**Registered Owners**  
Centreport Limited

---

**Interests**

B229744.1 Gazette Notice (1992 p 1132) declaring parts herein (142m<sup>2</sup> and 119m<sup>2</sup>) hatched black hereon being marked E on SO Plan 32553 and G on SO Plan 32554 respectively hereby acquired for motorway and shall vest in the Crown on 16.4.1992 - 27.4.1992 at 1.51 pm

B243512.1 CAVEAT BY NEW ZEALAND RAIL LIMITED (LIMITED EFFECT) - 14.7.1992 AT 12.24 PM





**RECORD OF TITLE**  
**UNDER LAND TRANSFER ACT 2017**  
**FREEHOLD**  
**Search Copy**



  
R.W. Muir  
Registrar-General  
of Land

**Identifier** **1271145**  
**Land Registration District** **Wellington**  
**Date Issued** 01 December 2025

**Prior References**  
WN55B/441

---

**Estate** Fee Simple  
**Legal Description** Part Lot 1 Deposited Plan 11017 and Part  
Lot 1 Deposited Plan 10550 and being  
below a Reduced Level of 7.72 and also  
above a Reduced Level of 13.72 and  
Height-Limited Section 2 Survey Office  
Plan 607345  
**Purpose** Railway Purposes  
**Registered Owners**  
His Majesty the King

---

**Estate** Fee Simple  
**Legal Description** Part Lot 1 Deposited Plan 10550 and  
between the Reduced Levels of 7.72 and  
13.72 and Height-Limited Section 2 Survey  
Office Plan 607345  
**Purpose** Railway purposes  
**Registered Owners**  
His Majesty the King

---

**Estate** Fee Simple  
**Area** 11.6609 hectares more or less  
**Legal Description** Part Lot 1 Deposited Plan 11041  
**Purpose** Railway Purposes  
**Registered Owners**  
His Majesty the King

---

**Interests**

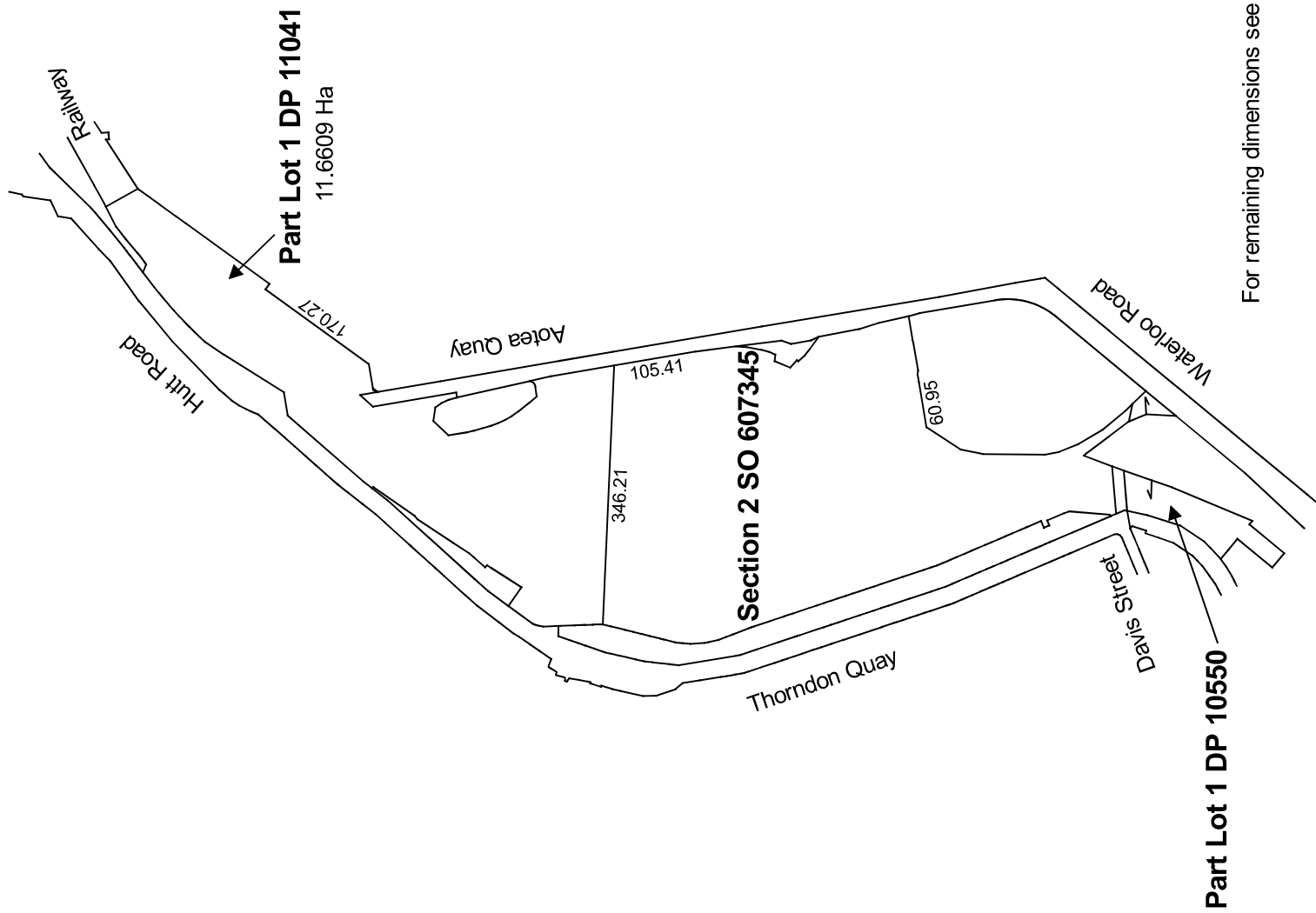
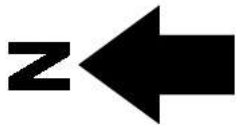
For Area and dimensions for the height limited parcels see DP's 11017, 10550 and SO 607345  
Subject to a right sewage drainage (in gross) over part section 2 SO 607345 marked B on SO 607345 in favour of The Wellington City Council created by Transfer B418973.5 - 16.2.1995 at 2.05 pm  
The easements created by Transfer B418973.5 are subject to Section 243 (a) Resource Management Act 1991  
Subject to a right of way over part marked A on DP 78788 created by Transfer B442096.1 - 4.7.1995 at 11.25 am (affects Part Lot 1 DP 11041)

The easements created by Transfer B442096.1 are subject to Section 243 (a) Resource Management Act 1991

Appurtenant hereto is a right of way specified in Easement Certificate B751798.4 - 28.10.1999 at 4.00 pm (affects Part Lot 1 DP 11041)

The easements specified in Easement Certificate B751798.4 are subject to Section 243 (a) Resource Management Act 1991 11315065.1 Subject to conditions pursuant to Section 461(1) Local Government Act 1974 and certifying that a private drain serving the within land - 25.3.2020 at 11:49 am (affects Part Lot 1 DP 11017)

Subject to a right to convey electricity and telecommunications (in gross) over the part section 2 SO 607345 marked A SO 607345 in favour of Wellington City Council created by Gazette Notice 13473688.1- 1.12.2025 at 7.51am



## **Appendix C      Terminal building concept designs**

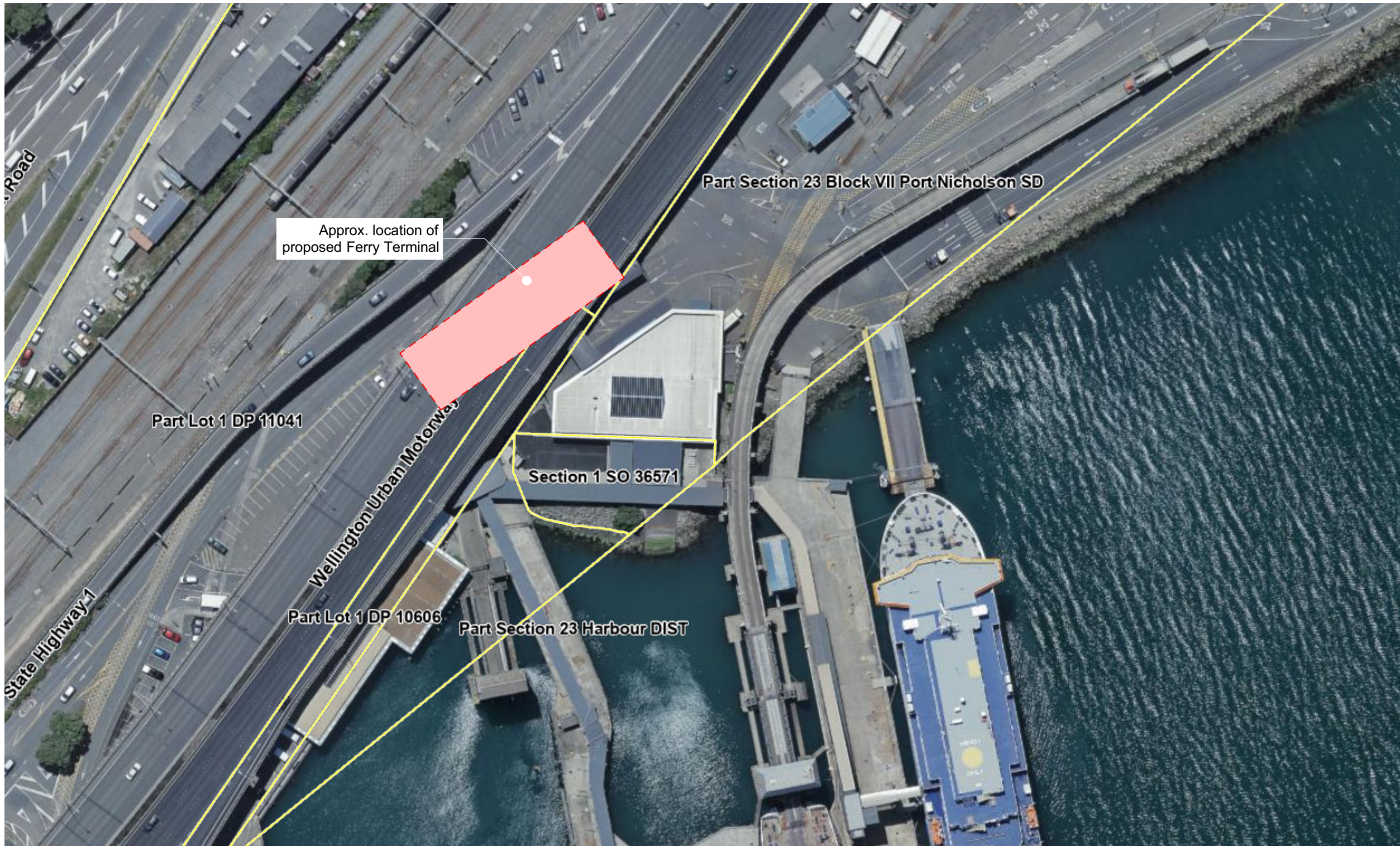
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# CentrePort Wellington, 1 Aotea Quay, Pipitea,

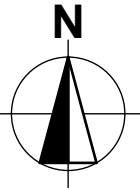
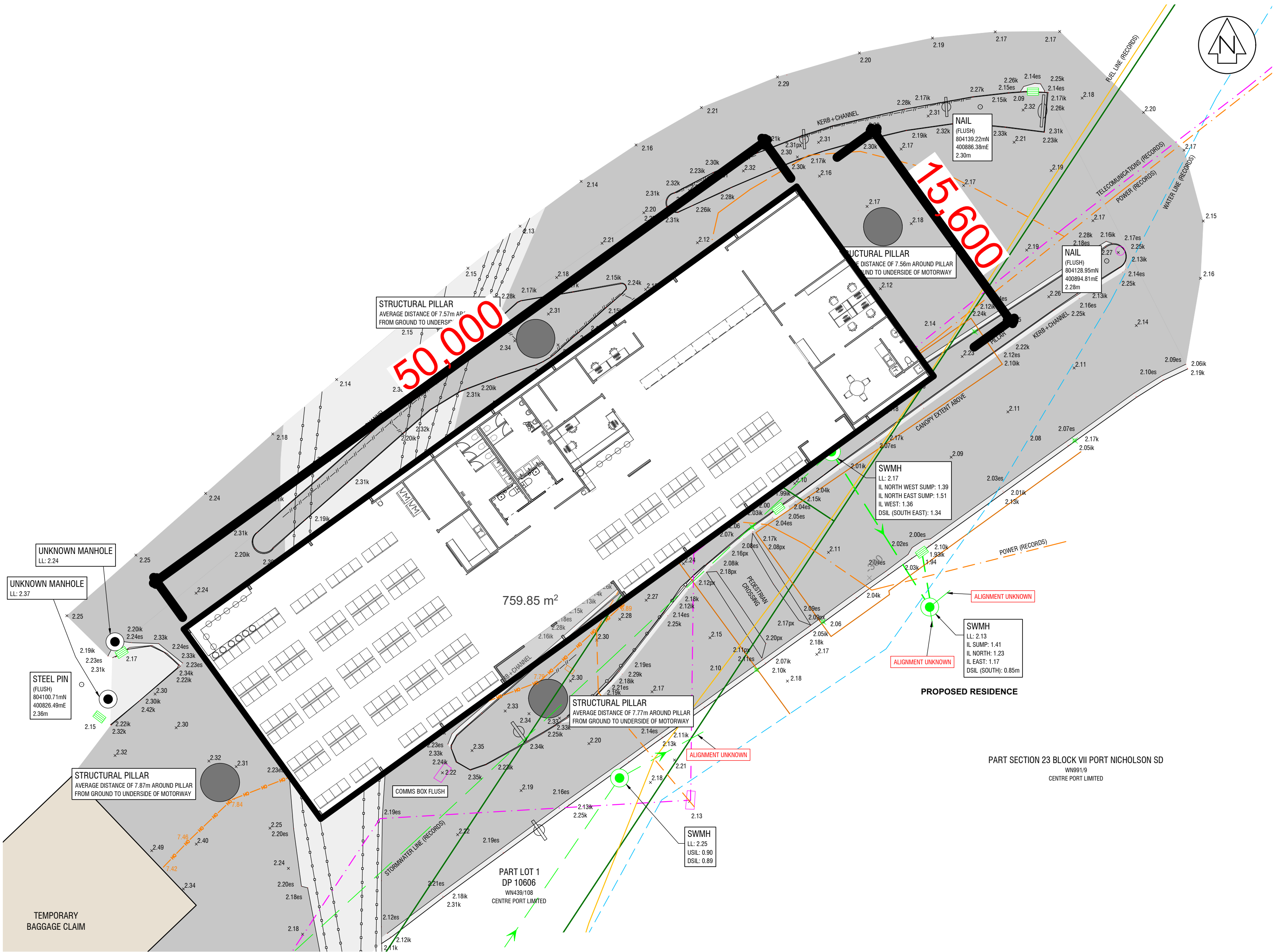
## Preliminary

Wellington Temporary  
Departure Ferry Terminal

| Site Information       |                           |
|------------------------|---------------------------|
| Address:               | CentrePort Wellington, 1  |
| Aotea Quay, Pipitea,   | Wellington                |
| Lot:                   | -                         |
| DPS:                   | -                         |
| Territorial authority: | -                         |
| Wind zone:             | Very High                 |
| Earthquake zone:       | Zone 3                    |
| Exposure zone:         | Zone D                    |
| Climate Zone:          | Zone 3                    |
| Planning Zone:         | Multi-User Ferry Precinct |



Location Plan  
Not to Scale

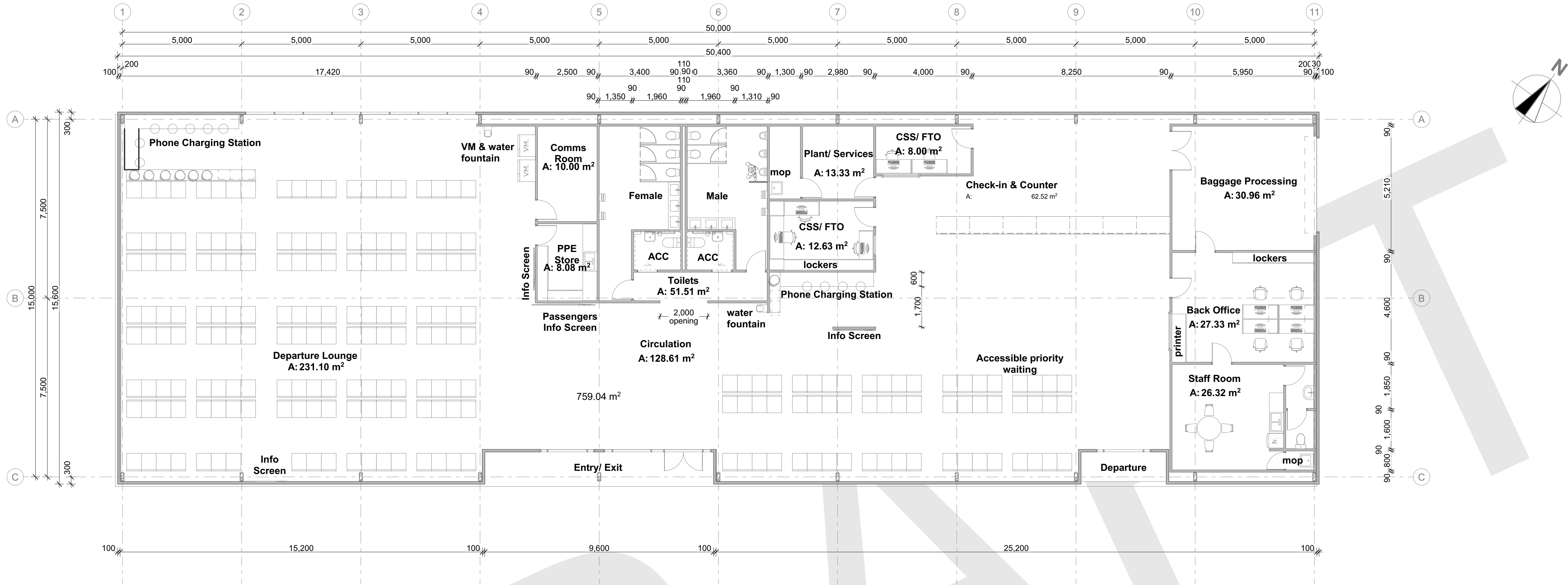


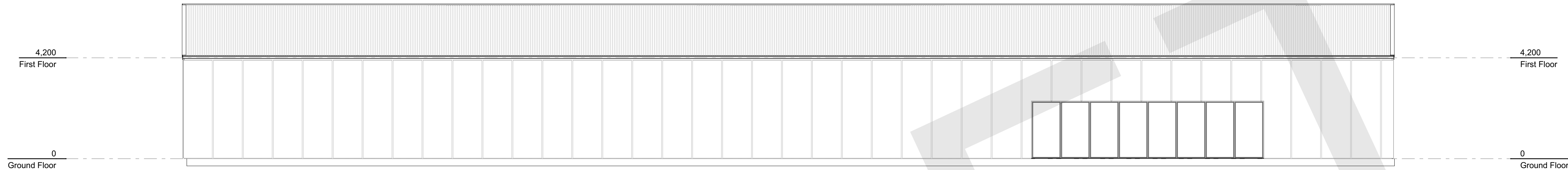
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**PRELIMINARY**  
NOT TO BE USED AS WORKING DRAWINGS

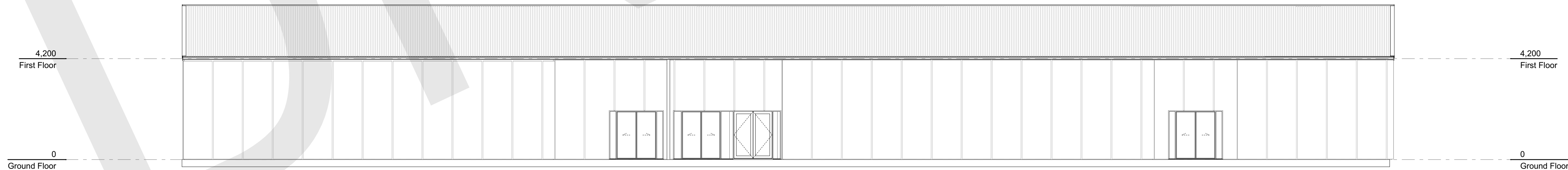
| Drawing<br>Site Plan |                                                                  | Sheet                     |                  |
|----------------------|------------------------------------------------------------------|---------------------------|------------------|
| Job<br><b>26013</b>  | Scale at A1:<br><b>1:200</b><br>Scale at A3:<br><b>1:200 ÷ 2</b> | Date<br><b>26/05/2026</b> | Revision<br>Date |

**A003**



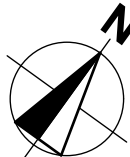


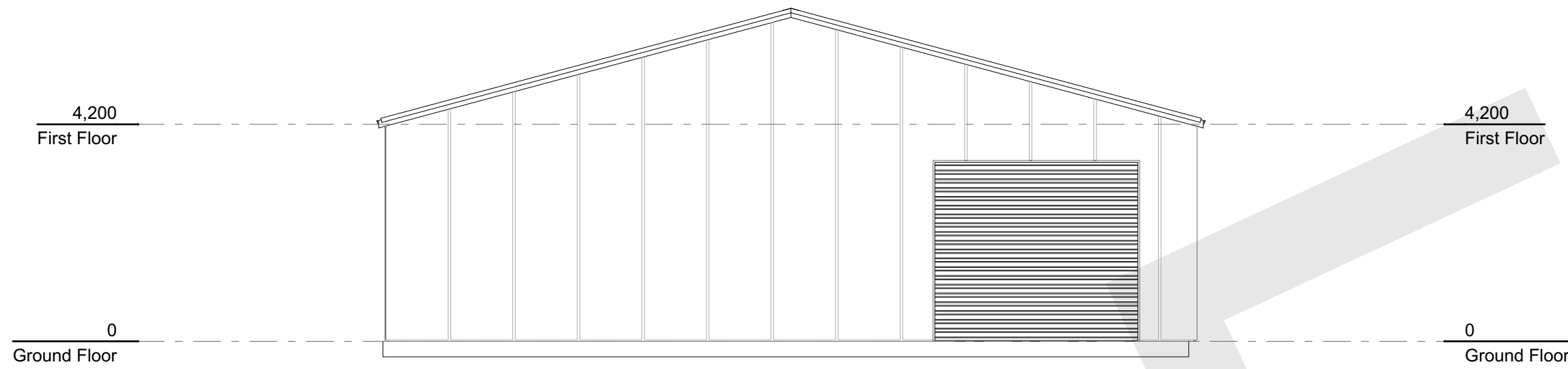
1  
-  
Elevation - North, Road Side  
1:100



2  
-  
Elevation - South, Sea Side  
1:100

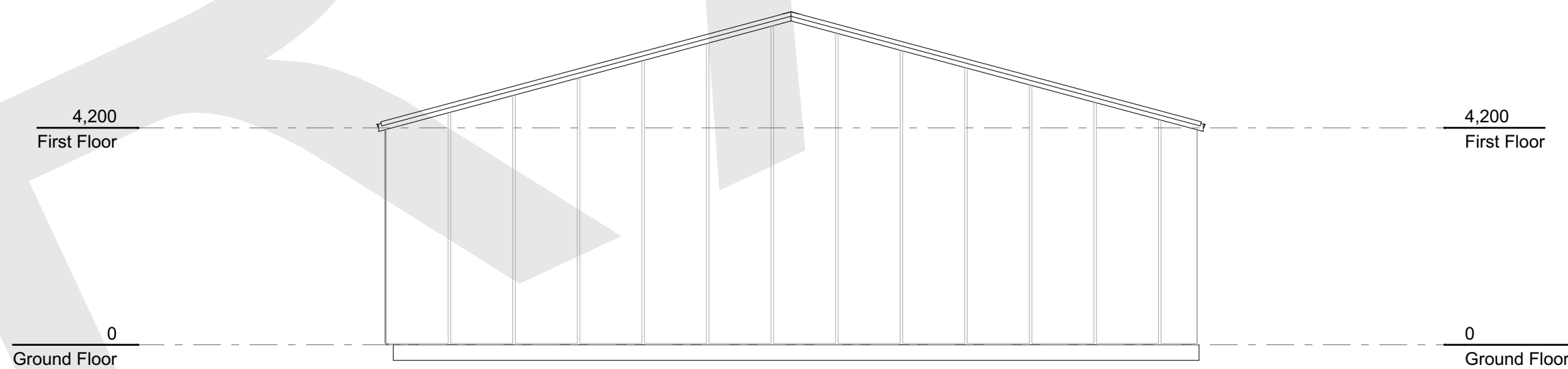
| RevID | ChID | Revision | Date |
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|       |      |          |      |





1  
-

Elevation - East  
1:100



2  
-

Elevation - West  
1:100



Architectural Design Group  
Rōpū Hoahoa Hoahoanga

**Intellectual Property & Copyright:**  
The copyright of these drawings remain the property of the author (Architectural Design Group) and must not be copied in any form or passed on to a third party without written consent. This document itself may not be modified in any way, except as needed for the purpose of developing the project by the author, ADG.

**Note:**  
It is the contractors responsibility to check and verify all dimensions and levels on site before commencing any work. All works shall comply with the Building Consent documentation. Plans to be read in conjunction with the full set of contract documents. Any discrepancies between documents must be brought to the Contract Engineer's attention immediately. Do not measure or scale off drawings.

| RevID | ChID | Revision | Date |
|-------|------|----------|------|
|       |      |          |      |
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**PRELIMINARY**

NOT TO BE USED AS WORKING DRAWINGS

**Wellington Ferry Terminal**

CentrePort Wellington, 1 Aotea Quay, Pipitea, , Wellington

For KiwiRail

Drawing  
**Elevations**

Job  
**26013**

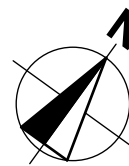
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Scale at A3: **1:100 ÷ 2**

Date  
**26/05/2026**

Sheet

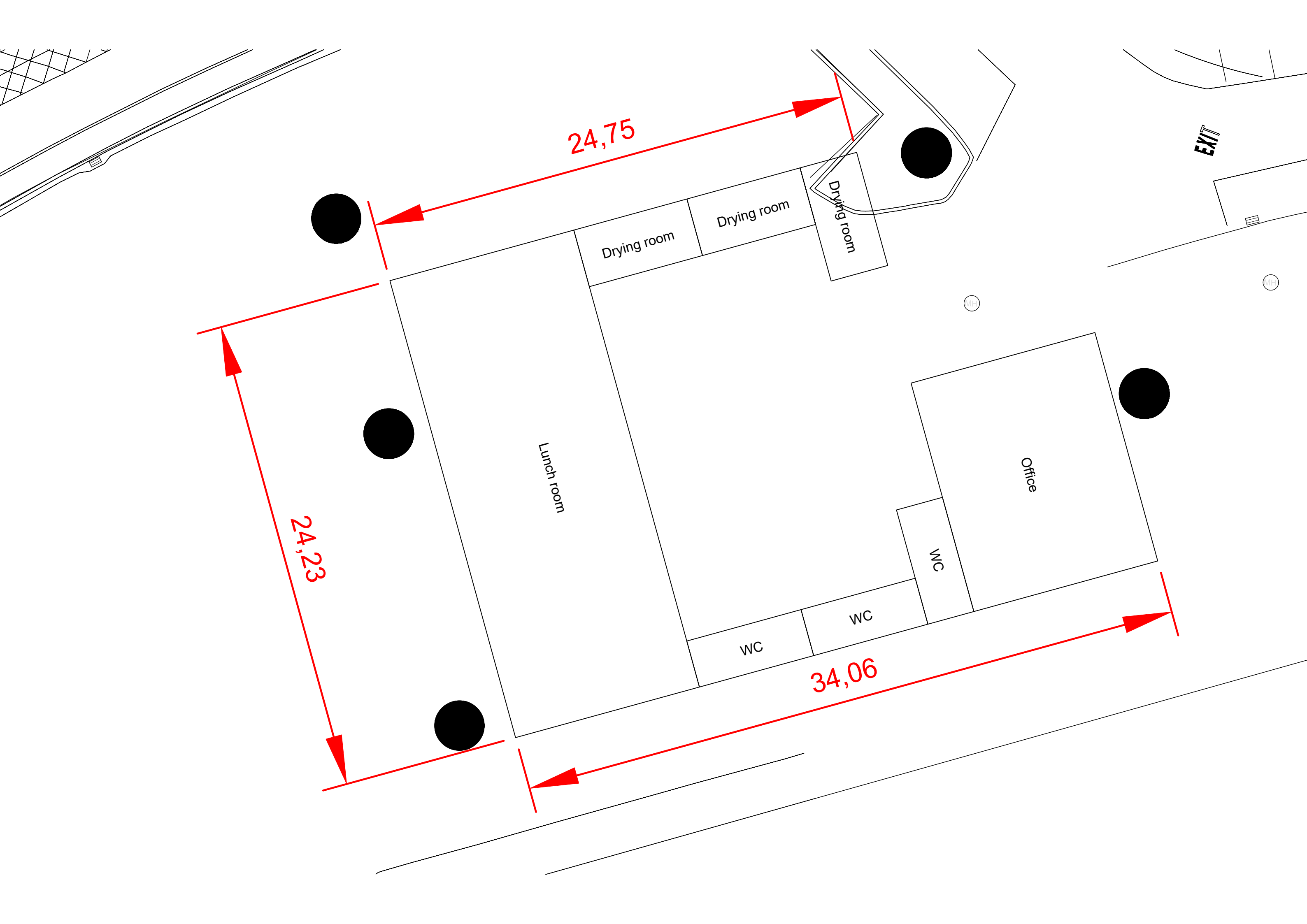
**A202**

Revision  
Date



## **Appendix D      Site office concept layout**

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## **Appendix E**

## **Geotechnical Natural Hazards Assessment**

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# Memo

|          |                                         |         |              |
|----------|-----------------------------------------|---------|--------------|
| To:      | Benjamin Eveleigh (Brian Perry Civil)   | Job No: | 1102961.0000 |
| From:    | Dr. Eng Liang Chin (Tonkin + Taylor)    | Date:   | 8 June 2026  |
| cc:      | Nick Pearson (Tonkin + Taylor)          |         |              |
| Subject: | Natural Hazards Geotechnical Assessment |         |              |

## 1 Introduction

Brian Perry Civil (BPC) is proposing to construct a circa 760 m<sup>2</sup> temporary ferry terminal building and a circa 400 m<sup>2</sup> site office. Their approximate locations are shown in Figure 1 below.



*Figure 1: Approximate temporary buildings location plan*

Accordingly, BPC engaged Tonkin & Taylor Ltd (T+T) to carry out the following to support the resource consent application:

- Assessment of the hazard and consequences for fault line rupture, tsunami and liquefaction.
- Identify possible mitigation measures that can be implemented into the ground and/or structure to mitigate the effects identified above.

This memo has been prepared to address the relevant matters of discretion under the Wellington City District Plan (NH-R12.2 and CE-R19.2), and in the context of the National Policy Statement for Natural Hazards (NPS-NH)<sup>1</sup>.

---

<sup>1</sup> For the avoidance of doubt, the NES-NH does not apply to this proposal, as the temporary terminal building and site office are considered to be 'infrastructure', which is expressly excluded from the NES-NH.

## 2 Temporary Site Office

The proposed temporary site office will be a single-storey lightweight structure with a U-shaped plan configuration (or similar). The overall height of the structure will be approximately 2.5m. The building is to be used exclusively by construction and operations personnel and will not be accessible to members of the public.

Table 2.1 below summarises the qualitative assessment of the hazard and consequences for fault line rupture, tsunami and liquefaction along with possible mitigation measures for the proposed temporary site office.

Table 2.1: Summary of qualitative assessment of hazards and possible mitigation for temporary site office

| Hazard        | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Possible Mitigation                                                                                                                                                                                                                                                                                                                                                          | Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
|---------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Fault Rupture | <ul style="list-style-type: none"> <li>Site is identified by the Wellington City 2024 District Plan as located in a "distributed fault zone".</li> <li>In this zone, site can be affected by splay faults in the event of the Wellington Fault rupture.</li> <li>The amount of displacement that could occur along splay faults during a Wellington Fault event could be in the order of 10% to 30% of the main fault displacement (i.e. approx. 0.5m to 1.5m lateral movement and 0.1m to 0.3m vertical settlement). However, we note that there is limited research on these second order faults hence uncertainties in the expected deformation exists.</li> <li>Given the temporary nature of the site office (5 years) and being an Importance Level 2 (IL2) structure, we consider that allowing for 10% of the main fault displacement (i.e. 0.5m lateral and 0.1m vertical movement) reasonable.</li> </ul> | <ul style="list-style-type: none"> <li>Deep ground improvement so that splay fault finds alternative weaker rupture route or the deformation across the improved ground is largely reduced.</li> <li>Shallowly found building and design building to tolerate the anticipated fault rupture induced ground deformation (0.5m lateral and 0.1m vertical movement).</li> </ul> | <p>Having regard to the risk assessment framework set out in the NPS-NH and addressing the matter of discretion under NH-R12.2 (minimising the risk to people in the event of a fault rupture), the residual risk to occupants has been minimised due to the following:</p> <ul style="list-style-type: none"> <li>Likelihood of rupture v timeframe of building (5 years design life). The likelihood of rupture of this segment of Wellington Fault is &lt;1% in the next 5 years <sup>2</sup>.</li> <li>The building is set to be a single-storey building set on a shallow foundation. The structure will be designed to New Zealand building code.</li> </ul> |
| Liquefaction  | <ul style="list-style-type: none"> <li>Site is identified by the Wellington City 2024 District Plan as affected by liquefaction.</li> <li>May result in the concrete seawall adjacent proposed building to deflect excessively or rotate. This can cause the retained ground to settle and slump excessively.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | <ul style="list-style-type: none"> <li>Strengthen seawall.</li> <li>Deep ground improvement to mitigate liquefaction.</li> <li>Use large diameter piles to support building and resist soil loads.</li> <li>Design building structure to tolerate large settlement and tilt of order 1V:1H or relocate building elsewhere with lesser expected tilt.</li> </ul>              | <p>The site is underlain by potentially liquefiable fill. Liquefaction-induced settlement and lateral spreading effects are anticipated under earthquake. Strengthening the seawall, undertaking deep ground improvement, and using large diameter piles to support the structure are unfeasible due to cost implications. Designing the structure to tolerate large settlement and tilt of order 1V:1H is unlikely to be feasible, and due to the operational constraints of</p>                                                                                                                                                                                  |

<sup>2</sup> [GNS Science - Active Faults Database](#)

|         |                                                                                                 |                                                                                                                                             |                                                                                                                                                                                                                                                                                                                  |
|---------|-------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|         |                                                                                                 | <ul style="list-style-type: none"> <li>Design a single-story building to minimise risk to life in the event of seawall collapse.</li> </ul> | <p>CentrePort relocating the site office to another area is not feasible.</p> <p>However, the building height has been reduced to a single-story structure. This will reduce the risk to life in the event of a seawall collapse.</p>                                                                            |
| Tsunami | Site is identified by the Wellington City 2024 District Plan as affected by Tsunami inundation. | Follow the Interislander Wellington Emergency Response Plan evacuation plan.                                                                | In the event of a tsunami warning, occupants of the site office are to follow the Interislander Wellington Emergency Response Plan (KiwiRail / Interislander, Document Version V2.3, August 2025, next scheduled review September 2026). This is a current operative document, maintained and reviewed annually. |

Note: One or a combination of possible mitigation measures may be considered to mitigate the effects of the hazard.

### 3 Temporary Terminal Building

The proposed temporary terminal building has a footprint of approximately 760 m<sup>2</sup>. The structure is a lightweight modular building, proposed to serve as a temporary passenger-facing terminal facility for the duration of the marine infrastructure redevelopment works, broadly replacing the operational functions of the existing Interislander terminal building during the construction period.

Table 3.1 summarises the qualitative assessment of the hazard and consequences for fault line rupture, tsunami and liquefaction along with possible mitigation measures for the proposed temporary terminal building.

Table 3.1: Summary of qualitative assessment of hazards and possible mitigation for temporary terminal building

| Hazard        | Description                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | Possible Mitigation                                                                                                                                                                                                                                                                                                                                                        | Analysis                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Fault Rupture | <ul style="list-style-type: none"> <li>Site is identified by the Wellington City 2024 District Plan as located in a "distributed fault zone".</li> <li>In this zone, site can be affected by splay faults in the event of the Wellington Fault rupture.</li> <li>The amount of displacement that could occur along splay faults during a Wellington Fault event could be in the order of 10% to 30% of the main fault displacement (i.e. approx. 0.5m to 1.5m lateral movement and 0.1m to 0.3m vertical settlement). However, we note that there is limited research on these second order faults hence uncertainties in the expected deformation exists.</li> </ul> | <ul style="list-style-type: none"> <li>Deep ground improvement so that splay fault finds alternative weaker rupture route or the deformation across the improved ground is largely reduced.</li> <li>Shallowly found building and design building to tolerate the anticipated fault rupture induced ground deformation (1m lateral and 0.2m vertical movement).</li> </ul> | <p>Having regard to the risk assessment framework set out in the NPS-NH and addressing the matter of discretion under NH-R12.2 (minimising the risk to people in the event of a fault rupture), the residual risk to occupants has been minimised due to the following:</p> <ul style="list-style-type: none"> <li>Likelihood of rupture v timeframe of building (5 years design life). The likelihood of rupture of this segment of Wellington Fault is &lt;1% in the next 5 years <sup>3</sup>.</li> <li>The building will be a lightweight, single storey structure with aluminium</li> </ul> |

<sup>3</sup> [GNS Science - Active Faults Database](#)

|              |                                                                                                                                                                                                                                                                                                             |                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|              | <ul style="list-style-type: none"> <li>Given the temporary nature of the terminal building (5 years) and acknowledging it being an Importance Level 3 (IL3) structure, we consider that allowing for 20% of the main fault displacement (i.e. 1m lateral and 0.2m vertical movement) reasonable.</li> </ul> |                                                                                                                                                                                                                                                                                                                        | portal frames. It will be designed to the NZ building code.                                                                                                                                                                                                                                                                                                                                                                                        |
| Liquefaction | <ul style="list-style-type: none"> <li>Site is identified by the Wellington City 2024 District Plan as affected by liquefaction.</li> <li>Site could be subjected to lateral spreading displacements, possibly of order 1m to 2m.</li> </ul>                                                                | <ul style="list-style-type: none"> <li>Deep ground improvement to mitigate liquefaction.</li> <li>Use large diameter piles to support building and resist soil loads.</li> <li>Design building structure to tolerate expected lateral spread displacements and reduced bearing due to liquefaction effects.</li> </ul> | The site is underlain by potentially liquefiable fill. Liquefaction-induced settlement and lateral spreading effects are anticipated under earthquake. Deep ground improvement and using large diameter piles to support the structure are unfeasible due to cost implications. However, the building will be a lightweight, single storey structure with aluminium portal frames. The building will be designed to the New Zealand building code. |
| Tsunami      | Site is identified by the Wellington City 2024 District Plan as affected by Tsunami inundation.                                                                                                                                                                                                             | <ul style="list-style-type: none"> <li>Follow the Interislander Wellington Emergency Response Plan evacuation plan.</li> </ul>                                                                                                                                                                                         | In the event of a tsunami warning, occupants of the site office are to follow the Interislander Wellington Emergency Response Plan (KiwiRail / Interislander, Document Version V2.3, August 2025, next scheduled review September 2026). This is a current operative document, maintained and reviewed annually.<br><br>On this basis, the risk to people has been minimised.                                                                      |

Note: One or a combination of possible mitigation measures may be considered to mitigate the effects of the hazard.

## 4 Conclusion

Having regard to the matters of discretion under rules NH-R12.2 and CE-R19.2 of the Wellington City District Plan, we consider that the sites are suitable for the proposed temporary buildings due to the operation constraints of the Port, and the mitigation measures and evacuation procedures outlined in Tables 2.1 and 3.1. The residual risk to occupants from fault rupture, liquefaction, and tsunami is acceptable, having particular regard to the low probability of a Wellington Fault rupture occurring.

## 5 Applicability

This report has been prepared for the exclusive use of our client Brian Perry Civil, with respect to the particular brief given to us and it may not be relied upon in other contexts or for any other purpose, or by any person other than our client, without our prior written agreement.

We understand and agree that our client will submit this report as part of an application for resource consent and that Wellington City Council as the consenting authority will use this report for the purpose of assessing that application.

Recommendations and opinions in this report are based on data from discrete investigation locations. The nature and continuity of subsoil away from these locations are inferred but it must be appreciated that actual conditions could vary from the assumed model.

Tonkin & Taylor Ltd  
Environmental and Engineering Consultants

Authorised for Tonkin & Taylor Ltd by:



.....  
Dr. Eng Liang Chin  
Project Director

Review by: Bhavesh Rama (Senior Geotechnical Engineer)

8-Jun-26  
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Together we create + sustain a better world