Application for Resource Consent

NOTICE OF DECISION

Site Address:	40 Waterloo Quay, Pipitea Ferry Terminal
Legal Description:	Held in Record of Title: 1271145 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 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 Part Lot 1 Deposited Plan 11041 Held in Record of Title: WN439/108 Bordered Green Deposited Plan 10606
Applicant:	CentrePort Limited (CentrePort) C/- Tonkin and Taylor
Proposal:	To construct a temporary departure ferry terminal and a temporary site office.
Owners:	His Majesty the King and CentrePort Limited
Service Request No:	573598
File Reference:	1059991
2024 District Plan Zone:	Special Purpose – Port Zone
Notations 2024 District Plan:	Multi-User Ferry Precinct Height Control Area - 19m Coastal Inundation Medium Hazard Overlay Fault Hazard Overlay Flood Hazard Inundation Overlay Liquefaction Hazard Overlay Tsunami Medium and High Hazard Overlay Sites and Areas of Significance Māori: Te Whanganui-ā-Tara Mana Whenua Statutory Acknowledgements: Te Whanganui-ā-Tara and Kaiwharawhara Stream Coastal Environment Coastal Margin Advisory Layer Moderate and High Noise Areas: State Highway 1 and Rail Moderate Noise Area: Waterfront Zone Railway Vibration Advisory Overlay 8km and 13km Bird Strike Risk Activity Management Area Viewshaft VS13 Sites and Areas of Significance to Māori - Extent (SCHED7) - Te Whanganui-ā-Tara (Ngāti Toa Rangatira) Designations:

	WIAL – OLS KRH – KRH1 NZTA – NZTA-1
Other Notations:	SLUR: SN/05/426/02
Activity Status 2024 District Plan:	Restricted Discretionary

DECISION – Land Use Consent:

Officers, acting under delegated authority from the Wellington City Council (the Council) and pursuant to section 104C of the Resource Management Act 1991 (the Act), **grant resource consent** to the proposal construct a temporary departure ferry terminal and a temporary site office at **40 Waterloo Quay, Pipitea** (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, 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, Part Lot 1 Deposited Plan 11041 and Bordered Green Deposited Plan 10606), subject to the conditions below.

Conditions of Consent:

General:

(a) The proposal must be in accordance with the information provided with the application Service Request No. 573598 and the following ADG plans (Job Number 26013), all dated 26/05/2026:

- Site Pan, sheet A003, revision –
- Floor Plan, sheet A103, revision –
- Elevations, sheet A201, revision –
- Elevations, sheet A202, revision –

And unnamed plans:

- Layout of site office
- Location of site office

Water connections:

(b) Prior to occupation of the buildings, the consent holder must provide for fire-fighting requirements in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies NZS PAS 4509:2008 and the Regional Standard for Water Services, and all fire connections/sprinkler connections must be provided with a double check detector check backflow prevention containment device approved in writing by the Tiaki Wai Land Development.

(c) Prior to occupation of the buildings, the consent holder must install a new fire hydrant with sufficient pressure and flow to service the development in accordance with the NZ Fire Service Code of Practice for Firefighting Water Supplies SNZ PAS 4509:2008. Testing will be required to demonstrate the new hydrant achieves the pressure and flow requirements.

Compliance with Standards:

(d) Any **servicing engineering works** must comply with the requirements of the Regional Standard for Water Services, unless otherwise modified by condition(s) of the consent or agreed in writing by the Tiaki Wai Land Development Team. These are the engineering standards for mitigating adverse effects on the environment from wastewater and stormwater drainage, water supply and associated utility structures.

Flooding:

(e) In order to mitigate against the potential for stormwater inundation, the buildings constructed on the site must have a minimum floor minimum floor height of RL 2.500. The consent holder must provide certification from a licensed cadastral surveyor confirming this. This certification must include supporting documentation (including site plans with detailed levels and offsets), to the satisfaction of the Council's Compliance Monitoring Officer at completion of the finished floor level.

Monitoring and Review:

(f) Prior to starting work the consent holder must advise the Council's Compliance Monitoring Officer of the date when work will begin. This advice must include the address of the property and the Service Request number and be provided at least 48 hours before work starts, either by telephone on 04 801 4017 or email to rcmonitoring@wcc.govt.nz.

(g) The conditions of this resource consent must be met to the satisfaction of the Council's Compliance Monitoring Officer. The Compliance Monitoring Officer will visit the site to monitor the conditions, with more than one site visit where necessary.

The consent holder must pay to the Council the actual and reasonable costs associated with the monitoring of conditions (or review of consent conditions), or supervision of the resource consent as set in accordance with section 36 of the Act. These costs* may include site visits, correspondence and other activities, the actual costs of materials or services, including the costs of consultants or other reports or investigations which may have to be obtained.

More information on the monitoring process is available at the following link: https://wellington.govt.nz/property-rates-and-building/building-and-resource-consents/resource-consents/applying-for-a-resource-consent/monitoring-resource-consent-conditions

Please refer to the current schedule of Resource Management Fees for guidance on the current administration charge and hourly rate chargeable for Council officers.

Advice Notes:

1. The land use consent must be given effect to within 5 years of the granting of this consent, or within such an extended period of time as granted by the Council pursuant to section 125 of the Act.

2. Section 36 of the Act allows the Council to charge for all fair and reasonable costs associated with the assessment of your application. We will confirm in due course

whether the time spent on this application is covered by the initial fee paid. If the time exceeds the initial fee, you will be sent an invoice for additional fees. If the application was assessed in less time, you will be sent a refund. For more information on your fees contact planning.admin@wcc.govt.nz.

3. Where appropriate, the Council may agree to reduce the required monitoring charges where the consent holder will carry out appropriate monitoring and reporting back to the Council.

4. Should you wish to know when properties surrounding you apply for resource consent, you can register as an interested neighbour. You can find out more about that here. Please note that if resource consent has already been approved or is not required then you will not receive any notification.

5. This resource consent is not a consent to build. A building consent may be required under the Building Act 2004 prior to commencement of construction.

6. Out of courtesy, it is suggested that you advise your nearest neighbours of your intention to proceed with this land use consent, of your proposed construction timetable and contact details should any issues arise during construction.

7. It is a civil matter to gain the approval of owner/s of the land subject to this consent before the land use decision can be given effect to. This approval is not a subject of resource consent.

8. This resource consent does not authorise any works that also require consent from the Greater Wellington Regional Council. If necessary, separate resource consent(s) will need to be obtained prior to commencing work.

9. The consent holder must ensure that construction, earthworks, and any demolition activities comply with Rule NOISE-R2.1 of the 2024 District Plan. All work must occur within the hours of 7.30am to 6.00pm Monday to Saturday only and must be measured, assessed, managed, and controlled in accordance with the requirements of NZS6803:1999 Acoustics Construction Noise. Further resource consent will be required if the works cannot comply with these requirements.

10. The methods set out in the Greater Wellington Regional Council guideline for erosion and sediment control for the Wellington Region should be followed when undertaking earthworks on the site:
https://www.gw.govt.nz/assets/Documents/2022/03/Erosion-and-Sediment-Control-Guide-for-Land-Disturbing-Activities-in-the-Wellington-Region.pdf

11. Tiaki Wai advises that the WCC Building Consent team only have responsibility in terms of the building and internal plumbing within the site, and do not necessarily consider off-site connections. The consent holder should be aware that Tiaki Wai may have different requirements. There are important operation, maintenance, and health and safety implications associated with the off-site connections and servicing. Accurate as-builts are important and are subject to Tiaki Wai approval. To this end it is important to contact Tiaki Wai for any servicing requirements *before* works are undertaken.

12. Wellington City Council maintains the Underground Asset Register (UAR), an online mapping system containing information on underground utility and infrastructure. Prior to undertaking any excavation, earthworks or infrastructure works, the consent holder must access the UAR to identify the location of underground services and engage with relevant asset owners where necessary. The UAR can be accessed at

www.nzuar.org.nz Users are expected to comply with the NZUAG Code and Wellington City Council's Code of Practice for Working on Wellington's Roads, including reporting wrongly recorded objects, unidentified buried objects and asset strikes through the UAR.

For further information contact wuam@wcc.govt.nz

13. It is the responsibility of the consent holder to identify any service mains or laterals that might be affected by any new buildings as proximity to these pipes will be considered at the building consent stage.

14. In areas of early and continued human habitation, both where archaeological sites *are* and *are not* recorded, it is possible that unrecorded sites are present below the ground surface and may be exposed by earthworks or demolitions.

    An archaeological site is defined as *physical evidence of pre-1900 human activity. This includes above-ground structures, including pre-1900* buildings, *monuments, structures and machinery as well as below-ground features, which include burnt and fire-cracked stones, charcoal, shell, bone and/or glass and crockery, metal, rubbish heaps, ditches, banks, pits, old building foundations, and include artefacts of Māori and European origin and/or human bone and burials.*

    Work affecting archaeological sites is subject to a consent process under the *Heritage New Zealand Pouhere Taonga Act 2014*. It is illegal to modify, damage or destroy an archaeological site without obtaining an authority. It is the responsibility of the consent holder to obtain an Archaeological Authority from Heritage New Zealand Pouhere Tāonga (HNZPT) for all work that impacts, modifies or destroys an archaeological site.

    In the event of an 'accidental discovery' of archaeological material, where during any site works, any potential archaeological features or deposits are encountered, the applicant must stop all works, secure the site and contact HNZPT (information@heritage.org.nz) immediately for further advice and guidance.

    - The New Zealand Police will need to be contacted if koiwi tangata/human bones are found.
    - Iwi representatives will need to be contacted if any archaeological material, including koiwi tangata/human bones, of Māori origin is found.

15. The WIAL1 Designation protects the airspace for the safe and efficient operation of aircraft operating in the vicinity of Wellington International Airport. The Designation requires that any person proposing to construct or alter a building or structure (including temporary structures such as cranes or scaffolding), which penetrates the Obstacle Limitations Surface and exceeds the following heights, must obtain approval from them under section 176 of the Act:

    i. a new building/structure, or additions and/or alterations which penetrates the Take-off, Approach, Conical, Inner Horizontal or Transitional Side Slope Surfaces and exceeds a height of 8m above existing ground level; or

    ii. a new building/structure, additions and/or alterations which penetrates the Outer Horizontal Surface and exceeds a height of more than 30m above ground level.

    You can find the relevant surfaces by searching your address eplan.wellington.govt.nz/proposed/. Further information can also be found on WIAL's website: www.wellingtonairport.co.nz/community-hub/planning-

designations/obstacle-limitation-surface-designation/and/or you can contact WIAL at WIAL1_OLS@wellingtonairport.co.nz for any questions that you might have or if you need to seek their approval.

16. Rights of objection to the conditions specified above may be exercised by the consent holder pursuant to section 357A of the Act. Any objection must be made in writing, setting out the reasons for the objection. It must be made within 15 working days of this notification or within such extended period as the Council may in its discretion allow.

Reasons for Decision:

1. Pursuant to section 95A and 95B of the Act, there are no mandatory requirements to notify the application, the effects of the proposal on the environment will be no more than minor and there are no affected persons. There are no special circumstances.

2. Pursuant to section 104 of the Act, the effects of the proposal on the environment will be acceptable.

3. The proposal is in accordance with the relevant objectives and policies of the 2024 District Plan and Part 2 of the Act. Furthermore, the proposal is consistent with the outcomes sought by the relevant NES.

DECISION REPORT

NATIONAL ENVIRONMENTAL STANDARD

The Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES-CS) enabled the establishment of the Hazardous Activities and Industries List (HAIL). HAIL is a list of activities and industries that are likely to cause land contamination resulting from hazardous substance use, storage or disposal. It has been identified that HAIL activities have (or are likely to have) occurred on the site.

Resource consent has been granted under SR No. 573601 to address the enabling earthworks for this contaminated site.

NATIONAL POLICY STATEMENT

The National Policy Statement on Urban Development

The National Policy Statement on Urban Development 2020 (NPS-UD) came into effect on 20 August 2020 and is relevant to this proposal. The NPS-UD supersedes the National Policy Statement on Urban Development Capacity (NPS-UDC), which came into effect from 1 December 2016. Both the NPS-UD and earlier NPS-UDC recognise the national significance of urban environments and the need to enable such environments to develop and change, and to provide sufficient development capacity to meet the needs of people and communities and future generations in urban environments.

The purpose of the NPS-UD is to enable development by maximising the benefits of intensification. The NPS-UD directs decision making under the Act to ensure that planning decisions enable development through providing sufficient development capacity for housing and business.

The National Policy Statement for Infrastructure

The National Policy Statement for Infrastructure 2025 (NPS-I) came into effect on 15 January 2026 and is relevant to this proposal.

The NPS-I requires decision-makers to recognise infrastructure as nationally significant under the RMA and must ensure the national, regional or local benefits of infrastructure, relative to localised adverse effects, are recognised and provided for. The NPS-I applies to all decisions made under the RMA affecting the operation, maintenance, renewal and upgrade of existing infrastructure, as well as to the development of new infrastructure. It does not apply to activities managed under the National Policy Statement for Renewable Electricity Generation 2011 (as amended 2025) or the National Policy Statement for Electricity Networks 2008 (as amended 2025).

2024 DISTRICT PLAN PROCESS

On 18 July 2022 the Council notified the Proposed District Plan (PDP).

Decisions on the first set of PDP hearings (Tranche 1) were publicly notified on 14 March 2024, with the exception of decisions deferred to the Minister of RM Reform. Public notice of the Minister's decisions was served on 8 May 2024. At the time of Tranche 1 decisions the PDP was renamed as the '2024 District Plan'.

Decisions on the second set of hearings (Tranche 2) were publicly notified on 5 April 2025.

There is one outstanding appeal on Tranche 1 decisions and five on Tranche 2.
Provisions that are subject to an appeal have legal effect but will not become operative until after the appeal is resolved.

With the exception of the matters subject to appeal, the 2024 District Plan is now operative.

PLAN CHANGE 1

Plan Change 1 to the 2024 District Plan (PC1) was publicly notified on 20 November 2025.

PC1 proposes minor amendments to resolve errors and improve the efficiency of the 2024 District Plan. Details of the matters included in PC1 are available on the WCC website.

All PC1 matters that are beyond challenge following submissions and further submissions and have been deemed operative under section 86F of the Act. These provisions are annotated in the operative 2024 District Plan.

Decisions on the remaining provisions are expected late in 2026.

SITE DESCRIPTION

Figure 1: Subject site for temporary building works - in blue. (Source: Tonkin and Taylor Natural Hazards Geotechnical Assessment, Figure 1)

Section 2.1 of the applicant's Assessment of Environmental Effects (AEE) includes a description of the site and its immediate surroundings. I consider that this description is accurate and should be read in conjunction with this report.

In short, 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 site is almost exclusively reclaimed hardstand. It is used as a port, rail shunting yard and for ferry operations. State Highway One crosses the site north to south as a flyover. The subject site is largely below the flyover.

PROPOSAL

Figure 2: Temporary terminal building (Source: Tonkin and Taylor Plan, AEE, figure 3.1)

The proposal is to construct a temporary site office and temporary terminal building. The terminal building will sit alongside the baggage handling building under the flyover.

The site office will also be modular and located further to the southwest.

Further details of the proposal are provided in the AEE and application plans. I adopt the applicant's proposal description which should be read in conjunction with this report.

ACTIVITY STATUS

Resource consent is required under the following 2024 District Plan rules:

Rules and activity status
Port Zone
Rule PORTZ-PREC02-R5.2 - Construction of buildings and structures, alterations and additions to buildings and structures for passenger port facilities. Resource consent is required for the construction of the site office that has a gross floor area over 100 m², not meeting PORTZ-PREC02-R5.1.b.i The Council's discretion is limited to: 1. The matters in PORTZ-PREC02-P1, PORTZ-PREC02-P2, PORTZ-PREC02-P3, PORTZ-PREC02-P4 and PORTZ-PREC02-P5; 2. The extent and effect of non-compliance with any relevant standard as specified in the associated assessment criteria for the infringed standard; 3. Multi-User Ferry Precinct requirements set out in Appendix 10-B; 4. The design, scale and configuration of proposed building/structure or building additions/alterations, including: a. The scale of development anticipated within the precinct and in the vicinity of the site;

b. The visual and architectural quality based on such factors as the form, scale, design and detailing of the building/structure or building additions or alterations;
c. The extent of landscaping or other means when viewed from public areas; and
d. The safe movement of people and vehicles to and from the site and within the site and surrounding transport network.

Under this rule the proposal is a **Restricted Discretionary Activity,** and there is no preclusion to public or limited notification.

Coastal Environment

Rule CE-R19.2 - Construction of a passenger port facility and construction site office within the Coastal Hazard Overlay

Resource consent is required for buildings which will be occupied by greater than 10 employees and/or members of the public within the Coastal Hazard Overlay.

The Council's discretion is limited to:
1. The matters in CE-P21.

Under this rule the proposal is a **Restricted Discretionary Activity,** and there is no preclusion to public or limited notification.

Natural Hazards

Rule NH-R12.2 – Construction of a passenger port facility and construction site office within the Wellington Fault Hazard Overlay

Resource consent is required for buildings which will be occupied by greater than 10 employees and/or members of the public within the Wellington Fault Hazard Overlay.

The Council's discretion is limited to:
1. The matters in NH-P16.

Under this rule the proposal is a **Restricted Discretionary Activity,** and there is no preclusion to public or limited notification.

NH-R5.2 – Construction of a passenger port facility within the inundation area of the Flood Hazard Overlay.

Resource consent is required for buildings that will contain a potentially hazard sensitive activity in the inundation area of the Flood Hazard Overlay.

The Council's discretion is limited to:
1. The impact from the 1% Annual Exceedance Probability flood is low due to either the:
    a. Implementation mitigation measures;
    b. The shallow depth of the flood waters within the building; or
    c. Type of activity undertaken within the building; and
2. The risk to people and property is reduced or not increased.

Under this rule the proposal is a **Restricted Discretionary Activity,** and there is no preclusion to public or limited notification.

Three Waters

Rule THW-R2.2 - Connection to existing three waters infrastructure – non-residential buildings

Resource consent is required where compliance with any of the requirements of THW-R2.1 is not achieved or demonstrated.

The Council's discretion is limited to:

1. The relevant sections of the Wellington Water Regional Standard for Water Services v3.0 December 2021;
2. Design and effectiveness of an alternative solution;
3. Ownership, maintenance and operation arrangements; and
4. Any site constraints.

Under this rule the proposal is a **Restricted Discretionary Activity,** and there is a preclusion to public and limited notification.

Note: With regard to the rules, this proposal does not trigger the rules under the Infrastructure Chapter in the Port Zone, in the 2024 District Plan, although it meets the definition, as it is also within the Coastal Environment. There is a preclusion for infrastructure located in the Port Zone *and* in the coastal environment overlay.

Overall, the proposal is a **Restricted Discretionary Activity** under the 2024 District Plan and there is no preclusion to public or limited notification.

WRITTEN APPROVALS

No written approvals were provided with the application.

SECTION 176 APPROVAL

The location of the proposed earthworks is subject to designations held by KiwiRail, New Zealand Transport Agency (NZTA) and Wellington International Airport Ltd.

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

SECTION 95 ASSESSMENT AND DECISION

Public Notification - Section 95A:

Mandatory Public Notification:

Mandatory public notification is not required as the applicant has not requested public notification [s95A(3)(a)], there are no outstanding section 92 matters [s95A(3)(b)], and the

application has not been made jointly with an application to exchange recreation reserve land under section 15AA of the Reserves Act [s95A(3)(c)].

Preclusion to Public Notification:

There is no preclusion to public notification as the relevant rules in the 2024 District Plan relevant NES do not all preclude notification of the application [s95A(5)(a)] and the application is not for one of the activities listed at section 95A(5)(b)(i) or 95A(5)(b)(iii) of the Act.

Public Notification – Rule/Adverse Effects:

Public notification is not required as the application does not include an activity that is subject to any rule in the 2024 District Plan that requires public notification and it has been determined in accordance with section 95D adverse effects on the environment will not be more than minor [s95A(8)(a) and (b)]. The reasons why the effects on the environment have been deemed to not be more than minor are detailed in the Assessment of Adverse Effects and conclusions set out in this report.

Special Circumstances:

None of the circumstances of the application are exceptional or unusual. Therefore, there are no special circumstances that warrant public notification under section 95A(9).

Limited Notification - Section 95B:

Customary Rights and Marine Title Groups, and Statutory Acknowledgements:

There are no protected customary rights groups or customary marine title groups that will be affected by the proposal [s95B(2)(a) and (b)].

As the proposal is adjacent to land subject to a statutory acknowledgement, I have considered whether the person to whom the statutory acknowledgement is made is an affected person under section 95E [s95B(3)].

Section 29(1) of the Port Nicholson Block Claims Settlement Act 2009 requires the Council to provide the relevant consent documentation to the trustee of the Port Nicholson Settlement Block Trust (Taranaki Whānui) for each resource consent application for an activity within, adjacent to, or directly affecting a statutory area as listed in this Act. This information has been provided to the trustee and regard has been had to every relevant statutory acknowledgement under this Act. For the reasons discussed in the effects assessment below, the Taranaki Whānui is not considered to be an affected party.

Section 31(1) of the Ngāti Toa Rangatira Claims Settlement Act 2014 requires the Council to provide the relevant consent documentation to the trustee of the Te Rūnanga o Toa Rangatira Incorporate Trust (Ngāti Toa) for each resource consent application for an activity within, adjacent to, or directly affecting a statutory area as listed in this Act. This information has been provided to the trustee and regard has been had to every relevant statutory acknowledgement under this Act. For the reasons discussed in the effects assessment below, Ngāti Toa is not considered to be an affected party.

Preclusions to Limited Notification:

There is no preclusion to limited notification as the relevant rules in the 2024 District Plan and relevant NES do not preclude limited notification of the application [s95B(6)(a)] and the application is not for a district land use consent with Controlled activity status [s95B(6)(b)].

Limited Notification - Affected Persons:

Limited notification is not required as the effects on any person will be less than minor [s95B(8)]. The reasons why the effects have been deemed to be less than minor are detailed in the Assessment of Adverse Effects and conclusions set out in this report.

Special Circumstances:

I have considered whether there are special (i.e. exceptional or unusual) circumstances that exist relating to the application that warrant limited notification to any persons who have not been excluded as affected persons by the assessment above [s95B(10)]. There are no special circumstances that warrant limited notification of any additional party under section 95B(10).

Public and Limited Notification Decision:

For the reasons set out above, the application does not require either public or limited notification.

ASSESSMENT OF ADVERSE EFFECTS

Potential Adverse Effects

Applicant's Assessment:

I consider the AEE prepared by the applicant to provide an accurate assessment of the likely and potential effects of the proposal. This assessment has therefore been partially adopted with further commentary from Council's advisors as discussed below.

The proposal is a restricted discretionary activity and as such discretion is limited to the matters outlined in the rules' sections. Having regard to the proposed development, the 2024 District Plan rules, and the lens of the relevant objectives and policies, the actual and potential effects of this proposal are considered to fall into the following categories and are addressed in turn below:

- Port effects,
- Natural hazard effects,
- Servicing effects, and
- Cultural effects.

A site visit was undertaken on 21 July 2026 to identify which parties may be adversely affected and understand the context of the proposal.

Port Effects:

The proposal seeks to construct two temporary buildings while the existing ferry terminal building undertakes permitted additions and alterations. The temporary ferry terminal building is considered permitted under Rule PORTZ-PREC02-R5.1 while the site office is not.

The following assessment considers the effects of the temporary site office only and accepts the assessment in section 6.4.3 of the AEE.

I have considered the Council's discretion with regard to the matters in PORTZ-PREC02-P1, PORTZ-PREC02-P2, PORTZ-PREC02-P3, PORTZ-PREC02-P4 and PORTZ-PREC02-P5.

The proposal is necessary and enables the ongoing operation, upgrading and redevelopment of established activities; and the development of regionally significant infrastructure that is compatible with passenger port facilities.

The proposal does not compromise or constrain the safe and efficient operation of the commercial port. It provides an opportunity for expansion of passenger port facilities.
It does not create significant adverse effects on activities on the surface of water; and does not compromise cultural, spiritual and/or historical values and interests and associations of importance to mana whenua, particularly with regard to Te Whanganui ā Tara (Wellington Harbour).

The proposed temporary ferry terminal aligns with policy PORTZ-PREC02-P3 as it provides safe and convenient connections to passenger transport network.

The proposed site office does not meet PORTZ-PREC02-P4, however the site office does facilitate the intent of PORTZ-PREC02-P4 and the Multi-User Ferry Precinct requirements set out in Appendix 10-B with the new ferry terminal building.

The proposed temporary site office is not architecturally designed but is functional and safe. I do not consider it needs to meet the matters of discretion given its temporary nature and purpose as staff space and offices to provide for a new ferry terminal and curtilage.

I consider the temporary site office will have a less than minor effect on the port facilities with no persons being adversely affected.

Hazards Effects:

The applicant has provided Natural Hazards Geotechnical Assessment prepared by Dr. Eng Liang Chin of Tonkin and Taylor dated 8 June 2026. Dr Chin is a Chartered Professional Engineer (CPEng). I accept and rely on Dr Chin's assessment with regard to the risks associated with the following hazards.

Fault Rupture and Liquification

The greater site is identified as located in a "distributed fault zone". In this zone, the site can be affected by splay faults in the event of the Wellington Fault rupture. The site is underlain by potentially liquefiable fill. Liquefaction-induced settlement and lateral spreading effects are anticipated under earthquake.

To mitigate the risk the temporary site office building is single-storey and set on a shallow foundation. The structure will be designed to the New Zealand building code.

The temporary ferry terminal building will be a lightweight single storey structure with an aluminium frame on a shallow foundation building to NZ Building Code.

For various reasons the applicant is not considering the measures recommended in the assessment to mitigate the effects of liquification. The AEE starts, *'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'.

Additionally, I have also considered the Council's discretion with regard to Policy NH-P16, *where development and use involves the construction of new buildings which will be occupied by members of the public, or more than 10 employees, new building must be constructed more than 20m from the edge of the fault deformation zone of the Wellington Fault Hazard Overlay*. In this case the temporary buildings are both within the fault deformation zone and as previously mentioned will be single storey to minimise the risk to people in the event of fault rupture. I note there is nowhere within the subject site that is more than 20m from the edge of the fault deformation zone in order to meet the policy.

With regard to liquification the AEE notes, '*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'*. I accept the assessment provided and that the residual risk to occupants from liquefaction is considered to be no more than minor.

I also accept the applicant's AEE, section 6.3.1 that states, *'Having regard to the low probability of a Wellington Fault rupture occurring over the lifespan of the buildings, 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.'*

Coastal Hazards (Tsunami and Coastal Inundation)

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.

I have relied on the Natural Hazards Geotechnical Assessment with regard to assessing coastal hazard mitigation and note there are current mitigation measures employed for the existing operation.

I have also considered the Council's discretion with regard to policy CE-P21 which requires the development to incorporate measures that minimise the risk to people, property, and infrastructure; and provide safe evacuation routes for occupants of the building from the coastal hazard.

I accept that that current evacuation planning, as per the operative Interislander Wellington Emergency Response Plan (KiwiRail / Interislander, V2.3, August 2025), which directs all occupants to evacuate to higher ground will suffice for the two temporary buildings. This is acceptable and I consider the effect of coastal hazards such as tsunami risk and coastal inundation is considered to be no more than minor.

Flooding

I have also considered the Council's discretion with regard to the impact from the 1% Annual Exceedance Probability flood. The AEE notes that a proposed floor level will be 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 the Council's 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.

Tiaki Wai's Land Development Engineer, Nancy Gomexz has confirmed this in her report (dated 28 August 2026) which is held on the Council's records.

Additionally, Ms Gomez agrees with the applicant that 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.

The type of activity undertaken within the ferry terminal building is around waiting for a ferry or collecting baggage and departing. It is a transitory environment for the public. A number of staff will occupy the building. Based on occupancy and transitory activities consider the risk to people and property is reduced or not increased. It is no different to the existing ferry terminal building's risk.

Based on Ms Gomez's advice I consider this is acceptable and the effects will be no more than minor. No parties will be adversely affected.

Cultural Effects:

The subject site is adjacent to Te Whanganui ā Tara (Wellington Harbour) a statutory acknowledgement area and site of significance to Māori (SASM).

The proposal has been provided to Taranaki Whānui and Ngāti Toa as trustees and regard has been had to every relevant statutory acknowledgement under this Act.

The work site is partially within an Area of Significance, Category A under the 2024 District Plan.

This proposal forms part of the enabling works under resource consent SR No. 573601. For the reasons discussed in the s95 assessment of that resource consent, I consider the effects on Te Whanganui ā Tara, and associated receiving environments can be managed. Therefore, the effects on the sites of significance and statutory acknowledgement area will be less than minor and neither Taranaki Whānui ki Te Upoko o Te Ika (Port Nicholson Block Settlement) Trust, the Wellington Tenths Trust, the Palmerston North Māori Reserve Trust and Ngāti Toa Rangatira will be adversely affected.

Servicing Effects:

In terms of effects on the three waters network, Tiaki Wai's Land Development Engineer has assessed the following:

Water

- A 200mm water main is located approximately 212m from the proposed location of the building and the buildings will connect into the existing connection.
- The applicant has confirmed that the temporary site office is compliant with the firefighting standards SNZ PAS 4509. Regarding the temporary terminal building, hydrant flow testing indicates the available water supply is capable of meeting the minimum required flow, however, the project team could not measure all hydrants at once to confirm due to equipment availability. Testing demonstrated a flow of 8,000 L/min (9000 L/min is required) with a pressure of 580 kPa. A new hydrant, adjacent to the Temporary Terminal Building, is being installed as part of these works and further testing will be carried out once it is installed.

Wastewater

- There is a 150mm wastewater main within Railway land approximately 162m from the proposed location of the building and the buildings will connect into the existing connection.
- No wastewater mitigation is required as the Tiaki Wai Modelling Team confirm that the local network has at least 10 litres/sec of spare design capacity during a 1-year LTS design event.

Stormwater & Hydraulic Neutrality

- The applicant will achieve hydraulic neutrality by locating the proposed buildings within an area that is already completely impervious.
- There is an existing 900mm stormwater main, and the buildings will connect into this connection.

Based on this advice I consider the servicing of the temporary buildings will have a less than minor effect. No parties are adversely affected.

Effects Conclusion:

Based on the above assessment, I conclude that the overall actual and potential effects are no more than minor with no specify person adversely affected.

SECTION 104 ASSESSMENT - SUBSTANTIVE DECISION

Section 104(1)(a) – Effects Assessment:

Adverse Effects:

An assessment of the effects on the environment has been made above. The matters discussed and the conclusions reached are also applicable with regard to the adverse effects assessment under section 104(1)(a) of the Act and no further assessment is required.

Positive Effects:

The meaning of 'effect', as set out in section 3 of the Act, includes positive effects. Positive effects are an important consideration in the overall balancing exercise involved in assessing resource consent applications.

I agree with the applicant's positive effects assessment which notes*, '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.'*

Conclusion:

Overall, in taking the positive effects into account I consider that the effects of the proposal on the environment will be acceptable.

Section 104(1)(ab) – Measures to ensure positive effects to offset or compensate for any adverse effects on the environment:

The applicant has not proposed or agreed to any measures to ensure positive effects on the environment to offset or compensate for any adverse effects on the environment that will or may result from allowing the activity. In this case I consider that no measures are necessary as the effects on the environment will be acceptable.

Section 104(1)(b) - Relevant Planning Provisions:

I have had regard to provisions of the following planning documents as specified at section 104(1)(b)(i) – (vi) of the Act:

- National Environmental Standards
- Other regulations
- National Policy Statements
- The New Zealand Coastal Policy Statement
- The Wellington Regional Policy Statement
- The 2024 District Plan

Higher Order Planning Documents:

Other than the NPS, and RPS discussed below, there are no National Environmental Standards, other regulations or National Policy Statements that are directly relevant to the consideration of this proposal. Similarly, the New Zealand Coastal Policy Statement is considered to be relevant.

National Policy Statement for Urban Development:

The objectives of the NPS-UD most relevant to this proposal are:

- **Objective 1**: New Zealand has well-functioning urban environments that enable all people and communities to provide for their social, economic, and cultural wellbeing, and for their health and safety, now and into the future

- **Objective 4:** New Zealand's urban environments, including their amenity values, develop and change over time in response to the diverse and changing needs of people, communities, and future generations.

- **Objective 5:** Planning decisions relating to urban environments take into account the principles of the Treaty of Waitangi (Te Tiriti o Waitangi).

- **Objective 6:** Local authority decisions on urban development that affect urban environments are:
  (a) integrated with infrastructure planning and funding decisions; and
  (b) strategic over the medium term and long term; and
  (c) responsive, particularly in relation to proposals that would supply significant development capacity.

- **Objective 8:** New Zealand's urban environments:
  (a) support reductions in greenhouse gas emissions; and
  (b) are resilient to the current and future effects of climate change.

In addition to this Policies 1, 6, 9(c), and 9(d) apply to resource consent decisions.

The NPS-UD directs the Council to enable urban development even where this may result in significant changes to an environment and detract from existing amenity values. The requirements of the NPS-UD have been incorporated into the 2024 District Plan. As a

higher order planning document, the relevant objectives and policies of the NPS-UD have been taken into consideration within this decision report.

Overall, the proposal is considered to achieve the outcomes sought by the NPS-UD. Notably, the proposal facilitates growth and development.

New Zealand Coastal Policy Statement:

The purpose of the New Zealand Coastal Policy Statement 2010 (NZCPS), and as amended in 2025, is to achieve the purpose of the Act in relation to the coastal environment of New Zealand. In particular I have had specific regard for the following policies:

- **Policy 2:** To take into account Te Tiriti o Waitangi and kaitiakitanga, in relation to the coastal environment
- **Policy 3:** To adopt a precautionary approach towards proposed activities whose effects on the coastal environment are uncertain, unknown, or little understood, but potentially significantly adverse
- **Policy 6:** To recognise and plan for activities in the coastal environment and potential contributions to the social, economic and cultural wellbeing of people and communities from use and development of the coastal marine area
- **Policy 24:** Identify areas in the coastal environment that are potentially affected by coastal hazards (including tsunami), giving priority to the identification of areas at high risk of being affected.
- **Policy 25:** Avoid increasing the risk of social, environmental and economic harm from coastal hazards and redevelopment, or change in land use, that would increase the risk of adverse effects from coastal hazards.
- **Policy 27:** In areas of significant existing development likely to be affected by coastal hazards, assess the range of options for reducing coastal hazard risk.

The proposal is considered to accord with the general direction of the NZCPS and is not contrary to any of the relevant objectives or policies, noting that these are generally reflected in the objectives and policies of the 2024 District Plan.

The National Policy Statement for Infrastructure:

The National Policy Statement for Infrastructure 2025 (NPS-I) recognises infrastructure as a matter of national significance under the Resource Management Act 1991 (the Act). It requires decision-makers to recognise the national, regional or local benefits of infrastructure, relative to localised adverse effects. The NPS-I applies to all decisions made under the RMA affecting the operation, maintenance, renewal and upgrade of existing infrastructure, as well as to the development of new infrastructure. It does not apply to activities managed under the National Policy Statement for Renewable Electricity Generation 2011 (as amended 2025) or the National Policy Statement for Electricity Networks 2008 (as amended 2025).

While the 2024 District Plan objectives and policies relevant to infrastructure generally reflect the requirements of the NPS-I, as the District Plan has not been reviewed following the release of the NPS I have considered the objectives and policies of the NPS-I. I agree with the applicant in section 7.3 of the AEE with respect to this proposal, the following policies are particularly relevant:

- Policy 1: Providing for the benefits of infrastructure
- Policy 2: Operational need or functional need of infrastructure to be in particular locations and environments

- Policy 5: Recognising and providing for infrastructure supporting activities
- Policy 6: Recognising and providing for Māori interests
- Policy 7: Assessing and managing the effects of proposed infrastructure activities

Overall, I consider that the proposal facilities local and national infrastructure development and achieves the objectives of the NPS.

The National Policy Statement for Natural Hazards:

The National Policy Statement for Natural Hazards 2025 (NPS-NH) came into effect on 15 January 2026 and is not relevant to this proposal. This Policy Statement does not apply to infrastructure (as defined in the Act).

However, as part of the 2024 District Plan assessment it was concluded that due to mitigation and the works taking place in the Port Zone; '*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*.

Regional Policy Statement:

The policies of the Wellington Regional Policy Statement (RPS) including RPS Change 1, and Variation 1 (decision notice October 2024) have been taken into consideration. In particular I have had specific regard to the following policies:

- **Policy 1M.1:** Integrated management - ki uta ki tai
- **Policy CC.10:** Freight movement efficiency and minimising greenhouse gas emissions.
- **Policy 39:** Recognising the benefits of renewable energy and regionally significant infrastructure.
- **Policy 42:** Minimising contamination in stormwater from development.
- **Policy 48:** Principles of the Treaty of Waitangi.
- **Policy 49:** Recognising and providing for matters of significance to tangata whenua.
- **Policy 51:** Avoid or minimising the risks and consequences of natural hazards.
- **Policy 52:** Avoid or minimising adverse effects of hazard mitigation measures.
- **Policy 54:** Achieving the region's urban design principles.
- **Policy 57:** Seek to achieve integrating land use and transportation within the region.
- **Policy 58:** Co-ordinating land use with development and operation of infrastructure.
- **Policy UD.2:** Enable Māori to express their culture and traditions.
- **Policy UD.5:** Contributing to well-functioning urban areas.

The proposal is considered to accord with the general strategic direction of the RPS and is not contrary to any of the relevant objectives or policies, noting that these are generally reflected in the objectives and policies of the District Plan.

District Plan Objectives and Policies:

2024 District Plan

The following 2024 District Plan objectives and policies are considered relevant to the proposal:

Port Zone:
- Objectives MRZ-O1, MRZ-O2
- Policies PORTZ-P1, PORTZ-P2, PORTZ-P3, PORTZ-P4 and PORTZ-P5
- Policies PORTZ-PREC02-P1, PORTZ-PREC02-P2 and PORTZ-PREC02-P5

Coastal Environment and Coastal Hazards:
- Objectives CE-O3 and Policies CE-P6 (coastal environment)
- Objectives CE-O5 to CE-O6 and CE-O8 and Policies CE-P11, CE-P12 and CE-P21 (coastal hazards)

Natural hazards:
- Objectives NH-O1, NH-O2 and NH-O5
- Policies NH-P6, NH-P1, NH-P15 and NH-P16

Three Waters:
- Objectives THW-O1, THW-O2 and Policies THW-P4

I consider the applicant's assessment against the relevant objectives, policies and assessment criteria to be accurate. I therefore adopt the applicant's AEE. No further analysis is required.

Overall, for the reasons discussed in this Decision Report and the applicant's assessment, I consider that the proposal is consistent with the objectives and policies as set out above.

Section 104(1)(c) - Other Matters:

There are no other matters that the Council needs to consider when assessing the application.

PART 2 – PURPOSE AND PRINCIPLES OF THE ACT

Part 2 of the Act sets out the purpose and principles of the legislation, which as stated in section 5, is "*to promote the sustainable management of natural and physical resources"*. Section 5 goes on to state that sustainable management should enable *"people and communities to provide for their social, economic and cultural wellbeing and for their health and safety while* (amongst other things) *avoiding, remedying or mitigating any adverse effects of activities on the environment"*.

In addition, Part 2 of the Act requires the Council to recognise and provide for matters of national importance (section 6); have particular regard to other matters (section 7); and to take into account the principles of the Treaty of Waitangi (section 8).

For the reasons outlined in this report, I consider that consent should be granted when the proposal is assessed against the matters in section 104(1)(a) to 104(1)(c) of the Act. The planning and regulatory framework clearly indicates the outcome for this application. I have considered the purpose and principles in Part 2 of the Act, and I do not consider that detailed evaluation of Part 2 matters is necessary and would add anything to my evaluative exercise.

SECTION 106A

There is nothing to suggest that the application site of this land use consent is subject to a significant risk from natural hazards.

The site is subject to a number of hazard overlays which can be managed to an acceptable level in the context of the port facilities as nationally significant infrastructure. Under the paired consent (SR No. 573601) the Council's Earthworks Engineer confirmed that the geotechnical report satisfactorily addresses fault rupture, liquefaction and settlement for the temporary buildings.

I can confirm that the Council's hazards register has been checked and there are no entries for the site in relation to section 106A matters.

Consequently, given the context of a working port and nationally significant infrastructure I consider there to be no reason to decline the application under section 106A of the Act.

SECTION 108 CONDITIONS

In accordance with section 108 of the Act, I have included the following conditions on the decision:

- A requirement to undertake the development in accordance with the information provided within the application and the approved plans (condition (a)).
- Servicing conditions
- Condition to manage flooding
- Conditions relating to the monitoring of the resource consent.

The Council must not impose conditions under section 108 unless:

1. Section 108AA(1)(a) – The applicant agrees to the conditions
2. Section 108AA(1)(b) – The condition is directly connected to:
    - An adverse effect of the activity on the environment (s108AA(1)(b)(i)) and/or
    - An applicable district or regional rule, or NES (s108AA(1)(b)(ii))
    - A wastewater environmental performance standard made under section 138 of the Water Services Act 2021 (s108AA(1)(b)(iii))
    - A stormwater environmental performance standard made under section 139A of the Water Services Act 2021 (s108AA(1)(b)(iv))
    - An infrastructure design solution (s108AA(1)(b)(iv))
3. Section 108AA(1)(c) – The condition relates to administrative matters that are essential for the efficient implementation of the relevant resource consent.

Condition (a) relates to mitigating possible effects on the environment, which may occur if the proposal is not built in accordance with the approved plans. Therefore, this condition meets section 108AA(1)(b)(i).

The conditions satisfy section 108AA(1)(b) of the Act for the reasons discussed in this report.

The applicant has agreed to the conditions, therefore, section 108AA(1)(a) is satisfied.

The Council's standard monitoring conditions are applied in accordance with s108AA(1)(c).

CONCLUSION

The effects of this proposal are acceptable, and the proposal is consistent with the objectives and policies of the 2024 District Plan. Having applied section 104 of the Act resource consent can be granted subject to appropriate conditions.

REASONS FOR DECISION

The reasons for the decision are informed by the analysis above. The principal reasons for the decision are summarised as follows:

1. Pursuant to section 95A and 95B of the Act, there are no mandatory requirements to notify the application, the effects of the proposal on the environment will be no more than minor and there are no affected persons. There are no special circumstances.

2. Pursuant to section 104 of the Act, the effects of the proposal on the environment will be acceptable.

3. The proposal is in accordance with the relevant objectives and policies of the 2024 District Plan and Part 2 of the Act.

Report prepared by Monique Zorn

Monique Zorn
Delegated Officer

7 September 2026

Cedric Tevaga
Delegated Officer

7 September 2026