

Response ID ANON-URZ4-5FTT-R

Submitted to Fast-track approval applications  
Submitted on 2024-05-03 16:41:33

Submitter details

Is this application for section 2a or 2b?

2A

1 Submitter name

Individual or organisation name:  
Auckland Transport

2 Contact person

Contact person name:  
Amy Thompson

3 What is your job title

Job title:  
Team Leader Urban Integration, Consent Planning and Acquisitions Team

4 What is your contact email address?

Email:  
s 9(2)(a)

5 What is your phone number?

Phone number:  
s 9(2)(a)

6 What is your postal address?

Postal address:  
  
20 Viaduct Harbour Avenue, Auckland 1010

7 Is your address for service different from your postal address?

No

Organisation:

Contact person:

Phone number:

Email address:

Job title:

Please enter your service address:

Section 1: Project location

Site address or location

Add the address or describe the location:

85-89 Quay Street, Auckland Central - Queens Wharf and water space of the Waitematā Harbour adjacent to the western side of Queens Wharf.

File upload:  
Site Location Plan.pdf was uploaded

Upload file here:  
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Do you have a current copy of the relevant Record(s) of Title?

Yes

upload file:

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Who are the registered legal land owner(s)?

Please write your answer here:

Auckland Council and the Crown.

Detail the nature of the applicant's legal interest (if any) in the land on which the project will occur

Please write your answer here:

Auckland Transport (AT) has existing property agreements in place for its current ferry passenger operations on Queens Wharf, including a lease for the Ferry Terminal Building. AT will have formal property agreements in place to undertake construction activities and occupy space on Queens Wharf associated with the new charging infrastructure required as part of the Downtown Landside Infrastructure Project – Permanent Ferry Charging Infrastructure.

## Section 2: Project details

What is the project name?

Please write your answer here:

Downtown Landside Infrastructure Project – Permanent Ferry Charging Infrastructure

What is the project summary?

Please write your answer here:

The Project involves the upgrading of an existing utility building and construction, operation, maintenance, and upgrading of new regionally significant infrastructure to enable charging of ferries at the Downtown Ferry Terminal (DTFT) on Queens Wharf. The Project delivers the permanent charging infrastructure required for 9 piers.

What are the project details?

Please write your answer here:

Project purpose:

Auckland City Centre is a key economic growth area. Gross Domestic Product (GDP) in the City Centre grew by 9.2 per cent in the year to March 2023, reaching \$30.4 billion . The City Centre growth rate was well ahead of New Zealand as a whole, which increased by 2.8 per cent in the same period.

To continue to support regional economic growth and maintain a well-functioning City Centre urban environment, it is important that commuters contributing to this economic growth have a range of efficient, cost effective and reliable day-to-day transport options.

The Downtown Ferry Terminal is the gateway between regional ferry services and the City Centre. All public transport ferry services within the Auckland region either depart from, or arrive at, DTFT.

The purpose of the Downtown Landside Infrastructure Project – Permanent Ferry Charging Infrastructure (the Project) is to enable the operation of new low emission ferries by delivering the permanent ferry charging infrastructure required for 9 piers at the DTFT.

Constructing this regionally significant charging infrastructure is crucial and time critical to enable new low emission ferries (four are currently under construction) to operate from Downtown to Devonport, Bayswater, Birkenhead, Half Moon Bay and Hobsonville Point.

Without this Project, the wider programme objectives and benefits identified below will not be achieved.

Ferry network:

Auckland's regionally significant ferry network provides a critical connection for customers between their place of residence and the city centre. Ferries provide a fast, direct and uncongested transport option that is relied upon by Aucklanders.

There are substantial challenges and constraints with Auckland's existing ferry fleet. Most of the fleet requires replacement over the next decade due to its age and inability to meet passenger demand. At key growth terminals, an increasing number of passengers are 'left behind' due to capacity and vessel problems.

These constraints severely hinder the delivery of a consistent, reliable, and punctual service. They also limit the ability to deliver any real change in the

current operating environment around customer experience.

Investment is required to support continued passenger growth and increasing brownfield and greenfield urban intensification around Auckland's ferry terminals.

Without focused and sustained investment, the status quo challenges are expected to worsen and the ferry network will enter a period of managed decline, with an increasing aged and unreliable fleet without the capacity to carry the growing number of ferry passengers seeking to travel between regional destinations and the city centre.

Investment underway:

AT has an established investment programme to renew the ferry fleet with modern vessels, increasing available passenger capacity and ferry reliability, lowering ferry emissions, and driving efficiencies through standardisation and public ownership.

As part of this investment AT has ordered four ferries which are under construction. Two 200-passenger fully battery-electric vessels are under construction in Auckland by EV Maritime. These ferries are expected to launch in Auckland late 2024. Two 300-passenger hybrid-electric vessels are under construction in Whanganui by Q-West Boat Builders. These larger vessels are hybrid electric. The first ferry is expected to arrive in early 2025 and the second in early 2026.

The programme objectives are:

- Increase ferry reliability - Improve ferry service reliability across the network to 96% by 2027.
- Lower operating costs - Improve the efficiency of the ferry network by reducing operating costs for the new fleet (cost per passenger service km) by 10% by 2027.
- Reduce diesel emissions - Reduce ferry related CO2 equivalents per ferry service km from approximately 19.4 tonnes in 2019 to 16 tonnes in 2027.

The key benefits associated with these objectives are:

1. Customer experience

- Improved ferry services (more reliable, larger capacity, smoother journey).
- Improved access to opportunities and travel choices.
- Greater customer satisfaction and a desirable travel option which encourages mode shift.

2. Sustainability

- Improved ambient air quality, significantly lower engine noise, improved ride quality.
- Reduce ferry emissions including greenhouse gases and particulates.
- A highly visible showcase for modern, sustainable transport.

3. Cost effective for Aucklanders

- Electricity cost for an electric ferry is approximately 70% lower than diesel.
- Increase use of locally generated renewable energy, away from imported fuel.
- Maintenance and repair costs also expected to be much less than the existing fleet.

The benefit-cost ratio for the first stage of ferry and charging infrastructure investment is in the range of 2.9 – 4.0 , i.e. investors including AT and New Zealand Transport Agency expect an economic return of 2.9 to 4.0 dollars for each dollar invested in the programme.

Benefits are derived from factors such as congestion reduction, health benefits from reduced diesel particulates, plus the lower fuel costs and operating costs of modern, efficient ferries compared to Auckland's current fleet.

Project Activities:

The Project will involve the following activities:

- The installation of new electrical equipment within an existing utility building adjacent to Quay Street, and minor upgrades to this building.
- The installation of cable support trays and associated cables below the wharf structure.
- Modifications to the existing pontoons for Piers 1 – 9 to enable cabling to be run from Queens Wharf, down the gangways and under the false floors to the charging dispensers. The charging dispenser units will be fixed to the pontoons.
- Installation of charging equipment in the Northern Paddock of Queens Wharf, north of Shed 10 and adjacent to The Cloud. This will consist of a modular two-storey structure which houses the charging equipment, transformers, chillers, and other ancillary equipment. The charging equipment will be designed to be delivered in stages. The equipment will have an approx. floor area of 25m x 32m.

In parallel to the above activities, Vector will be managing any required upgrades to its electricity network to provide the required power capacity to Queens Wharf.

The following key activities/milestones have already been completed:

- Designer procurement completed early 2023.
- Constructor (ECI) procurement completed mid-2023.
- Selection of charging provider completed July 2023.

- Procurement of initial charging equipment completed November 2023.
- Concept designs for initial charging equipment completed between January to May 2024.

Describe the staging of the project, including the nature and timing of the staging

Please write your answer here:

The charging infrastructure is proposed to be delivered in stages, in alignment with the staged rollout of new fully electric and plug-in hybrid ferries. The current staging is detailed below.

- Stage 1A (Pier 4): Sept 2025
- Stage 1B (pier 5): Apr 2026
- Stage 1C (Pier 2): Oct 2026
- Stage 2 (Piers 6 and 7): 2026
- Stage 3 (Piers 8 and 9): 2027
- Stage 4: 2028
- Stage 5 (Piers 1 and 3): 2030+

What are the details of the regime under which approval is being sought?

Please write your answer here:

Resource consent is required under the Resource Management Act 1991 for the Project.

An initial assessment of the Auckland Unitary Plan (Operative in Part) (AUP) has identified that the Project will require a resource consent (coastal permit) for:

- Modifications to a scheduled historic heritage place.
- Marine and port accessory structures and services on existing wharves that are subject to the Historic Heritage Overlay.
- New buildings or structures within the scheduled extent of place of a Category B historic heritage place that affect a primary feature.

Overall, the resource consent application is likely to require consideration as a discretionary activity.

If you seeking approval under the Resource Management Act, who are the relevant local authorities?

Please write your answer here:

Auckland Council

What applications have you already made for approvals on the same or a similar project?

Please write your answer here:

At the time of submitting this application, there are no existing resource consent applications that have been lodged in relation to this Project.

AT intends to submit an interim resource consent application for charging infrastructure on Queens Wharf to service Piers 2, 4 and 5 until resource consent for a permanent charging solution (the subject of this proposed fast-track application) is granted. This interim application will seek a consent duration of 5 years to enable Piers 2, 4 and 5 to be utilised for charging as soon as possible to support the operation of the new ferries, while the permanent consent for all nine piers is sought. For the avoidance of doubt, and with reference to clause 31(3) of Schedule 4 of the Bill, these are two separate but related projects. AT is not seeking inclusion of the interim consent within the fast-track process, and this interim consent does not remove the need for consent for Piers 2, 4 and 5 to also be obtained as part of this proposed fast-track application (i.e., regardless of whether the interim application is granted, consent will be needed for permanent charging infrastructure).

Is approval required for the project by someone other than the applicant?

No

Please explain your answer here:

Auckland Transport is responsible for the delivery of this Project.

If the approval(s) are granted, when do you anticipate construction activities will begin, and be completed?

Please write your answer here:

A high level timeline of key Project milestones is provided below:

Permanent charging (fast-track sought):

- September 2024: Concept design complete
- January 2025: Consent lodgement (assuming fast-track)
- June 2025: Detailed design complete

- June 2025: Resource consent approved (assuming fast-track)
- July 2025: Issue for construction (assuming fast-track)
- January 2026: Site works (construction) commencement
- July 2026, November 2026: Charging online (two piers)
- 2027 onwards: Remaining charging online (in stages)

Ferry deliveries:

- March 2025, May 2025: 2 x fully electric (charging at Half Moon Bay then from Interim in September 2025)
- May 2025, April 2026: 2 x hybrid electric (diesel, charging from Interim)
- July 2026, December 2026, July 2027: 3 x fully or hybrid electric (subject to competitive tender) – requires permanent Downtown charging to operate efficiently
- 2027 onwards: further ferries – requires permanent Downtown charging to operate efficiently

### Section 3: Consultation

Who are the persons affected by the project?

Please write your answer here:

AT commits to meaningful engagement with partners and stakeholders. To date, we have engaged with Mana Whenua, Councillors and Local Boards, ferry operators, the Queens Wharf Governance Group, Eke Panuku and their independent urban design and architectural Technical Advisory Group (TAG), Port of Auckland (PoAL), Heritage New Zealand Pouhere Taonga (HNZPT), Heart of the City, local landowners, and the City Centre Residents Group. We have also engaged with Auckland Council as the Regulatory Authority.

The comprehensive list of the above parties and the engagement undertaken is detailed in the following section.

Detail all consultation undertaken with the persons referred to above. Include a statement explaining how engagement has informed the project.

Please write your answer here:

Auckland Council (Regulatory Authority):

AT commenced resource consent pre-application meetings with Auckland Council in May 2023. These pre-application meetings are ongoing and have involved seeking feedback from relevant technical specialists to inform the design development and technical assessments required to support the proposed resource consent application.

Mana Whenua:

AT acknowledges and respects its legal and relationship commitments to Mana Whenua. AT has a Māori Responsiveness Framework – Whiria Te Muka Tangata which sets out its operating principles for engaging meaningfully with Mana Whenua both as part of its usual operations and when considering and developing projects.

Engagement has occurred with Mana Whenua at AT's central hui forum from November 2022 onwards, generally on a monthly basis. The hui forum involves representatives of local iwi/hapū (including iwi authorities) who have shared their aspirations for the Project area and characterised their cultural and environmental values. Mana Whenua (including iwi authorities) that are invited to this forum are listed below.

- Ngāti Whātua o Kaipara
- Ngāti Whātua
- Ngāti Whātua o Ōrākei
- Ngāti Pāoa Iwi Trust
- Ngāti Pāoa Trust Board
- Ngāti Maru
- Ngāti Whanaunga
- Ngāti Tamaterā
- Te Patukirikiri
- Te Kawerau ā Maki
- Ngāti Tamaoho
- Ngāi Tai ki Tāmaki
- Ngāti Te Ata Waiohū
- Te Ākitai Waiohū
- Te Ahiwaru
- Waikato – Tainui

Mana Whenua have expressed support for improving the reliability of the ferry network to benefit end users, along with the environmental and marine life benefits associated with modern, electric ferries. Feedback has included the need to continue to progress sustainable outcomes and ensuring that end-of-life ferry batteries do not end up in landfill.

Local Boards:

The following Local Boards have been provided updates on the Project:

- Waitemata Local Board
- Waiheke Local Board

- Devonport-Takapuna Local Board

Local Councillors:

The following Local Councillors have been provided updates on the Project:

- Cllr Chris Darby
- Cllr John Watson
- Cllr Mike Lee
- Cllr Richard Hills

Members of Parliament:

Central Auckland MP Chloe Swarbrick has been provided with updates on the Project.

Queens Wharf Governance Group:

The Queens Wharf Governance Group (the Governance Group) consists of representatives from:

- Auckland Council
- Eke Panuku
- Tātaki Auckland Unlimited
- Auckland Transport (AT)
- Port of Auckland (PoAL)
- Ministry of Business Innovation and Employment (MBIE).

The Governance Group oversees activities on, and development of, Queens Wharf.

AT has engaged regularly with the Governance Group from early in the Project and has taken key Project decisions to the Group for endorsement. Feedback from the Governance Group has informed the Project development including the design and location of the equipment and impacts on the operation of existing activities on Queens Wharf.

The Governance Group will need to endorse the final resource consent application for the Project prior to lodgement to ensure the application is aligned with governance expectations. Given the extensive engagement undertaken both with the Governance Group and the individual members, AT expect to receive this endorsement.

Eke Panuku:

Auckland Council is 50% owner of Queens Wharf and Eke Panuku manages the wharf on their behalf. AT engaged with Eke Panuku early in the Project and has sought their input into the development of the Project, particularly the location and design of the infrastructure on Queens Wharf, the impacts on the wider aspirations for the wharf and what engagement AT should undertake. Eke Panuku is supportive of the proposed location of the infrastructure.

AT has also been engaging with Eke Panuku's Technical Advisory Group (TAG) – an independent design review panel. The design has been developed in response to the feedback provided by TAG.

AT will be working with Eke Panuku to formalise property agreements required for the Project to occupy Queens Wharf (both temporary construction occupation and permanent occupation of the charging equipment).

The Crown (Ministry of Business Innovation and Employment):

The Crown are 50% owners of Queens Wharf. The wharf is managed for the Crown by MBIE.

AT engaged with MBIE early in the project, as part of the Governance Group (see above), and separately. MBIE has been party to key guidance and approvals by the Governance Group, and no objections to the Project have been raised to date.

Port of Auckland:

PoAL holds a s384A deemed coastal occupation permit for the water space that Queens Wharf occupies.

As part of the sale of Queens Wharf to Auckland Council/the Crown, a Perimeter Strip Licence was granted back to PoAL for a 7-metre-wide strip along the eastern edge of Queens Wharf. The purpose of the Perimeter Strip Licence is to enable PoAL to operate the berthing and servicing of cruise ships (and other passenger, naval, ferry and research boats).

PoAL has also been granted a licence to use other parts of Queens Wharf (primarily parts of Shed 10 on the eastern side) for operating the overseas passenger terminal for certain time periods when required, based on arrival and departure schedules for vessels.

AT engaged with PoAL early in the Project. PoAL is supportive of the proposed location of the infrastructure and the required relocation of existing PoAL storage equipment on Queens Wharf. Written approval will be required from PoAL regarding the deemed coastal occupation permit they hold.

Tātaki Auckland Unlimited:

Tātaki Auckland Unlimited operates the Cloud (an existing building on Queens Wharf) for events and functions throughout the year and is identified as the wharf's 'facilities manager'.

AT engaged with Tātaki Auckland Unlimited early in the Project. Tātaki Auckland Unlimited is supportive of the proposed location of the infrastructure and the required relocation of existing Tātaki Auckland Unlimited's storage equipment on Queens Wharf.

Heritage New Zealand Pouhere Taonga (HNZPT):

HNZPT has an interest in the Project given the heritage values of Queens Wharf and adjacent structures.

AT has been engaging with HNZPT since June 2023. HNZPT supports the use of electric ferries as a responsible, more sustainable choice for the future of ferry transport. HNZPT believes having equipment installed on Queens Wharf does not contribute in an interactive or public way to the wharf and will have a noticeable presence, particularly from the harbour looking towards the centre of the city. However, it accepts that there is little by way of alternative options for a location that can effectively work for charging ferries.

HNZPT has provided feedback as the design has developed. HNZPT's preference is that if the infrastructure is to be located north of Shed 10, the equipment should be housed in a purpose-built shed modelled on the sheds that used to occupy Queens Wharf.

**Fullers360:**

AT has engaged on the Project with Fullers360 since June 2023, including detailed engagement to review pontoon and charging infrastructure design. Fullers360 support the Project and are involved in the operational roll-out of the new ferries.

**Vector Limited:**

Vector Limited (Vector) owns and operates the electricity sub-transmission and distribution networks across the majority of the Auckland Region.

AT has been working with Vector from the outset of the Project, as a Project partner. Vector are committed to supporting the electrification of Auckland's ferry fleet and will be managing any required upgrades to its electricity network to provide the required power capacity to Queens Wharf.

**Heart of the City:**

Heart of the City is Auckland's city centre business association with a focus on supporting a successful city centre economy.

Feedback received from Heart of the City includes that providing a reliable, higher capacity ferry network will help support passengers travelling to the city centre.

Heart of the City would be concerned about construction disruption during infrastructure installation that may disrupt local business. The proposed charging equipment location has been selected to be away from city centre businesses and a modular, prefabricated design solution is proposed to minimise on-site works.

Heart of the City has indicated interest in the upgraded electricity supply that will be required for the Project and any related works within the city centre. Vector will be responsible for delivering any electricity network upgrades.

**Auckland City Centre Residents Group:**

The Auckland City Centre Residents Group (CCRG) is a volunteer, non-profit, registered incorporated society with the purpose to provide a voice (as a policy lobbying and stakeholder group advocate) for Auckland City Centre residents, and their interests and concerns.

CCRG has a strong interest in the use and development of Queens Wharf.

AT has engaged with CCRG on the project since July 2023. While CCRG support the wider outcomes of the programme, they have raised significant issues with the scale and location of the proposed infrastructure on Queens Wharf and the delivery of this prior to any specific Queens Wharf Master Planning occurring.

**Ferry Building Limited:**

Ferry Building Ltd has been informed of the Project and indicated its interest is in relation to construction-related disruption. Further engagement will occur to support investigatory works and subsequent construction.

**Cooper and Company:**

Cooper and Company develop, manage and own significant real estate assets adjacent Queens Wharf, largely the Britomart Precinct.

AT has been engaging with Cooper and Company from May 2023 onwards. As the charging equipment is located away from the Britomart Precinct, this engagement has been primarily focused on the upgraded electricity supply that will be required for the Project and any subsequent works in the Quay St corridor. Vector will be responsible for delivering any electricity network upgrades.

**Precinct Properties:**

Precinct Properties will be engaged, as a prominent local landowner, prior to the lodgement of this resource consent application. The charging equipment is located away from Precinct Properties' properties; it is, however, are understood to have an interest in development within and around the ferry basin.

**Applicant groups under the Marine and Coastal (Takutai Moana) Act 2011:**

A number of applications have been made under the Marine and Coastal (Takutai Moana) Act 2011 for the area of the Waitematā Harbour the project is located over. AT has not yet sent notices to these applicants regarding the proposed resource consent application for the Project.

**The applicants identified are:**

- Ngāti Te Ata
- Ngā Puhi Nui Tonu (Waitangi Marae)
- Ngāti Kawau and Te Waiariki Korora
- Ihāia Paora Weka Tuwhera Gavala Murray Mahinepua Reserve Trust Ngāti Rua Iti Ngāt iMuri Nagatirumahue Ngāti Kawau Ngāti Haiti Ngāitupango Ngā Puhi Ngāti Kahu Te Auopouri
- Ngāti Maru

- Ngā Puhi Nui Tonu
- Ngāati Whānaunga
- Reti Whānau
- Te Hikutu Whānau and Hapū
- Te Kaunihera o Te Tai Tokerau
- Te Rūnanga o Ngāti Whātua
- Ngāi Tai ki Tāmaki
- Ngāti Taimanawaiti
- Ngāti Whatua Orakei
- Te Kawerau ā Maki
- Ngāti Tamaoho
- Hauraki Maori Trust Board
- Ngāti Tamatera
- Ngā Puhi nui tonu, Ngāti Rāhiri, Ngāti Awa, Ngāi Tāhuhu and Ngāitawake
- Ngāti Whātua Ōrākei Trust
- Ngāti Taimanawaiti (Ngāti Tai)

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Describe any processes already undertaken under the Public Works Act 1981 in relation to the land or any part of the land on which the project will occur:

Please write your answer here:

No processes under the Public Works Act 1981 have been undertaken.

#### Section 4: Iwi authorities and Treaty settlements

What treaty settlements apply to the geographical location of the project?

Please write your answer here:

The Project location adjoins areas of interest identified under the following deeds of settlement and settlement legislation:

- Ngāi Tai ki Tāmaki Claims Settlement Act 2018 – Statutory Acknowledgement of Coastal Marine Area (OTS-403-128).

The Ngāi Tai ki Tāmaki Deed of Settlement is the settlement of all historical claims of Ngāi Tai ki Tāmaki resulting from acts or omissions by the Crown before 21 September 1992 and consists of an agreed historical account, acknowledgements and apology, cultural redress and financial and commercial redress.

The Statutory Acknowledgements are acknowledgements by the Crown of statements by Ngāi Tai ki Tāmaki of the special cultural, historical, or traditional association of Ngāi Tai ki Tāmaki with certain areas of Crown-owned land and CMA. Relevant consent authorities (i.e. local authorities), the Environment Court and Heritage New Zealand Pouhere Taonga must have regard to these statements for certain purposes, in particular resource consent applications under the Resource Management Act 1991 for an activity within, adjacent to, or directly affecting a statutory acknowledgement area.

The Project adjoins a Statutory Acknowledgement Area of Ngāi Tai ki Tāmaki.

- Ngāti Tamaoho Claims Settlement Act 2018 – Statutory Acknowledgement of Coastal Marine Area (OTS-129-03).

The Ngāti Tamaoho Deed of Settlement is the final settlement of all historical Treaty of Waitangi claims of Ngāti Tamaoho resulting from acts or omissions by the Crown prior to 21 September 1992 and is made up of a redress package that includes: an agreed historical account, Crown acknowledgements and apology, cultural redress and financial and commercial redress.

A statutory acknowledgement recognises the association between Ngāti Tamaoho and a particular site or area and enhances the ability of the iwi to participate in specified Resource Management Act 1991 processes.

The Project adjoins a Statutory Acknowledgement Area of Ngāti Tamaoho

Are there any Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 principles or provisions that are relevant to the project?

No

If yes, what are they?:

Are there any identified parcels of Māori land within the project area, marae, and identified wāhi tapu?

No

If yes, what are they?:

Is the project proposed on any land returned under a Treaty settlement or any identified Māori land described in the ineligibility criteria?



No

Has the applicant has secured the relevant landowners' consent?

No

Is the project proposed in any customary marine title area, protected customary rights area, or aquaculture settlement area declared under s 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or identified within an individual iwi settlement?

No

If yes, what are they?:

Has there been an assessment of any effects of the activity on the exercise of a protected customary right?

No

If yes, please explain:

Upload your assessment if necessary:

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## Section 5: Adverse effects

What are the anticipated and known adverse effects of the project on the environment?

Please describe:

The potential adverse effects of the Project include:

- Built heritage impacts.
- Landscape, natural character and visual effects.
- Effects on public access and circulation.
- Effects on the operation of existing activities on Queens Wharf.

A full assessment of environmental effects has not yet been undertaken however AT is confident that adverse effects of the Project can be adequately avoided and mitigated for the following reasons:

- The Project is consistent with the objectives and policies of the Central Wharves Precinct. There is a functional requirement to co-locate the piers and charging infrastructure, therefore the use of the wharf to accommodate this infrastructure is appropriate and supported by the AUP.
- The charging infrastructure on the wharf has been through a thorough design process, including input from Eke Panuku's Technical Advisory Group, throughout the design development. The design has been developed to:
  - Reflect the scale of existing buildings on the wharf, while complying with the building height limits specified in the Central Wharves Precinct.
  - Utilise the existing historic building platform on the wharf.
  - Retain the existing central spine of the wharf and the setbacks from the wharf edge specified in the Central Wharves Precinct.
- The charging equipment on Queens Wharf has been designed to take into account the historic and existing context of the wharf. The use of ferries and their required infrastructure provides a sustainable, sympathetic and long-term viable use of the wharf as a working space, not unlike its original design intention (albeit transport of people rather than goods).
- The use of the wharf for the charging of ferries does not conflict with the existing activities on the wharf, including events and current ferry and PoAL operations.
- The wharf will still be accessible to the public, and existing access to the wharf edge for recreational activities such as fishing will not be impacted.

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## Section 6: National policy statements and national environmental standards

What is the general assessment of the project in relation to any relevant national policy statement (including the New Zealand Coastal Policy Statement) and national environmental standard?

Please write your answer here:

New Zealand Coastal Policy Statement 2010

The New Zealand Coastal Policy Statement (NZCPS) sets out the key issues, objectives, and policies for achieving integrated management of the coastal environment. The overarching objectives are concerned with:

- The ecosystems of the coastal environment.
- Preserving natural character, natural features and landscapes.
- The principles of the Treaty of Waitangi.
- Maintenance and enhancement of public open space qualities and recreation opportunities.
- Management of coastal hazard risk, taking into account climate change.
- Enabling people to provide for their wellbeing in the coastal environment, in terms of land use and development.

In assessing the relevant objectives and policies of the NZCPS, important considerations are as follows:

- Queens Wharf is located within a highly modified coastal environment, altered through successive reclamations and the construction of wharves, piers, pontoons, fenders, and other marine structures within the water space.
- The Project will have minimal impact on the ecological values, water quality or natural character of the CMA as the charging infrastructure will be located on existing coastal structures (Queens Wharf and pontoons). The infrastructure has a functional need to be in the Coastal Marine Area (CMA) and ferry services connect Aucklanders with the Waitematā harbour.
- The construction of ferry charging infrastructure is consistent with the existing use of Queens Wharf as a ferry passenger terminal and is anticipated by the relevant planning documents.
- AT has engaged with Mana Whenua through a central hui forum. Engagement with Mana Whenua is ongoing.
- The public open space qualities and recreational qualities of the Queens Wharf are maintained. It is considered that the charging equipment, while substantial in size, does not compromise existing activities or the future development of Queens Wharf as a public open space.
- The proposal provides for the social, economic, and cultural wellbeing of the community by supporting the decarbonisation of AT's ferry fleet. The proposal consolidates ferry services on Queens Wharf and the adjacent ferry basin and makes efficient use of the existing pontoons and wharf structure located in the CMA.
- The proposed infrastructure has been designed in a manner that takes account of coastal hazard risks including climate change, as far as is practicable and within the context of the existing wharf structures.
- The proposal recognises and protects historic heritage located in the CMA with modifications proposed to historic heritage that do not significantly impact on the heritage values of the Queens Wharf.

Overall, the Project is considered to be consistent with the objectives and policies of the NZCPS. The Project meets the requirements of the NZCPS by providing ferry infrastructure that supports the social, economic, and cultural wellbeing of the community and can manage any adverse effects on the coastal environment adequately. The proposed infrastructure has a functional need to be in the CMA and maintains public access to the eastern side of Queens Wharf.

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## Section 7: Eligibility

Will access to the fast-track process enable the project to be processed in a more timely and cost-efficient way than under normal processes?

Yes

Please explain your answer here:

The proposed permanent charging infrastructure on Queens Wharf will be substantial in size. Given the heritage values of the wharf and the nature and scale of the permanent infrastructure required to charge nine piers, use of the fast-track decision-making process set out in the Bill will substantially reduce the time and cost required to consent and deliver this regionally significant Project.

A reduction in consenting time will directly enable essential charging infrastructure to be delivered sooner than it would if the application proceeded under the standard two stage consenting or direct-referral processes under the RMA, realising the key regional benefits of increased ferry reliability, passenger capacity, and reduced operating contract costs compared to a longer consenting and delivery period. Additional new ferries are expected from July 2026 and the permanent infrastructure will be required in time for the arrival of these ferries to charge and operate them effectively.

If the infrastructure is not in place in time, there is a risk that ferries will need to share too few charging berths until consent (and therefore construction) can be achieved. Practically, in the short term this will require an increased number of older, unreliable ferries with insufficient passenger capacity to be maintained in operation, adding cost and reducing network efficiency.

Without use of this fast-track process, consenting is anticipated to take approximately 9 to 12 months, and, given the public interest in Queens Wharf, is at high risk of appeal which would further extend this timeframe and increase costs. These costs will ultimately be borne by ratepayers and taxpayers who fund the Project.

What is the impact referring this project will have on the efficient operation of the fast-track process?

Please write your answer here:

This Project is not considered to impact the efficient operation of the fast-track process. The Project is well developed (with preparation of the application underway), extensive engagement and consultation has been undertaken, and the adverse effects are expected to be limited. The Project itself is not deemed to be complex while still delivering regionally significant infrastructure.

Has the project been identified as a priority project in a:

Local government plan or strategy

Please explain your answer here:

The Project, as a required part of the renewal and electrification of Auckland's ferry fleet, has been identified in several regional (local government) plans and strategies as a priority. This includes the:

- Regional Land Transport Plan 2021-31 (RLTP)

The 10-year RLTP for Auckland's transport network explicitly responds to:

- Climate change and environment.
- Travel choices.
- Growth.
- Better transport integration.

The RLTP recognises emissions from ferries constitute a disproportionately high amount (approximately 20%) of total emissions from the public transport fleet. An allocation of \$30 million was included in the RLTP to start decarbonisation of the ferry fleet (which this Project is addressing). Increased uptake of Electric Vehicles was also noted as the intervention with the greatest potential to reduce emissions.

- Auckland Transport Alignment Programme 2021-32 (ATAP)

The ATAP notes that decarbonising Auckland's transport system is one of the key challenges for Auckland and the 2021-31 ATAP investment programme seeks to reduce per capita emissions over the period by 13%.

Funding of \$30 million has been allocated for Stage One of ferry decarbonisation (which this Project is addressing) within the ATAP.

- Auckland Regional Public Transport Plan 2023-31 (RPTP)

The RPTP identifies all public transport services in the Auckland region that are integral to the public transport network and receive financial support from AT and the New Zealand Transport Agency. Undertaking ferry network improvements is a key focus area of the RPTP.

The RPTP identifies that the ferry fleet renewal programme is underway. Terminal works including the installation of ferry charging infrastructure and wharf modifications to enable the new vessels are also planned during this RPTP period.

Renewal of the ferry fleet will enable changes to ferry services that will improve access to, and the quality of, public transport. This will help AT to grow use of public transport and improve Aucklanders' perceptions of their public transport network.

The RPTP aims to transition to a low-emission ferry fleet with 50% of the fleet to be low emission by 2031.

The Project directly aligns the RPTP Goals of:

- Services providing an excellent customer experience.
- Enhancing the environment and tackling the climate emergency.
- Safe and accessible transport for everyone.

- Te Tāruke-ā-Tāwhiri: Auckland's Climate Plan

A key goal of Te Tāruke-ā-Tāwhiri is to provide a low carbon and safe transport system that delivers social, economic and health benefits for all. Priority actions include:

- Implement policies and regulations that facilitate rapid uptake of low emissions vehicles.
- Invest in electric vehicle recharging capacity and incentivise uptake of electric vehicles through targeted parking and network priority.
- Reduce emissions from the public transport fleet.

Given ferries account for a high amount of total public transport emissions, the Project will make a material contribution to reaching stated transport emissions reduction objectives. As the transport sector is the biggest source of Auckland's emissions (43.6%), significant reductions across the sector will have a large impact on achieving key emissions reduction targets (50% reduction by 2030, Net Zero by 2050).

- Climate Action Transport Targeted Rate (CATTR)

Investment in renewing Auckland's ferry fleet was identified as a key priority, and following public consultation, the CATTR was endorsed by Auckland Council's Governing Body on 7 June 2022.

CATTR directly funds the renewal of Auckland's ferry fleet and the installation of the charging infrastructure under this Project is a key strategic priority.

- AT's Statement of Intent 2023/24 – 2025/26 (SOI).

As a Council Controlled Organisation, AT is required to prepare a SOI for its shareholder, Auckland Council. The SOI publicly states AT's proposed activities and intentions, and the objectives these contribute to. The 2023 – 2026 SOI specifically notes AT will deliver its capital programme including the progressive replacement of the aging ferry fleet with low emission vessels, to contribute to Auckland Council's emission reduction objectives, within available funding parameters.

Will the project deliver regionally or nationally significant infrastructure?

Regional significant infrastructure

Please explain your answer here:

This Project will deliver regionally significant infrastructure.

Auckland's Ferry Network:

Auckland's Ferry Network plays a regionally significant role in Auckland's transport system. It provides critical access to some parts of the region, and transport choices in others, in turn providing a direct and fast access option that delivers transport system capacity and resilience.

For example, more than 50% of commuting journeys to the city centre from Pine Harbour – at the southern extent of the region – are undertaken by ferry. Ferries are also the main source of travel for those living on Auckland's islands.

The average ferry trip is approximately three times less by distance than the land-based alternative. It enables both significant network decongestion benefits and potential reductions in emissions over the longer term and faster journey to the city than alternative surface transport routes. Current services connect the North Shore with the Isthmus, supplementing the Auckland Harbour Bridge; as well as connecting waterside communities to the east and west of Auckland's city centre, and relieving strategic road and transit links.

Fourteen of AT's ferry services are described as "Integral" in the RLTP. Integral services provide important public transport connections within the urban areas and are integrated with other services in the regional network.

Auckland's Ferry Fleet:

The current Auckland fleet consists of 29 vessels in three vessel classes, servicing routes and terminals around Auckland's Waitematā Harbour and Hauraki Gulf.

There are substantial challenges and constraints with the existing ferry fleet. These constraints:

- Severely hinder the delivery of a consistent, reliable, and punctual service delivery.
- Hinder the ability to recovery quickly from an unplanned disruption (e.g., breakdown).
- Limit any real change in the current operating environment around customer experience.
- Reduce effective options to address capacity issues.

Furthermore, the current diesel vessels create unacceptable adverse health and environmental impacts, preventing achievement of both national and Auckland Council emission reduction targets.

Overall, while Auckland's existing ferry network is regionally significant and provides important public transport options, the ferry fleet is ageing, landside infrastructure is not fit for purpose and diesel ferries are highly carbon intensive, emitting approximately 20% of AT's total greenhouse gas emissions from public transport whilst carrying only 6% of total passengers.

AT's Low Emission Ferry Programme:

The Low Emission Ferry Programme will see the staged replacement of Auckland's ferries over an approximate 10-year timeframe. The replacement of diesel ferries with low emission options will increase ferry capacity, improve reliability, improve accessibility, reduce greenhouse gas emissions, and reduce running costs.

A transition to AT ownership of new ferries will enable a consistent customer experience and fleet 'look and feel'. It will also significantly decrease barriers to entry for new operators.

This programme seeks to address the issues identified above and is identified as a regional priority.

The Project:

The Downtown Ferry Terminal (DTFT) is a key facility in Auckland's ferry network, and where most passenger ferry routes start or end.

Four low emission ferries are currently being manufactured in NZ, for passenger service from 2025. Vessels' battery capacity is limited due to weight and new wharf infrastructure is needed to enable batteries to be topped up during passenger disembarkation and embarkation. This approach to charging requires a large power input over a short period of time.

The new ferries will initially require charging at DTFT, Hobsonville Point, and Half Moon Bay. The DTFT will require nine piers with charging points by 2030. To facilitate this ferry charging, new, large scale charging infrastructure is needed on Queens Wharf. This Project is responsible for delivering this infrastructure.

The Project is critical in delivering the required regionally significant charging infrastructure for 9 piers at DTFT to enable new low-emission ferries to operate to Devonport, Bayswater, Birkenhead, Half Moon Bay and Hobsonville Point in the near term, and other suburbs in the long term.

Without this Project, the significant regional benefits of the wider Low Emission Ferry Programme will not be realised.

Will the project:

contribute to a well-functioning urban environment

Please explain your answer here:

The Project contributes to a well-functioning urban environment.

Auckland's ferry network provides critical access to some parts of the region, and transport choices in others, in turn providing a direct and fast access option that delivers transport system capacity and resilience.

The average ferry trip is approximately three times less by distance than the land-based alternative. The ferry network enables both significant network decongestion benefits and potential reductions in emissions over the longer term and faster journeys to the city centre than alternative surface transport routes. Current services connect the North Shore with the Isthmus, supplementing the Auckland Harbour Bridge; as well as connecting waterside communities to the east and west of Auckland's city centre, and relieving strategic road and transit links.

The Project enables an increase in ferry capacity, improved reliability and accessibility and reduced greenhouse emissions, plus a significant reduction in particulates arising from older diesel engines. All things that contribute to improved air quality for both City Centre residents and commuters, assisting a well-functioning urban environment.

Without the Project, the ability for AT to provide a consistent, reliable, and punctual ferry service will be hindered. This will reduce accessibility and result in less people using this mode of public transport, increasing congestion on AT's roading network.

Will the project deliver significant economic benefits?

Yes

Please explain your answer here:

The Project will deliver significant economic benefits for Auckland ratepayers. The Project enables improvement of the efficiency of the ferry network, with the objective of reducing operating costs for the new ferry fleet (cost per passenger service km) by 10% by 2027.

The electricity cost for an electric ferry is approximately 70% lower than diesel. Without the permanent charging infrastructure in place Auckland will remain reliant for longer upon older, unreliable, insufficient capacity ferries.

Will the project support primary industries, including aquaculture?

No

Please explain your answer here:

Will the project support development of natural resources, including minerals and petroleum?

No

Please explain your answer here:

Will the project support climate change mitigation, including the reduction or removal of greenhouse gas emissions?

Yes

Please explain your answer here:

The current diesel ferries are carbon intensive and emit considerably more carbon dioxide per passenger km than a diesel bus or private vehicles. Prior to the reduced demand impacts resulting from COVID-19, Auckland's commuter ferries emitted 28,400 tonnes of carbon dioxide (FY18). This equated to 19.4 kilograms of carbon dioxide per service kilometre.

Carbon emissions from the ferry fleet constitute approximately 20% of AT's total greenhouse gas emissions from public transport. In comparison, the fleet carries only 6% of total public transport patronage. Given their relatively low mode share, ferries disproportionately contribute to Auckland's transport emissions.

The Low Emission Ferry Programme and this Project will make a material contribution to reaching stated transport emissions reduction objectives. As the transport sector is the biggest source of Auckland's emissions (43.6%), significant reductions across the sector will have a large impact on achieving key emissions reduction targets (50% reduction by 2030, Net Zero by 2050).

The first new low emission ferries will be powered by locally generated electricity (enabled by the charging infrastructure delivered by the Project), helping reduce fuel consumption by approximately 1.5 million litres each year, and avoiding about 4,000 metric tons of CO2 emissions annually.

Full implementation of the programme would equate to ~75% low emission ferry fleet by the early 2030s, with a 100% target by 2040.

Without the introduction of low emission ferries, new larger diesel ferries will be required to replace end of life vessels. With a minimum lifespan of 25 years, these diesel vessels will remain operational in the 2050s and 2060s and undermine the national goal of achieving net zero emissions by 2050.

Will the project support adaptation, resilience, and recovery from natural hazards?

No

Please explain your answer here:

Will the project address significant environmental issues?

Yes

Please explain your answer here:

As detailed previously, the Project will make a material contribution to reducing greenhouse gas emissions.

Is the project consistent with local or regional planning documents, including spatial strategies?

Yes

Please explain your answer here:

Auckland Unitary Plan (AUP)

The AUP combines the regional policy statement, regional coastal plan, regional plans and district plans into one combined plan for the Auckland Region.

The Project is consistent with the AUP. The Project is located within the General Coastal Marine Zone and Central Wharves Precinct.

The Coastal Marine Zone emphasises the need to ensure that public access and functional operational requirements are prioritised when considering use and development in the common marine and coastal area.

The purpose of the Central Wharves Precinct is to provide for ongoing use for maritime passenger operations and other marine and port activities, and, in parts of the precinct, to provide an environment and an appropriate scale of built form for public activities, marine facilities and events, while maintaining public access to the waterfront and providing for sustainable land and coastal management within the precinct. With regards to the objectives and policies of the precinct:

- The objectives for the Precinct focus on providing a world-class visitor destination with a mix of activities including public open spaces, recreational opportunities, events and marine and port activities. Objective I202.2 (4) expects public wharf space to be developed and used predominantly for public activities, whilst also enabling marine and port activities and maritime passenger operations.

- The policies for the Precinct encourage a broad mix of uses to support a high-quality visitor experience, whilst ensuring activities which have a functional need to be in or adjacent to the Coastal Marine Area, including maritime passenger operations, are provided for. Policy I202.3 (8) in particular states: "Enable public access and events along Queens Wharf in a manner that does not constrain or conflict with the use of this wharf as a terminal and berthage for maritime passenger operations, cruise ship operations, other visiting non-cargo vessels and public transport facilities."

The Project is also located within the Historic Heritage Overlay with Queens Wharf a scheduled heritage feature. The Project design responds appropriately to the heritage features of the site and will be supported by expert heritage evidence.

Auckland City Centre Masterplan (CCMP)

The City Centre Masterplan is an Auckland Council document which sets the strategic direction for the city centre over the next 20 years.

The vision for the future of Queens Wharf is to deliver waterfront public space for people. The masterplan focusses on the eventual removal of The Cloud and development of a permanent cruise ship terminal on Captain Cook Wharf (to the east of Queens Wharf), enabling quality public spaces and integration with broader waterfront regeneration activities.

Ferry terminal redevelopment and activities are maintained within the CCMP.

Anything else?

Please write your answer here:

Does the project includes an activity which would make it ineligible?

No

If yes, please explain:

## Section 8: Climate change and natural hazards

Will the project be affected by climate change and natural hazards?

Yes

If yes, please explain:

The proposed infrastructure has been designed in a manner that takes account of coastal hazard risks including climate change, as far as is practicable and within the context of the existing wharf structures.

The proposed charger building location is above the 1% ARI + 1m Sea Level Rise (SLR) coastal inundation level and outside any of the flood prone areas or overland flow paths on Queens Wharf. Charging equipment will also be elevated above the existing wharf deck level which will further enhance resilience to flooding or inundation.

## Section 9: Track record

Please add a summary of all compliance and/or enforcement actions taken against the applicant by any entity with enforcement powers under the Acts referred to in the Bill, and the outcome of those actions.

Please write your answer here:

AT is an experienced operator, responsible for the delivery of large-scale regionally significant infrastructure projects including the Downtown Infrastructure Development Programme and Eastern Busway.

AT is not aware of any enforcement proceedings or orders under the Resource Management Act 1991 by Auckland Council against AT.

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## Declaration

Do you acknowledge your submission will be published on [environment.govt.nz](https://environment.govt.nz) if required

Yes

By typing your name in the field below you are electronically signing this application form and certifying the information given in this application is true and correct.

Please write your name here:

Amy Thompson

Important notes