

## Attachment Q: New Zealand Coastal Policy Statement Assessment

### Objectives

Objective	Assessment
<p><b>Objective 1</b> To safeguard the integrity, form, functioning and resilience of the coastal environment and sustain its ecosystems, including marine and intertidal areas, estuaries, dunes and land, by:</p> <ul style="list-style-type: none"> <li>• maintaining or enhancing natural biological and physical processes in the coastal environment and recognising their dynamic, complex and interdependent nature;</li> <li>• protecting representative or significant natural ecosystems and sites of biological importance and maintaining the diversity of New Zealand’s indigenous coastal flora and fauna; and</li> <li>• maintaining coastal water quality, and enhancing it where it has deteriorated from what would otherwise be its natural condition, with significant adverse effects on ecology and habitat, because of discharges associated with human activity.</li> </ul>	<p>The impact of the proposed structures in the CMA on coastal processes and marine ecology have been assessed by Tonkin and Taylor. The ferry basin, and indeed the Central Wharves, is highly modified coastal environment, altered through successive reclamations and the construction of wharves, piers, pontoons, fenders and other marine structures within the waterspace. There are no remnants of naturalness (abiotic or biotic) associated with the ferry basin and the area is not a pristine coastal environment, rather it is assessed as having low ecological value.</p> <p>The technical reports confirm that the proposed development, particularly in regard to the impacts on the seabed and water quality of the locality, can accommodate the proposed development without significantly altering the ecology, habitats or water quality of this locality. The proposed coastal structures will not significantly impact the harbour hydrology and will maintain flushing of the Ferry Basin.</p> <p>Overall, the technical reports conclude that the application will result in acceptable effects when considered within the context of the existing environment.</p>
<p><b>Objective 2</b> To preserve the natural character of the coastal environment and protect natural features and landscape values through:</p> <ul style="list-style-type: none"> <li>• recognising the characteristics and qualities that contribute to natural character, natural features and landscape values and their location and distribution;</li> <li>• identifying those areas where various forms of subdivision, use, and development would be inappropriate and protecting them from such activities; and</li> <li>• encouraging restoration of the coastal environment.</li> </ul>	<p>The proposed works are being undertaken within a highly modified coastal environment. It does however retain aspects of natural character important to the connections between downtown Auckland and the waterfront. The proposal has been assessed in the Landscape and Visual Assessment report to have minimal impact on the natural character as the ferry berths have a functional need to be located in the CMA, ferry services are part of the connection between Auckland and the Waitemata and the location within the ferry basin and the design minimise the degree to which the facilities will detract from the body of water within the ferry basin.</p> <p>The expansion of the ferry berths and the proposed activities/structures/buildings are consistent with the uses that are already provided for within the ferry basin and which are anticipated by the relevant planning documents.</p>
<p><b>Objective 3</b> To take account of the principles of the Treaty of Waitangi, recognise the role of tangata whenua as kaitiaki and provide for tangata whenua involvement in management of the coastal environment by:</p> <ul style="list-style-type: none"> <li>• recognising the ongoing and enduring relationship of tangata whenua over their lands, rohe and resources;</li> </ul>	<p>The applicant has consulted with Mana Whenua through Auckland Transport’s Mana Whenua engagement framework. Matters raised in discussion with iwi to date include ecological enhancement, sedimentation, water quality, sullage, options for recycling materials and environmentally friendly construction methods, and opportunities for</p>

## Attachment Q: New Zealand Coastal Policy Statement Assessment

<ul style="list-style-type: none"> <li>• promoting meaningful relationships and interactions between tangata whenua and persons exercising functions and powers under the Act;</li> <li>• incorporating mātauranga Māori into sustainable management practices; and</li> <li>• recognising and protecting characteristics of the coastal environment that are of special value to tangata whenua.</li> </ul>	<p>cultural expression in design. Consultation with mana whenua is ongoing and will continue during the detailed design process.</p> <p>Auckland Transport has also undertaken consultation requirements required under the MACA Act and has written to all iwi that have applied for customary title of the coastal marine area of the Waitemata Harbour.</p>
<p><b>Objective 4</b> To maintain and enhance the public open space qualities and recreation opportunities of the coastal environment by:</p> <ul style="list-style-type: none"> <li>• recognising that the coastal marine area is an extensive area of public space for the public to use and enjoy;</li> <li>• maintaining and enhancing public walking access to and along the coastal marine area without charge, and where there are exceptional reasons that mean this is not practicable providing alternative linking access close to the coastal marine area; and</li> <li>• recognising the potential for coastal processes, including those likely to be affected by climate change, to restrict access to the coastal environment and the need to ensure that public access is maintained even when the coastal marine area advances inland.</li> </ul>	<p>The public open space qualities and recreation qualities of the coastal environment are maintained and enhanced on Queens Wharf. It is considered that the ferry operations will be compatible with the public open space activities undertaken on Queens Wharf and will not comprise existing activities or the future development of Queens Wharf as a public open space.</p> <p>The modifications to the ferry terminal building will allow the general public to gain access to the water's edge in the vicinity of Pier 1 and the historic heritage shelter and steps.</p>
<p><b>Objective 5</b> To ensure that coastal hazard risks taking account of climate change, are managed by:</p> <ul style="list-style-type: none"> <li>• locating new development away from areas prone to such risks;</li> <li>• considering responses, including managed retreat, for existing development in this situation; and ;</li> <li>• protecting or restoring natural defences to coastal hazards.</li> </ul>	<p>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. It is proposed that for the ferry basin the floating infrastructure is designed for a 25 year design life and 50 year design life for the piles. As such a 50 year SLR has been considered of 0.5m to account for the lifetime of the proposed infrastructure.</p> <p>The proposal has been appropriately designed to respond the relevant coastal hazard risks. Risks to people and infrastructure are considered to be appropriately mitigated through the design and intended design life of the marine structures.</p>
<p><b>Objective 6</b> To enable people and communities to provide for their social, economic, and cultural wellbeing and their health and safety, through subdivision, use, and development, recognising that:</p> <ul style="list-style-type: none"> <li>• the protection of the values of the coastal environment does not preclude use and development in appropriate places and forms, and within appropriate limits;</li> <li>• some uses and developments which depend upon the use of natural and physical resources in the coastal environment are important to the social, economic and cultural wellbeing of people and communities;</li> <li>• functionally some uses and developments can only be located on the coast or in the coastal marine area;</li> </ul>	<p>The proposal provides for the social, economic, and cultural wellbeing of the community by upgrading existing ferry facilities to provide for growth in ferry patronage in a highly modified coastal environment and adjacent to existing ferry facilities. The proposal consolidates ferry services within the ferry basin and makes efficient use of existing buildings and wharf structures located in the CMA.</p> <p>The planning documents provide for marine passenger operations in the Central Wharves Precinct with existing ferry operations already located in the ferry basin.</p>

## Attachment Q: New Zealand Coastal Policy Statement Assessment

<ul style="list-style-type: none"> <li>• the coastal environment contains renewable energy resources of significant value;</li> <li>• the protection of habitats of living marine resources contributes to the social, economic and cultural wellbeing of people and communities;</li> <li>• the potential to protect, use, and develop natural and physical resources in the coastal marine area should not be compromised by activities on land;</li> <li>• the proportion of the coastal marine area under any formal protection is small and therefore management under the Act is an important means by which the natural resources of the coastal marine area can be protected; and</li> <li>• historic heritage in the coastal environment is extensive but not fully known, and vulnerable to loss or damage from inappropriate subdivision, use, and development.</li> </ul>	<p>The proposal recognises and protects historic heritage located in the CMA with modifications proposed to historic heritage that does not impact on the heritage values of the place or building.</p>
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### Policies

Objectives and Policies	Assessment
<p><b>Policy 1: Extent and characteristics of the coastal environment</b></p> <p>(1) Recognise that the extent and characteristics of the coastal environment vary from region to region and locality to locality; and the issues that arise may have different effects in different localities.</p> <p>(2) Recognise that the coastal environment includes:</p> <ul style="list-style-type: none"> <li>(a) the coastal marine area;</li> <li>(b) islands within the coastal marine area;</li> <li>(c) areas where coastal processes, influences or qualities are significant, including coastal lakes, lagoons, tidal estuaries, saltmarshes, coastal wetlands, and the margins of these;</li> <li>(d) areas at risk from coastal hazards;</li> <li>(e) coastal vegetation and the habitat of indigenous coastal species including migratory birds;</li> <li>(f) elements and features that contribute to the natural character, landscape, visual qualities or amenity values;</li> <li>(g) items of cultural and historic heritage in the coastal marine area or on the coast;</li> <li>(h) inter-related coastal marine and terrestrial systems, including the intertidal zone; and</li> <li>(i) physical resources and built facilities including infrastructure, that have modified the coastal environment.</li> </ul>	<p>The proposal is located in an area of the waterfront that is already highly modified and the physical infrastructure proposed is consistent with structure already located in the CMA. The proposed uses have a functional need to be located in the CMA. The proposed maritime passenger activities are consistent with the relevant planning provisions that apply in the Central Wharves Precinct and will result in less than minor to minor visual amenity effects on the locality.</p> <p>The proposed activity has a functional need to locate in the CMA and integrates with and makes efficient use of existing infrastructure. While some existing public and private views are impacted, the proposed use is anticipated within the statutory documents and ferry services are an established activity within the ferry basin. The proposal is in keeping with the character and amenity values of the ferry basin and contributes to an integrated public transport network, given the areas close proximity to other modes of transport: bus, rail and cycling.</p> <p>In terms of coastal processes, the proposed coastal structures will not significantly impact the harbour hydrology and will maintain flushing of the Ferry Basin. The proposal will also maintain the ecology of the area to a level that currently exists.</p> <p>In terms of historic heritage, the proposal is assessed overall as having less than minor adverse effects to Queens Wharf, and less than minor adverse effects to the AHB Fence and Ferry Building, as a result of physical changes within the extent of place. The proposal will also generate less than minor adverse effects to the setting of Queens Wharf, and nearby built heritage places.</p>

## Attachment Q: New Zealand Coastal Policy Statement Assessment

<p><b>Policy 2: The Treaty of Waitangi, tangata whenua and Māori heritage.</b>          In taking account of the principles of the Treaty of Waitangi (Te Tiriti o Waitangi), and kaitiakitanga, in relation to the coastal environment:          (e) take into account any relevant iwi resource management plan and any other relevant planning document recognised by the appropriate iwi authority or hapū and lodged with the council, to the extent that its content has a bearing on resource management issues in the region or district</p>	<p>Refer to Objective 3.</p> <p>The Iwi Management Plan prepared by Ngati Whatua has been considered and taken into account in the context of this application. The proposal accords with the desired objectives in the management plan of a modal shift from private vehicles to public transport, integrating transport to achieve compact urban development and maintaining water quality.</p>
<p><b>Policy 4: Integration</b>          Provide for the integrated management of natural and physical resources in the coastal environment, and activities that affect the coastal environment. This requires:          (c) particular consideration of situations where:              (i) subdivision, use, or development and its effects above or below the line of mean high water springs will require, or is likely to result in, associated use or development that crosses the line of mean high water springs; or              (ii) public use and enjoyment of public space in the coastal environment is affected, or is likely to be affected; or              (iii) development or land management practices may be affected by physical changes to the coastal environment or potential inundation from coastal hazards, including as a result of climate change; or              (iv) land use activities affect, or are likely to affect, water quality in the coastal environment and marine ecosystems through increasing sedimentation; or              (v) significant adverse cumulative effects are occurring, or can be anticipated.</p>	<p>It is considered that the proposal provides for the integrated management of natural and physical resources in the coastal environment, and activities that affect the coastal environment. The proposed infrastructure works are wholly located within the CMA. The public use and enjoyment of public space in the coastal environment has been carefully considered with the proposal maintaining public access to the western side of Queens Wharf, enabling greater public access of the Ferry Terminal building and opening up the area between Princes Wharf and the Ferry Building for greater public use. The proposal is not expected to give rise to any significant adverse cumulative effects as the proposed works are located within the existing Ferry Basin and involve the relocation of ferry piers and infrastructure. The development is not considered to be affected by physical changes to the coastal environment or potential inundation from coastal hazards, including as a result of climate change, as they are maritime structures, designed for the coastal environment and have been designed to integrate with existing wharf infrastructure.</p>
<p><b>Policy 6: Activities in the coastal environment</b>          (1) In relation to the coastal environment:              (a) recognise that the provision of infrastructure, the supply and transport of energy including the generation and transmission of electricity, and the extraction of minerals are activities important to the social, economic and cultural well-being of people and communities;              (b) consider the rate at which built development and the associated public infrastructure should be enabled to provide for the reasonably foreseeable needs of population growth without compromising the other values of the coastal environment;              (h) consider how adverse visual impacts of development can be avoided in areas sensitive to such effects, such as headlands and prominent ridgelines, and as far as practicable and reasonable apply controls or conditions to avoid those effects;              (i) set back development from the coastal marine area and other water bodies, where practicable and reasonable, to protect the natural character, open space, public access and amenity values of the coastal environment; and          (2) Additionally, in relation to the coastal marine area:</p>	<p>The proposed ferry infrastructure and use and development of the coastal marine area will make a significant contribution to the social, economic and cultural wellbeing of people and communities by enhancing the provision of ferry services.</p> <p>There is a functional need for the works to be located in the coastal environment and they are proposed in a manner that consolidates ferry services to the western side of Queens Wharf and makes efficient use of existing ferry infrastructure facilities and Queens Wharf. In terms of adverse visual impacts, the pontoons, gangways and shelters have been designed, as far as practicable, in a manner to minimise visual impacts and loss of views to the harbour from Queens Wharf, Princes Wharf and Quay Street.</p>

## Attachment Q: New Zealand Coastal Policy Statement Assessment

- (a) recognise potential contributions to the social, economic and cultural wellbeing of people and communities from use and development of the coastal marine area, including the potential for renewable marine energy to contribute to meeting the energy needs of future generations;
- (b) recognise the need to maintain and enhance the public open space and recreation qualities and values of the coastal marine area;
- (c) recognise that there are activities that have a functional need to be located in the coastal marine area, and provide for those activities in appropriate places;
- (e) promote the efficient use of occupied space, including by:
  - (i) requiring that structures be made available for public or multiple use wherever reasonable and practicable;
  - (ii) requiring the removal of any abandoned or redundant structure that has no heritage, amenity or reuse value; and
  - (iii) considering whether consent conditions should be applied to ensure that space occupied for an activity is used for that purpose effectively and without unreasonable delay.

The layout and arrangement of the ferry infrastructure protects and maintains the open space and public amenity values of Queens Wharf and the ability of people to get close to the waters edge.

It is considered that the proposal promotes the efficient use of water space proposed to be occupied as structures. The impacts of such occupation are minimised by the pontoons having a saw-tooth arrangement and low profile with the berth arrangement having a simple and efficient layout for the berthing of vessels and loading and unloading of passengers. Further the modifications to the ferry terminal building will allow general public access to this facility.

The demolition of Piers 3 and 4 will remove redundant structures including the piles, which will be sheared off to seabed level.

## Attachment Q: New Zealand Coastal Policy Statement Assessment

### Policy 11 Indigenous biological diversity (biodiversity)

To protect indigenous biological diversity in the coastal environment:

(a) avoid adverse effects of activities on:

- (i) indigenous taxa that are listed as threatened or at risk in the New Zealand Threat Classification System lists;
- (ii) taxa that are listed by the International Union for Conservation of Nature and Natural Resources as threatened;
- (iii) indigenous ecosystems and vegetation types that are threatened in the coastal environment, or are naturally rare;
- (iv) habitats of indigenous species where the species are at the limit of their natural range, or are naturally rare;
- (v) areas containing nationally significant examples of indigenous community types; and
- (vi) areas set aside for full or partial protection of indigenous biological diversity under other legislation; and

(b) avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of activities on:

- (i) areas of predominantly indigenous vegetation in the coastal environment;
- (ii) habitats in the coastal environment that are important during the vulnerable life stages of indigenous species;
- (iii) indigenous ecosystems and habitats that are only found in the coastal environment and are particularly vulnerable to modification, including estuaries, lagoons, coastal wetlands, dunelands, intertidal zones, rocky reef systems, eelgrass and saltmarsh;
- (iv) habitats of indigenous species in the coastal environment that are important for recreational, commercial, traditional or cultural purposes;
- (v) habitats, including areas and routes, important to migratory species; and
- (vi) ecological corridors, and areas important for linking or maintaining biological values identified under this policy.

The Ferry Basin has been assessed as being of low ecological value.

- Marine mammals are only likely to be occasionally present within the wider ferry basin area due to the level of activity in the area.
- There is no information to suggest that the Ferry Basin project area is specifically utilised by fish species recorded near the project area to the extent that the species is dependent upon the existing habitat.
- While it is likely that coastal bird species recorded in the outer Viaduct Basin area would occasionally use the Ferry Basin area it is unlikely that they would nest within the project area, or the immediate surrounding area.
- The hard substrate habitats offered by the seawalls, wharfs, pontoons and wave panels have been colonised by various encrusting biofouling species. Overall, the benthic assemblage is generally typical of soft sediment inshore communities with a small amount of hard substrate.
- Kaimoana species identified within the project area are limited to introduced Pacific oysters which were found along the existing wharf structures and seawall. Overall, the kaimoana values of the site are considered low.

There are no anticipated changes resulting from the proposal to any indigenous biodiversity or ecosystems with the proposed works assessed as having less than minor effects on marine mammals, fish species, coastal birds, benthic fauna, and kaimoana.

## Attachment Q: New Zealand Coastal Policy Statement Assessment

<p><b>Policy 12 Harmful Aquatic Organisms</b></p> <ol style="list-style-type: none"> <li>1. Provide in regional policy statements and in plans, as far as practicable, for the control of activities in or near the coastal marine area that could have adverse effects on the coastal environment by causing harmful aquatic organisms to be released or otherwise spread, and include conditions in resource consents, where relevant, to assist with managing the risk of such effects occurring.</li> <li>2. Recognise that activities relevant to (1) include:             <ol style="list-style-type: none"> <li>a. the introduction of structures likely to be contaminated with harmful aquatic organisms;</li> <li>b. the discharge or disposal of organic material from dredging, or from vessels and structures, whether during maintenance, cleaning or otherwise; and whether in the coastal marine area or on land;</li> <li>c. the provision and ongoing maintenance of moorings, marina berths, jetties and wharves; and</li> <li>d. the establishment and relocation of equipment and stock required for or associated with aquaculture.</li> </ol> </li> </ol>	<p>The proposal will not result in the release of harmful aquatic organisms. The proposal does not include structures likely to be contaminated with harmful organisms. Stormwater will also not result in such organisms being introduced to this area. The maintenance of vessels in the ferry basin is limited by existing operating agreements and management practices are in place to avoid the disposal of organic material from vessels. Facilities for the transfer of sewage to holding tanks are included in the design of the marine infrastructure.</p>
<p><b>Policy 13 Preservation of natural character</b></p> <p>(1) To preserve the natural character of the coastal environment and to protect it from inappropriate subdivision, use, and development:</p> <ol style="list-style-type: none"> <li>(a) avoid adverse effects of activities on natural character in areas of the coastal environment with outstanding natural character; and</li> <li>(b) avoid significant adverse effects and avoid, remedy or mitigate other adverse effects of activities on natural character in all other areas of the coastal environment; including by:</li> <li>(c) assessing the natural character of the coastal environment of the region or district, by mapping or otherwise identifying at least areas of high natural character; and</li> <li>(d) ensuring that regional policy statements, and plans, identify areas where preserving natural character requires objectives, policies and rules, and include those provisions.</li> </ol> <p>(2) Recognise that natural character is not the same as natural features and landscapes or amenity values and may include matters such as:</p> <ol style="list-style-type: none"> <li>(a) natural elements, processes and patterns;</li> <li>(b) biophysical, ecological, geological and geomorphological aspects;</li> <li>(c) natural landforms such as headlands, peninsulas, cliffs, dunes, wetlands, reefs, freshwater springs and surf breaks;</li> <li>(d) the natural movement of water and sediment;</li> <li>(e) the natural darkness of the night sky;</li> <li>(f) places or areas that are wild or scenic;</li> <li>(g) a range of natural character from pristine to modified; and</li> <li>(h) experiential attributes, including the sounds and smell of the sea; and their context or setting.</li> </ol>	<p>The proposal has been assessed by Isthmus with the following matters relevant to the consideration of the impacts of the proposal on the natural character of the ferry basin:</p> <ul style="list-style-type: none"> <li>- The ferry basin, and indeed the Central Wharves, is highly modified coastal environment, altered through successive reclamations and the construction of wharves, piers, pontoons, fenders and other marine structures within the waterspace.</li> <li>- There are no remnants of naturalness (abiotic or biotic) associated with the ferry basin and the area is not a pristine coastal environment, rather it is assessed as having low ecological value.</li> <li>- Any adverse effects on natural character will be low given the existing degree of modification of the coastal environment, the existing qualities and characteristics of the ferry basin and the extent of waterspace to be occupied.</li> <li>- While the proposal will result in additional marine structures, ferries have a functional need to locate in the CMA and the proposal is located adjacent to existing ferry services, makes efficient use of existing infrastructure and avoids sprawling or sporadic patters of use within the CMA.</li> <li>- The proposed use is anticipated use in the statutory and non-statutory planning documents and is appropriate within the context of the areas highly modified nature and consistent with the maritime function of the area.</li> <li>- The location and design of new marine structures minimises their impact on the waterspace within the ferry basin and are in keeping with the character of uses typically located adjacent to wharf structures.</li> <li>- Overall, the proposal will result in a relatively small extent of additional water space being occupied with a small reduction in the perceived natural character of</li> </ul>

## Attachment Q: New Zealand Coastal Policy Statement Assessment

	<p>the ferry basin leading the landscape architect to assess that the ferry facilities are an appropriate activity in an appropriate location and notwithstanding the low extent of existing natural character, the proposal avoids and minimises potential effects on those characteristics and qualities of natural character that do remain.</p>
<p><b>Policy 14 Restoration of natural character</b>          Promote restoration or rehabilitation of the natural character of the coastal environment, including by:</p> <p>(a) identifying areas and opportunities for restoration or rehabilitation;</p> <p>(b) providing policies, rules and other methods directed at restoration or rehabilitation in regional policy statements, and plans;</p> <p>(c) where practicable, imposing or reviewing restoration or rehabilitation conditions on resource consents and designations, including for the continuation of activities; and recognising that where degraded areas of the coastal environment require restoration or rehabilitation, possible approaches include:</p> <ul style="list-style-type: none"> <li>(i) restoring indigenous habitats and ecosystems, using local genetic stock where practicable; or</li> <li>(ii) encouraging natural regeneration of indigenous species, recognising the need for effective weed and animal pest management; or</li> <li>(iii) creating or enhancing habitat for indigenous species; or</li> <li>(iv) rehabilitating dunes and other natural coastal features or processes, including saline wetlands and intertidal saltmarsh; or</li> <li>(v) restoring and protecting riparian and intertidal margins; or</li> <li>(vi) reducing or eliminating discharges of contaminants; or</li> <li>(vii) removing redundant structures and materials that have been assessed to have minimal heritage or amenity values and when the removal is authorised by required permits, including an archaeological authority under the Historic Places Act 1993; or</li> <li>(viii) restoring cultural landscape features; or</li> <li>(ix) redesign of structures that interfere with ecosystem processes; or</li> </ul> <p>(x) decommissioning or restoring historic landfill and other contaminated sites which are, or have the potential to, leach material into the coastal marine area.</p>	<p>The proposal is taking place in a highly modified coastal environment where the opportunity for the restoration or rehabilitation of the natural character of the coastal environment is limited.</p> <p>The introduction of new structure will provide additional habitat for habitats for ecosystems including Pacific oysters.</p> <p>The impact on coastal process is assessed as being minor and there are no natural coastal features or processes that will be affected to an extent that requires significant mitigation. It is considered that new breakwater may have an added benefit of increasing circulation around the Ferry Basin to improve water quality and maintain adequate flushing of the ferry basin.</p>
<p><b>Policy 15 Natural features and natural landscapes</b>          To protect the natural features and natural landscapes (including seascapes) of the coastal environment from inappropriate subdivision, use, and development:</p> <p>(a) avoid adverse effects of activities on outstanding natural features and outstanding natural landscapes in the coastal environment; and</p> <p>(b) avoid significant adverse effects and avoid, remedy, or mitigate other adverse effects of activities on other natural features and natural landscapes in the coastal environment; including by:</p> <p>(c) identifying and assessing the natural features and natural landscapes of the coastal environment of the region or district, at minimum by land typing, soil characterisation and landscape characterisation and having regard to:</p> <ul style="list-style-type: none"> <li>(i) natural science factors, including geological, topographical, ecological and dynamic components;</li> <li>(ii) the presence of water including in seas, lakes, rivers and streams;</li> </ul>	<p>The proposal is not located in an area of outstanding natural features or landscapes.</p> <p>The landscape effects have been considered by Isthmus and the nature of landscape effects are considered to be largely benign, although there will be some adverse effects resulting from a reduction in the extent open water in the Ferry Basin and an interruption in the open outlook from Queens Wharf. The character of the views will also change from a relatively uncluttered wharf edge (when vessels are not berthed) to an outlook characterised by ferry facilities.</p>

## Attachment Q: New Zealand Coastal Policy Statement Assessment

<p>(iii) legibility or expressiveness—how obviously the feature or landscape demonstrates its formative processes;</p> <p>(iv) aesthetic values including memorability and naturalness;</p> <p>(v) vegetation (native and exotic);</p> <p>(vi) transient values, including presence of wildlife or other values at certain times of the day or year;</p> <p>(vii) whether the values are shared and recognised;</p> <p>(viii) cultural and spiritual values for tangata whenua, identified by working, as far as practicable, in accordance with tikanga Māori; including their expression as cultural landscapes and features;</p> <p>(ix) historical and heritage associations; and</p> <p>(x) wild or scenic values;</p> <p>(d) ensuring that regional policy statements, and plans, map or otherwise identify areas where the protection of natural features and natural landscapes requires objectives, policies and rules; and</p> <p>(e) including the objectives, policies and rules required by (d) in plans</p>	<p>Notwithstanding this, ferry activities are an aspect of the existing character and amenity of the ferry basin, are contemplated in the planning documents and part of a working waterfront. In addition the ferry berths will have visual connection to the Ferry Building and other piers and is in keeping with the overall character and amenity of the area.</p> <p>While the proposal will change the existing landscape, the effects on this on the surrounding environment are considered to be appropriate when viewed in the context of the highly modified coastal environment and the maritime nature of the proposed activity. The proposal sits within the City Centre Downtown Waterfront and the proposed uses and structures are contemplated in the AUP zoning and precinct provisions.</p>
<p><b>Policy 17 Historic Heritage</b></p> <p>Protect historic heritage in the coastal environment from inappropriate subdivision, use, and development by:</p> <ol style="list-style-type: none"> <li>a. identification, assessment and recording of historic heritage, including archaeological sites;</li> <li>b. providing for the integrated management of such sites in collaboration with relevant councils, heritage agencies, iwi authorities and kaitiaki;</li> <li>c. initiating assessment and management of historic heritage in the context of historic landscapes;</li> <li>d. recognising that heritage to be protected may need conservation;</li> <li>e. facilitating and integrating management of historic heritage that spans the line of mean high water springs;</li> <li>f. including policies, rules and other methods relating to (a) to (e) above in regional policy statements, and plans;</li> <li>g. imposing or reviewing conditions on resource consents and designations, including for the continuation of activities;</li> <li>h. requiring, where practicable, conservation conditions; and</li> <li>i. considering provision for methods that would enhance owners' opportunities for conservation of listed heritage structures, such as relief grants or rates relief.</li> </ol>	<p>The works are proposed in an area of Auckland developed in the early 1900s and unsurprisingly, the proposal includes physical infrastructure works either on, attached to, or in close proximity to historic heritage including the following scheduled items:</p> <ul style="list-style-type: none"> <li>• Queens Wharf</li> <li>• The Ferry Shelter</li> <li>• The Ferry Building</li> <li>• The Public Shelters</li> <li>• The Auckland Harbour Board 'Blue Fence' and historic 'Red Fence'.</li> </ul> <p>Some modifications are proposed to Queens Wharf and the historic ferry shelter although these have been assessed as being less than minor overall.</p> <p>The proposal will result in the enhanced use of Queens Wharf for ferry services and will ensure a long-term viable and appropriate use for the built heritage structure. The re-purposing of the historic ferry shelter and ensure that it continues to have a functional use.</p>

## Attachment Q: New Zealand Coastal Policy Statement Assessment

<p><b>Policy 18 Public open space</b></p> <p>Recognise the need for public open space within and adjacent to the coastal marine area, for public use and appreciation including active and passive recreation, and provide for such public open space, including by:</p> <ul style="list-style-type: none"> <li>(a) ensuring that the location and treatment of public open space is compatible with the natural character, natural features and landscapes, and amenity values of the coastal environment;</li> <li>(b) taking account of future need for public open space within and adjacent to the coastal marine area, including in and close to cities, towns and other settlements;</li> <li>(c) maintaining and enhancing walking access linkages between public open space areas in the coastal environment;</li> <li>(d) considering the likely impact of coastal processes and climate change so as not to compromise the ability of future generations to have access to public open space; and</li> <li>(e) recognising the important role that esplanade reserves and strips can have in contributing to meeting public open space needs.</li> </ul>	<p>As detailed in Objective 6 above, the proposal maintains the level of public access to the water's edge on Queens Wharf and does not compromise the open space and public amenity values of Queens Wharf and the ability of people to use this space for passive recreation.</p> <p>Indeed, the proposal is in keeping with the character and amenity of the ferry basin and will add to the vitality and visual interest that the movement of boats and people brings to his part of the waterfront.</p> <p>The proposal does not inhibit the ability to walk along the water's edge and the opening up of the terminal to the general public will provide greater public access and allow people to view the historic ferry shelter.</p> <p>The proposal recognises the importance of maintain public access to the water's edge.</p>
<p><b>Policy 19 Walking access</b></p> <p>(1) Recognise the public expectation of and need for walking access to and along the coast that is practical, free of charge and safe for pedestrian use.</p> <p>(2) Maintain and enhance public walking access to, along and adjacent to the coastal marine area, including by:</p> <ul style="list-style-type: none"> <li>(a) identifying how information on where the public have walking access will be made publicly available;</li> <li>(b) avoiding, remedying or mitigating any loss of public walking access resulting from subdivision, use, or development; and</li> <li>(c) identifying opportunities to enhance or restore public walking access, for example where: <ul style="list-style-type: none"> <li>(i) connections between existing public areas can be provided; or</li> <li>(ii) improving access would promote outdoor recreation; or</li> <li>(iii) physical access for people with disabilities is desirable; or</li> <li>(iv) the long-term availability of public access is threatened by erosion or sea level rise; or</li> <li>(v) access to areas or sites of historic or cultural significance is important; or</li> <li>(vi) subdivision, use, or development of land adjacent to the coastal marine area has reduced public access, or has the potential to do so.</li> </ul> </li> </ul> <p>(3) Only impose a restriction on public walking access to, along or adjacent to the coastal marine area where such a restriction is necessary:</p> <ul style="list-style-type: none"> <li>(a) to protect threatened indigenous species; or</li> <li>(b) to protect dunes, estuaries and other sensitive natural areas or habitats; or</li> <li>(c) to protect sites and activities of cultural value to Māori; or</li> </ul>	<p>Refer above.</p>

## Attachment Q: New Zealand Coastal Policy Statement Assessment

<p>(d) to protect historic heritage; or  (e) to protect public health or safety; or  (f) to avoid or reduce conflict between public uses of the coastal marine area and its margins; or  (g) for temporary activities or special events; or  (h) for defence purposes in accordance with the Defence Act 1990; or  (i) to ensure a level of security consistent with the purpose of a resource consent; or  (j) in other exceptional circumstances sufficient to justify the restriction.</p> <p>(4) Before imposing any restriction under (3), consider and where practicable provide for alternative routes that are available to the public free of charge at all times.</p>	
<p><b>Policy 20 Vehicle access</b></p> <p>(1) Control use of vehicles, apart from emergency vehicles, on beaches, foreshore, seabed and adjacent public land where:</p> <p>(a) damage to dune or other geological systems and processes; or  (b) harm to ecological systems or to indigenous flora and fauna, for example marine mammal and bird habitats or breeding areas and shellfish beds; or  (c) danger to other beach users; or  (d) disturbance of the peaceful enjoyment of the beach environment; or  (e) damage to historic heritage; or  (f) damage to the habitats of fisheries resources of significance to customary, commercial or recreational users; or  (g) damage to sites of significance to tangata whenua; might result.</p>	<p>Vehicle access to Queens Wharf is restricted with taxi, loading and drop-off areas located to the south of the wharf, near Quay Street. No changes are proposed to these arrangements and the proposal does not include any additional parking or loading spaces on Queens Wharf.</p> <p>Construction traffic will be managed through a Construction Traffic Management Plan.</p>
<p><b>Policy 21 Enhancement of water quality</b></p> <p>Where the quality of water in the coastal environment has deteriorated so that it is having a significant adverse effect on ecosystems, natural habitats, or water based recreational activities, or is restricting existing uses, such as aquaculture, shellfish gathering, and cultural activities, give priority to improving that quality by:</p> <p>(a) identifying such areas of coastal water and water bodies and including them in plans;  (b) including provisions in plans to address improving water quality in the areas identified above;  (c) where practicable, restoring water quality to at least a state that can support such activities and ecosystems and natural habitats;  (d) requiring that stock are excluded from the coastal marine area, adjoining intertidal areas and other water bodies and riparian margins in the coastal environment, within a prescribed time frame; and  (e) engaging with tangata whenua to identify areas of coastal waters where they have particular interest, for example in cultural sites, wāhi tapu, other taonga, and values such as mauri, and remedying, or, where remediation is not practicable, mitigating adverse effects on these areas and values.</p>	<p>The proposal is located in an area assessed as being of low ecological value. In terms of coastal processes, the proposed coastal structures will not significantly impact the harbour hydrology and will maintain flushing of the Ferry Basin. The proposal will also maintain the ecology of the area to a level that currently exists.</p> <p>The applicant is engaging with mana whenua to identify any areas of cultural value or significance including ecological enhancement, sedimentation, water quality, siltage, options for recycling materials and environmentally friendly construction methods, and opportunities for cultural expression in design.</p>
<p><b>Policy 22 Sedimentation</b></p> <p>(1) Assess and monitor sedimentation levels and impacts on the coastal environment.</p>	

## Attachment Q: New Zealand Coastal Policy Statement Assessment

<p>(2) Require that subdivision, use, or development will not result in a significant increase in sedimentation in the coastal marine area, or other coastal water.</p> <p>(3) Control the impacts of vegetation removal on sedimentation including the impacts of harvesting plantation forestry.</p> <p>(4) Reduce sediment loadings in runoff and in stormwater systems through controls on land use activities.”</p>	<p>Sediments within the Ferry Basin can be transported by propeller wash, waves and tidal currents. T&amp;T notes that tidal currents are the greatest force attributing to the movement of sediments in and around the proposed works. The T&amp;T report details that the flow of the tidal currents with the presence of the proposed breakwater has been shown to be slightly modified from the present situation. The report concludes that it is likely that the area to the east and west of the piled breakwater will become a natural area of sedimentation, much like the existing wharves and waterfront. However, due to the existing depth and the fact that the wharf has been used for deeper draft vessels, it is concluded that any sedimentation is unlikely to affect the ferry operations.</p>
<p><b>Policy 23 Discharge of contaminants</b></p> <p>(1) In managing discharges to water in the coastal environment, have particular regard to:</p> <ul style="list-style-type: none"> <li>(a) the sensitivity of the receiving environment;</li> <li>(b) the nature of the contaminants to be discharged, the particular concentration of contaminants needed to achieve the required water quality in the receiving environment, and the risks if that concentration of contaminants is exceeded; and</li> <li>(c) the capacity of the receiving environment to assimilate the contaminants; and</li> <li>(d) avoid significant adverse effects on ecosystems and habitats after reasonable mixing;</li> <li>(e) use the smallest mixing zone necessary to achieve the required water quality in the receiving environment; and</li> <li>(f) minimise adverse effects on the life-supporting capacity of water within a mixing zone.</li> </ul> <p>(2) In managing discharge of human sewage, do not allow:</p> <ul style="list-style-type: none"> <li>(a) discharge of human sewage directly to water in the coastal environment without treatment; and</li> <li>(b) the discharge of treated human sewage to water in the coastal environment, unless: <ul style="list-style-type: none"> <li>(i) there has been adequate consideration of alternative methods, sites and routes for undertaking the discharge; and</li> <li>(ii) informed by an understanding of tangata whenua values and the effects on them.</li> </ul> </li> </ul> <p>(3) Objectives, policies and rules in plans which provide for the discharge of treated human sewage into waters of the coastal environment must have been subject to early and meaningful consultation with tangata whenua.</p> <p>(4) In managing discharges of stormwater take steps to avoid adverse effects of stormwater discharge to water in the coastal environment, on a catchment by catchment basis, by:</p> <ul style="list-style-type: none"> <li>(a) avoiding where practicable and otherwise remedying cross contamination of sewage and stormwater systems;</li> <li>(b) reducing contaminant and sediment loadings in stormwater at source, through contaminant treatment and by controls on land use activities;</li> <li>(c) promoting integrated management of catchments and stormwater networks; and</li> <li>(d) promoting design options that reduce flows to stormwater reticulation systems at source.</li> </ul> <p>(5) In managing discharges from ports and other marine facilities:</p> <ul style="list-style-type: none"> <li>(a) require operators of ports and other marine facilities to take all practicable steps to avoid contamination of coastal waters, substrate, ecosystems and habitats that is more than minor;</li> </ul>	<p>The proposal is not expected to create adverse effects in terms of discharges of contaminants, which can be managed so adverse effects are less than minor. All materials proposed to be utilised in construction will be inert and will not create a potential source for contaminating coastal waters.</p> <p>T&amp;T has assessed that the main disturbance to the seabed will be from the pile installation and assesses the probability of large silt plumes as a result of the piling operations to be low and of a short term duration. The technique of using bored piles within casings will contain most of the disturbed sediments within the steel casings. During this process of boring through the seabed a fraction of the material is expelled during the fragmentation resulting in the suspension of sediments. Coarse material will settle close to the area of disturbance but there is likely to be a visual effect by slightly higher levels of discolouration around the work area.</p> <p>Due to the low tidal currents within the basin the sediment is likely to settle back within the commercial harbour area for the majority of the works. During piling towards the end of Queens Wharf some sediment may be transported by the faster tidal currents in to the estuary. The probability of large silt plumes as a result of the piling operations during the construction phase is considered low and the short term effects to the coastal processes are considered to be minor. It is recommend to use silt curtain during construction to mitigate sedimentation effects.</p> <p>In terms of sewage from vessels, facilities for the transfer of sewage to holding tanks is included in the design of the marine infrastructure.</p>

## Attachment Q: New Zealand Coastal Policy Statement Assessment

<p>(b) require that the disturbance or relocation of contaminated seabed material, other than by the movement of vessels, and the dumping or storage of dredged material does not result in significant adverse effects on water quality or the seabed, substrate, ecosystems or habitats;</p> <p>(c) require operators of ports, marinas and other relevant marine facilities to provide for the collection of sewage and waste from vessels, and for residues from vessel maintenance to be safely contained and disposed of; and</p> <p>(d) consider the need for facilities for the collection of sewage and other wastes for recreational and commercial boating.</p>	
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## Attachment Q: New Zealand Coastal Policy Statement Assessment

### Policy 24 Identification of coastal hazards

(1) 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. Hazard risks, over at least 100 years, are to be assessed having regard to:

- (a) physical drivers and processes that cause coastal change including sea level rise;
- (b) short-term and long-term natural dynamic fluctuations of erosion and accretion;
- (c) geomorphological character;
- (d) the potential for inundation of the coastal environment, taking into account potential sources, inundation pathways and overland extent;
- (e) cumulative effects of sea level rise, storm surge and wave height under storm conditions;
- (f) influences that humans have had or are having on the coast;
- (g) the extent and permanence of built development; and
- (h) the effects of climate change on:
  - (i) matters (a) to (g) above;
  - (ii) storm frequency, intensity and surges; and
  - (iii) coastal sediment dynamics; taking into account national guidance and the best available information on the likely effects of climate change on the region or district.”

### Policy 25 Subdivision, use, and development in areas of coastal hazard risk

In areas potentially affected by coastal hazards over at least the next 100 years:

- (a) avoid increasing the risk of social, environmental and economic harm from coastal hazards;
  - (b) avoid redevelopment, or change in land use, that would increase the risk of adverse effects from coastal hazards;
  - (c) encourage redevelopment, or change in land use, where that would reduce the risk of adverse effects from coastal hazards, including managed retreat by relocation or removal of existing structures or their abandonment in extreme circumstances, and designing for relocatability or recoverability from hazard events;
  - (d) encourage the location of infrastructure away from areas of hazard risk where practicable;
  - (e) discourage hard protection structures and promote the use of alternatives to them, including natural defences;
- and
- (f) consider the potential effects of tsunami and how to avoid or mitigate them.

In terms of coastal hazards, the T&T report identifies sea level rise, storm surge, erosion and tsunami as potential hazards. It is proposed that for the ferry basin the floating infrastructure is designed for a 25 year design life and 50 year design life for the piles, and as such a 50 year SLR is included of 0.5m to account for the lifetime of the proposed infrastructure.

The proposal has been appropriately designed to respond the relevant coastal hazard risks. Risks to people and infrastructure are considered to be appropriately mitigated through the design and intended design life of the marine structures.