

Port Noise Management Plan for CentrePort Ltd

December 2008

Quality Assurance Statement	
MWH New Zealand Limited Level 1 123 Taranaki Street Te Aro PO Box 9624 Wellington 6141 New Zealand Phone : 64-4-381 6700 Fax : 64-4-381 6739	Project Manager: Sylvia Allan
	Prepared by: Penelope Laurenson/Rebecca Whillans
	Reviewed by: Sylvia Allan
	Approved for issue by: Sylvia Allan

Port Noise Management Plan for CentrePort Ltd

Contents

1	Introduction	1
2	Plan Objectives	2
3	Definitions	3
4	Noise Environment	1
4.1	Current Port Operation.....	1
4.2	Port Noise	1
4.3	Noise Requirements	5
5	Port Noise Mitigation Measures.....	6
5.1	Best Practicable Options for Noise Mitigation	6
5.1.1	Equipment Purchase Policies.....	6
5.1.2	The use of adjustable safety alarms	6
5.1.3	Maintenance Undertaken Inside Workshops.....	6
5.1.4	Traffic Controls.....	6
5.1.5	Roading Maintenance.....	7
5.1.6	Restriction of Certain Activities to Daytime Hours.....	7
5.1.7	Staff Education	7
5.1.8	Working with Contractors and Independent Operators.....	7
5.2	Mitigation Measures to be Adopted by CentrePort.....	7
5.2.1	Safety Alarms	8
5.2.2	Container Handling	8
5.2.3	Container Repair	9
5.2.4	Forklifts	9
5.2.5	Log Marshalling.....	9
5.2.6	Ship Noise	10
5.2.7	Abrasive blasting.....	10
5.2.8	Plant and equipment repair noise	10
5.2.9	Vehicular traffic and train movements.....	11
5.2.10	Other noise sources.....	11
5.3	Staff, Contractors and Independent Operators.....	11
5.4	Future Noise Management and Port Development.....	12
6	Liaison.....	13
6.1	Environmental Consultative Committee	13
6.2	Complaints.....	13

7	Monitoring, Reporting and Review	15
7.1	Monitoring, Auditing and Reporting.....	15
7.2	Port Noise Management Plan Review	16

Appendices

- A- Terms of Reference for Environmental Consultative Committee
- B- Code of Practice –Environmental Issues Register
- C- District Plan and Regional Coastal Plan Port Noise Rules

1 Introduction

This Port Noise Management Plan has been prepared in accordance with Rule 13.6.2.1.4(c) and Appendix Y of the Wellington City District Plan, and Rule 14.1.4B and Appendix 6A of the Wellington Regional Coastal Plan, as they relate to the Operational Port Area, Port Redevelopment Precinct and adjacent Coastal Marine Area. This Plan is also in line with New Zealand Standard NZS 6809: 1999, “*Acoustics - Port Noise Management and Land Use Planning*” (the Standard) as it relates to CentrePort Ltd.

The Standard was produced to assist in addressing potential reverse sensitivity issues associated with the proximity between noise sensitive activities such as housing, and port activities. Application of the standard requires a high level of co-operation between the Wellington City Council, Greater Wellington Regional Council and CentrePort.

CentrePort has a statutory obligation to ensure that the emission of noise from port activities is minimised, consistent with practicality, safety and the efficient operation, use and development of the Port.

The noise management provisions in this Plan address the wider statutory requirements in addition to what is necessary to ensure compliance with the rules in the District and Regional Coastal Plan. This is to satisfy the requirements of Section 16 of the Resource Management Act (RMA), which requires every occupier of land, and of land or water in the coastal marine area, to adopt the best practicable option to ensure that the emission of noise does not exceed a reasonable level.

In addition, Section 17 of the RMA requires every person to “*avoid, remedy or mitigate*” any adverse effect on the environment arising from an activity carried on by, or on behalf of, that person, whether or not the activity is in accordance with a rule in a district or regional plan.

2 Plan Objectives

The aim of this Plan is to identify all significant noise sources within the Port Area (including noise from land and the adjacent coastal marine area), determine the sources that are the major contributors to the noise received off site, and indicate methods to mitigate or manage the noises that are practicable to control.

The Port Noise Management Plan is an evolving document. The methods of mitigating and managing noise will be continually reviewed and revised, as new technologies become available and as the port develops.

The objectives of this Plan are:

1. To set out CentrePort's commitment to the management, minimisation and mitigation of Port Noise;
2. To provide a framework for the measurement, monitoring, assessment, and management of Port Noise;
3. To provide a framework for identification and mitigation where practicable of activities which give rise to concerns relating to noise;
4. To provide a framework for the reporting, and processing and investigation of any complaints about noise from the operational port and feedback to the complainant; and
5. To provide for the CentrePort Environmental Consultative Committee to be the Port Noise Liaison Committee and detail its function and the procedures for recommendations to be considered for determination by CentrePort in its management of Port Related Activity noise.

This Port Noise Management Plan applies to Port Related Activity noise in the main CentrePort Wellington Operational Port Area, the Port Redevelopment Precinct, Lambton Harbour Development Area (Wellington Waterfront), and at the Burnham Wharf area.

3 Definitions

Definitions: in this Noise Management Plan:

“**CentrePort**” means CentrePort Limited and any subsidiary company.

“**District Plan**” means the Wellington City District Plan dated July 2000 and any subsequent Plan Change or review.

“**Habitable Rooms**” in any of the categories of activity referred to in the definition of ‘noise sensitive activity’, means a space within a building that is commonly associated with domestic living, but excludes any bathroom, laundry, water-closet, pantry, walk-in wardrobe, corridor, hallway, lobby, clothes-drying room, any room in an early childhood centre not used for sleeping, or other space of a specialised nature occupied neither frequently nor for extended periods of time.

“**Noise Sensitive Activities**” means

- any residential activity
- any hotel, motel or other premises where residential accommodation for five or more travellers is offered at a daily tariff or other specified time
- early childhood centres.

“**Plan**” means this Port Noise Management Plan.

“**Port Area**” means the areas subject to the provisions of Rule 13.6.2.1.4(c) of the District Plan and Rule 14.1.4B of the Regional Coastal Plan – these include the Operational Port Area, Port Redevelopment Precinct, and the adjacent Coastal Marine Area.

“**Port Related Activities**” means activities within the Operational Port Area, the Port Redevelopment Precinct and adjacent Coastal Marine Area including the berthing, departure and movement of ships, storage and cargo handling, handling of goods and passengers, all activities associated with the movement, storage and handling of cargo and any activities (including construction, maintenance and repair) associated with buildings, machinery and equipment used in connection with the port or its administration. Activities not directly connected to the operation of the port such as office activities, retail activities, and other non-port uses within the Operational Port Area and Port Redevelopment Precinct are excluded.”

“**Port Noise**” means noise produced from Port Related Activities.

“**Port Noise Affected Area**” means the Inner Port Noise Affected Area or the Outer Port Noise Affected Area as shown on the planning maps.”

“**Port Noise Control Line**” means the line at or beyond which the rules controlling the emission of noise from Port Related Activities apply and where the noise from Port Related Activities is monitored.”

“**Regional Coastal Plan**” means the Regional Coastal Plan for the Wellington Region operative June 2000 and any subsequent Plan Change or review.



“Residential Area” means the Inner and Outer Residential Areas as detailed in the Wellington City District Plan.

“RMA” means the Resource Management Act 1991 and all amendments thereto.

“Standard”-means the New Zealand Standard NZS 6809: 1999, *“Acoustics - Port Noise Management and Land Use Planning”*.

4 Noise Environment

This section of the Plan identifies the noise environment and all the significant noise sources from Port Related Activities within the Operational Port Area, Port Redevelopment Precinct, and adjacent Coastal Marine Area.

4.1 Current Port Operation

CentrePort's port operation is a physical activity of both national and regional importance. While the port needs to operate in an effective and efficient manner it is also recognised that there are communities living in the surrounding areas to the port. This Plan has been prepared, in accordance with Rule 13.6.2.1.4(c) and Appendix Y of the Wellington City District Plan, and General Standard 14.1.4B and Appendix 6A of the Wellington Regional Coastal Plan, to provide a framework for minimising Port Noise from port operations in order to avoid adversely impacting on surrounding communities.

CentrePort is the owner of the land and is also owner/operator of much of the equipment operated within the Wellington Operational Port Area (which includes the Lambton Harbour Area along Waterloo and Aotea Quay, and the Burnham and Miramar Wharves in Miramar). Companies and organisations not directly under CentrePort control which provide transport services to or from the operational port include road, rail and shipping. Some on-site activities are undertaken on leased or licenced areas within the port by port tenants and contractors operating their own equipment. CentrePort Ltd will work with these companies and organisations to ensure the objectives of the RMA and the Plan are met and that, as far as possible, transport noise is kept to the minimum practical level.

The Miramar port area comprises Miramar and Burnham Wharves and adjoining land. Miramar Wharf is used for vessel layup and repair but is also a dedicated facility for special purpose vessels such as those involved in the repair and maintenance of the Cook Strait power cable and research vessels. Burnham Wharf and the adjacent port land are used for petroleum industry activities including petroleum transfers from Tanker Ships to the Miramar bulk storage terminal facilities by pipeline.

CentrePort also operates port activities at Seaview in Petone. This facility is primarily used for the discharge of petroleum and chemical products in bulk from tanker vessels with product being conveyed by pipeline to the Seaview/Gracefield bulk storage terminals. However, the Seaview Wharf is not covered by this Plan, as Hutt City Council decided against introducing similar port noise requirements under their District Plan as those in Wellington City's, as noise was not a significant issue with residential areas being some distance from the Seaview Wharf.

4.2 Port Noise

Under the Standard, Port Noise is defined as *"noise generated within a port, and includes noise from handling of cargo and passengers; operation of machinery and equipment; ships at berth; maintenance, repair, storage*

and administration activities; and vehicle/rail traffic only when it relates to port activities and is inside the port. Noise from vessels not at berth is excluded, as in noise associated with construction of permanent port facilities. Construction work should be evaluated using NZS 6803.”

CentrePort, as with other port operators, provides a 24 hour per day 7 days a week operation. Noise from the port includes all aspects of port operation, from container handling and repair, to vehicle movement, to movement of vessels and noise associated with their temporary presence at berth.

A key aspect of Port Noise management and control, recognised in the Standard, is that Port Noise varies over time: There are some periods where there is relatively little activity and correspondingly little noise, and other times when the port is busy and noise is generated by a large number of sources both on land and in the coastal marine area. The Standard provides that the effects of Port Noise can be measured and averaged over longer periods than other noise sources which are more constant. The principles of the Standard have been incorporated in the District Plan and Regional Coastal Plan.

The noise generated by port activities not only includes constant noise sources but also many short duration noises (such as bangs and clangs) which are not accounted for in the standard noise averaging measuring techniques. The mitigation measures detailed in this Plan will assist in reducing the effects of Port Noise.

Figure 1 below identifies the location of all significant noise sources within the Operational Port Area and Wellington Waterfront. Figure 1 should be read in conjunction with Table 1 which identifies the activities which are the sources of all significant Port Noise.



Figure 1: Location of Noise Sources

Table 1. Port Noise Sources

Location	Port Related Activity/Noise Source
Kaiwharawhara Point Reclamation	Log Marshalling Log loaders, logging trucks Rail Marshalling General Cargo and material storage
InterIslander Terminal	Ferry Terminal operations including rail, trucks and light vehicle assembly and movement Ship loading and unloading operations
Aotea Quay	Loading and unloading of cement silos, cement trucks Ship loading and unloading operations including; <ul style="list-style-type: none"> • Cement Unloading • Petroleum Product Transfers and Bunkering • Conventional vessels • Cruise Ships • Fishing Vessels Vessel Layups and repair
Aotea Quay Log Area	Log and steel marshalling Log loaders, logging trucks (road & rail) and a ship operate in the vicinity of this site Ship loading and unloading operations
Port Workshops	Equipment maintenance and repair
Container Terminal	Cargo and Container aggregation involving straddle carriers, forklifts, integral reefer units, trucks and rail movements Ship loading and unloading operations including: <ul style="list-style-type: none"> • Cellular Container Ship using container cranes • Car Carriers • Break Bulk and conventional ships
Container Repair, Empties Depot and Coldstore	Container storage and repair is carried out at these locations. Noise comes from forklifts, trucks, rail, container repair and reefer container service checks. Coldstore operating noise from
Pacifica Area (InterIsland Wharf)	Cargo aggregation involving forklifts, and trucks. Ship loading and unloading operations
Kings Wharf	Cargo aggregation involving forklifts, and trucks Ship loading and unloading operations
Glasgow Wharf	Cargo aggregation involving forklifts, and trucks Ship loading and unloading operations
Bluebridge Terminal	Passenger vehicle marshalling.
Waterloo Quay Wharf Area	Ship Layup and servicing
Wellington Waterfront Area	Ships berthing and servicing.



4.3 Noise Requirements

Wellington City Council and the Greater Wellington Regional Council have incorporated provisions in their respective plans (the Wellington City District Plan, and the Wellington Regional Coastal Plan) which restrict noise levels, and there are specific rules relating to Port Noise.

Some activities contribute to background noise and are not covered by this Plan (in particular vehicular traffic noise, trains in designated areas and planes in the air). Background noise derives from a range of sources, and in some residential areas around the city (including Wadestown and near the Airport) existing noise levels can reach over 60dBA at certain times.

The World Health Organisation recommends that a reasonable internal living and bedroom standard should be 35dBA and 30dBA respectively. Individual noise sensitive activities (ie living and sleeping rooms) have not been identified by this Plan, as the port is some distance from the nearest Residential Area where noise sensitive activities can be established as a permitted activity.

Both the District Plan and the Regional Coastal Plan have introduced noise insulation provisions for new Noise Sensitive Activities within the inner Port Noise Control Line and between the inner and outer Port Noise control lines. The definitions for Noise Sensitive Activities and Habitable Rooms are set out under section 3 of this Plan.

A supplementary source of fresh air from outside will be required for bedrooms that have windows which can open, to ensure noise attenuation is not compromised.

5 Port Noise Mitigation Measures

CentrePort has a continuing obligation to investigate and adopt the best practicable option to minimise the emission of Port Noise.

While CentrePort has a policy to avoid, remedy and mitigate the environmental effects of activities at the port, some noise is an unavoidable part of port operation. This section of the Plan identifies the best practical options to ensure that the emission of noise from the Port Area does not exceed noise levels specified in Rule 13.2.1.4(a) of the District Plan and Rule 14.1.4B of the Regional Coastal Plan. The techniques that CentrePort will consider for use are identified, and it is indicated which techniques have or will be adopted to achieve realistic objectives in managing Port Noise.

It is anticipated that noise management and mitigation will be an ongoing and continuous process into the foreseeable future. The processes and organisational structures which have been set up are designed to encourage the constant generation and investigation of new ideas for noise control. It is also anticipated that as technological advances in noise control take place, CentrePort will be able to take advantage of those.

5.1 Best Practicable Options for Noise Mitigation

This section identifies the best practical options adopted by CentrePort and which shall be addressed in the future to ensure port noise mitigation and compliance with the District Plan and Regional Coastal Plan.

5.1.1 Equipment Purchase Policies

Whenever new plant is required, the acoustic output of specific items of plant will be a key consideration in the plant selection process along with other key factors such as efficiency, appropriateness and cost.

CentrePort will include obligations in its leasing and licensing agreements, a requirement for tenants/operators to comply with the Plan.

5.1.2 The use of adjustable safety alarms

For reasons of occupational health and safety it is not desirable for alarms, particularly on vehicles, to be muted at any time. However, where tonal adjustment is available on safety alarms this should be used to operate safety alarms at a lower tonal level during night time hours when ambient noise levels are generally lower.

5.1.3 Maintenance Undertaken Inside Workshops

Where practical, maintenance and repair works for port plant and equipment should be undertaken within workshop buildings, in order to minimise acoustic output.

5.1.4 Traffic Controls

Vehicle noise can contribute to the noise produced within the Port Area. Speed restrictions would reduce traffic noise.

5.1.5 Roothing Maintenance

Uneven surfaces on roads account for some of the noise produced by road vehicles. Regular maintenance works for internal port roads can reduce traffic noise.

5.1.6 Restriction of Certain Activities to Daytime Hours

Where practical, activities which cause significant noise should be restricted to daytime hours, when the ambient noise levels are higher.

5.1.7 Staff Education

Staff should be educated about the implications of Port Noise, especially during night hours, on the surrounding residential areas. This would ensure an understanding of the importance of operating in a careful manner so as to minimise noise, particularly at night.

With regards to warning devices, CentrePort will ensure that its staff are trained to make the adjustment to warning devices when ambient noise is low.

5.1.8 Working with Contractors and Independent Operators

CentrePort should work with independent operators and endeavour to influence their choice of equipment in terms of acoustic output.

With rail operators, while not in a position to require changes, CentrePort can work with and encourage the adoption of practical opportunities to reduce noise output.

5.2 Mitigation Measures to be Adopted by CentrePort

This section identifies the specific noise mitigation measures discussed above as they will be adopted to address the significant noise sources within the Port Area.

In pursuance of these mitigation measures CentrePort will address as a base position the following sound profile used for the purpose of establishing through computer modelling process the Port Noise Control Line. The sound profile shown in Table 2 shall be reviewed, every five years from the completion of this agreement, to gauge improvements achieved through the adopted mitigation measures discussed below.

Table 2: Baseline

Noise Sources used in Model	Sound Power Level (dBA re 1 pW)
1 KP Log Loaders	112
1 KP Trucks	113
2 Inter Rail	111
2 Inter Trucks	113
2 Inter Cars	86
misc General Ship	103
3 Cement Truck	113
misc Forklift	110
4 Rail	111
misc Large Ship	113
1 Series 4100 Ship	125
5 Log Loaders	112
5 log steel truck	113
6 Straddle Carriers	111
6 Integral Reefers	123
misc Trucks	113
6 Rail	111
7 Coolstore	101
Misc Container Cranes	117

5.2.1 Safety Alarms

Safety alarms are important to ensure the safety of those working at the port. Therefore, some vehicles are equipped with reversing alarms or, in the case of some equipment, warning alarms. The intermittent nature of these alarms and the tone that is generated makes them audible at a significant distance and, given the nature of the operations, the noise of the alarms will occur regularly.

For reasons of occupational health and safety it is not desirable for alarms, particularly on vehicles, to be muted at any time. CentrePort will, however, ensure that where tonal adjustment is available, during nighttime when background noise levels are generally lower, the alarms will be operated at a lower tonal level.

CentrePort will also require licensed port operators to also adopt these measures.

The tonal adjustment abilities of warning devices are to be reviewed for all existing CentrePort vehicles and equipment and on all vehicles and equipment. Where such devices are capable of adjustment, instructions will be issued to operators outlining adjustment requirements under a variety of working conditions.

All new machinery purchases will be in accordance with 5.1.1 above.

5.2.2 Container Handling

This is a fundamental port activity that involves transfer of containers from ship to shore and vice versa, and relocation and storage around the Port Area.

Container vessels are worked at all hours of the day. Container handling associated with vessels takes place on or alongside wharf areas, so noise is reduced by distance from noise sensitive environments adjoining the port. Containers are principally handled at the Container Terminal and the Empties Depot, however container

handling activity may also occur in other areas on the Port such as the InterIsland Wharf, Glasgow Wharf, Kings Wharf and Aotea Quay Breastwork. Figure 1 shows these areas.

Quayside container cranes have their own operational sounds, however, being electrically driven are not significant contributors to the Port Noise sound environment. Straddle carriers and large forklifts being the primary container moving machinery mode are, due to their diesel power units, significant contributors to overall Port Noise.

Any new units will be purchased in line with the Equipment Purchase Policy outlined in 5.1, such that the acoustic output of various options is a key factor for consideration.

A risk of intermittent and unacceptable environmental noise, most likely to be noticed at night, is associated with dropping or poor handling of containers and ships hatch covers by operators. CentrePort will train operators in the mitigation and/or management of these potential noise sources and investigate and adopt, where practical, new technologies to address this situation as they become available. Any specific complaints will be entered in the Environmental Issues Register and actioned in accordance with 6.2 of this Plan. The Environmental Consultative Committee will also be used as a forum for reporting and addressing the Port Noise environment.

All container handling equipment will be maintained to a high standard. For example, regular maintenance will result in silencers being replaced when they are no longer effective in attenuating noise.

Warning beepers associated with container handling equipment will be managed in accordance with clause 5.2.1 above.

5.2.3 Container Repair

Container repair produces similar noises to those listed under 5.2.8, for general repairs. This activity is positioned within the operational port where there is minimal impact on noise sensitive environs. The activity occurs generally from Monday to Friday within normal working hours, with most major repairs being undertaken within specialised repair facilities leased to third party operators.

5.2.4 Forklifts

The noise produced by forklifts on site will be monitored by CentrePort management as part of their management of port operations, and through the annual monitoring of noise on the site. The noise produced by this type of machinery will be considered when the forklifts are replaced and the provisions of 5.1 above will apply.

5.2.5 Log Marshalling

Log marshalling is a potential source of noise, particularly when a vessel is being loaded, which can be a 24 hour activity. The log marshalling activities are split between two areas being Aotea Quay and Kaiwharawhara.

Log marshalling involves the use of log loaders, logging trucks both Rail and Road.

The provisions outlined in clause 5.1.1 equipment purchase, 5.2.1 safety alarms, maintenance provisions in 5.2.8, and vehicular traffic in 5.2.9 will apply. This activity is undertaken by a licensed log marshalling operator

who will be required, under the terms of its operating licence, to meet the noise management requirements detailed in this Plan.

5.2.6 Ship Noise

The noise associated with ship movement and berthing, and the presence of vessels in port is to some extent unavoidable. Once berthed the main noise source is generators, which provide power to run winches, refrigeration plants (reefers), pumps, and ventilation systems. Additional noises are generated when a vessel is loading or unloading.

The noise levels of ships plant and equipment is not within the control of CentrePort. However, it is important to identify the contribution of this source to overall noise received beyond the port.

Mitigation opportunities available to CentrePort are limited, although there may be opportunities to berth noisy vessels in less intrusive locations (i.e. further away from noise sensitive environs), or facing the direction which most restricts noise reaching noise sensitive environs. Wharf and city structures provide some shielding of noise effects on noise sensitive environs.

CentrePort will approach vessel owners/agents, who are operating noisy vessels, to seek either improved noise management on the vessel, maintaining, repairing or upgrading noticeably noisy equipment or suggest, in the case of a chartered vessel, considering alternative vessels.

5.2.7 Abrasive blasting

This activity can occur anywhere within the Port Area on a temporary basis in association with equipment or structural maintenance.

The main noise source is from the discharge of compressed air at the blast nozzle. Other sources of noise include air compressors, ventilation systems and air releases.

Abrasive blasting is restricted, except in emergency situations, to daytime hours (7.00am to 11.00pm) and is an irregular and intermittent noise source. This activity will usually be undertaken by contractors and CentrePort will require, where practical, that the activity is undertaken in a controlled environment at the contractors' premises. Where the activity can only be undertaken within the Port Area, the contract will require the operator to limit the noise effect of the operation to the maximum practicable level.

5.2.8 Plant and equipment repair noise

Port workshops may generate intermittent and sometimes quite loud noise. Generally repairs involve small numbers of items such as welding machines, compressors, and light vehicles, however, the principal activity centres on the maintenance of large items of operational plant and equipment. This work is sporadic, depending on the nature of breakdowns and the urgency of the work that is required.

Most activity takes place during daytime, but occasionally essential repair work is done at night. Work is, wherever practicable, carried out within specialised workshop facilities which provide an acoustic buffer to the surrounding environment. The size of some plant and equipment, however, means that some maintenance work is required to be carried out where the plant and equipment is positioned within the port.

The location of the port workshops means that a large proportion of this noise is mitigated in addition through distance and shielding by other buildings. See Figure 1 for the location of this activity.

5.2.9 Vehicular traffic and train movements

Containers, people and other goods arrive and depart from the port by either road vehicle or train. The handling of containers has been addressed under 5.2.2 container handling.

The port has a strictly-enforced speed limit of 20 kilometres per hour, reducing the level of noise produced by vehicles and ensuring a safer site. Vehicle speeds are monitored by Port Security.

Uneven surfaces on roads accounts for some of the noise produced by road vehicles. CentrePort has a maintenance regime, under its 10 year asset management plan, for the internal port roads to ensure that these are kept to a high standard.

The railway operation involves shunting on site, and may result in noises associated with trains being loaded and unloaded from ferries. Shunting takes place at any time, and the noise associated with this operations is not easily mitigated. The InterIslander Ferry Terminal and the Rail Network, which runs through the port, are designated as R2 and R5 respectively in the Wellington City District Plan. This designation allows the rail activities to be undertaken on the site without the need to comply with any noise rules, and CentrePort and this Plan do not have any jurisdiction over these activities. However, as noted under 5.1.8, CentrePort will encourage rail operators to adopt methods for reducing noise output.

5.2.10 Other noise sources

Other noise can occur at times – for example radio noise, raised voices or engine revving. Such noise is usually avoidable and is addressed through a continued commitment to staff training, education and signage. Given the level of noise produced by other operations within the port and the background noise of the surrounding land uses, these other noise sources are not likely to impact substantially on the total noise produced at the port.

Environmental noise awareness is part of staff training, to create an appropriate culture with port employees, as noted in 5.3.

The port has a general equipment maintenance policy, which is intended to limit noise as well as address safety and efficiency.

5.3 Staff, Contractors and Independent Operators

This section of the Plan identifies the procedures for noise reduction through the company's staff and contractor training and identifies how CentrePort will work with independent companies to ensure noise within the Port Area is kept to a minimum practical level.

All CentrePort staff receive induction sessions on first commencing with the company which is followed up with a refresher 3 months later. All contractors are also required to participate in induction sessions prior to being able to work on CentrePort property. These induction sessions are to include specific coverage of the noise mitigation issues contained in this Plan.

CentrePort will educate all operational staff in the implications of operational Port Noise, especially during night hours, on the surrounding residential areas, to ensure an understanding of the importance of operating in a careful manner so as to minimize noise at night.

Except during emergencies, contractor activities are limited to day time hours, where noise effects are not as intrusive.

CentrePort will work with independent operators and endeavour to influence their choice of equipment relative to their acoustic output.

With rail operators, while not in a position to require changes, CentrePort can work with and encourage the adoption of practical opportunities to reduce noise output.

With regards to warning devices, CentrePort will ensure that its staff are trained to make the adjustment to warning devices when ambient noise is low.

5.4 Future Noise Management and Port Development

This section of the Plan explains how CentrePort will take noise into account in the design and location of new or extended port facilities.

CentrePort is currently in the process of redeveloping part of the port land within the Port Redevelopment Precinct (Harbour Quays area), which will include mixed use non-port related commercial activities. This Port Redevelopment Precinct acts as a buffer between the operational Port Area and the Residential Areas closest to the port. New developments within the Port Redevelopment Precinct, which are to be used for noise sensitive activities, will be required to meet the District Plan requirements for noise insulation.

In the longer term, operational port activities will likely be consolidated towards the northern area of the Central Wellington Operational Port Area, rather than extended. As far as practicable, CentrePort will take noise effects into account in designing and positioning new or extended activities so as to ensure long term minimisation of noise Impacts from port operations.



6 Liaison

6.1 Environmental Consultative Committee

This section of the Plan identifies the functions of the Environmental Consultative Committee with respect to Port Noise.

CentrePort currently operates an Environmental Consultative Committee, which includes representatives from;

- Community Representatives;
- Local Authorities;
- Port users; and
- CentrePort.

This Committee meets regularly and discusses:

- New developments within the Port Area;
- Items listed on the environmental issues register since the last meeting; and
- Reports back on items from previous meetings.

The Committee also provides a forum for any other issues to be raised by Committee members.

The functions of this Committee are included in the Terms of Reference (refer Appendix A) which have been expanded to include and provide for the consideration of the matters detailed in this Plan. Monitoring and reporting on Port Noise issues will be a standing Agenda item for all meetings of the Committee

With regard to Port Noise the function of the Environmental Consultative Committee is to address Port Noise issues and where appropriate provide recommendations for CentrePort to consider and determine what measures it pursues.

CentrePort will also use the Committee meetings as an opportunity to inform the community, through its Committee representative, of any future noise mitigation plans, and the noise implications of those plans.

6.2 Complaints

Any complaints, including those made to the Wellington City Council and Greater Wellington Regional Council and referred to CentrePort, relating to Port Noise will be recorded as part of CentrePort's Environmental Issues Register procedures (refer Code of Practice 2.6 of the Environmental Management Plan, Appendix B). The date, time, nature of complaint, person lodging the complaint (if available), source of noise (if determined) and action taken including any follow up, shall be recorded. Provided that contact details for the person lodging the complaint are supplied, the appropriate CentrePort Ltd Manager responsible for the area of source of the noise, will respond verbally to any complaints to advise of;

- Any action taken as a result of the complaint
- Any action still to be taken, as a result of the complaint

- Reasons for taking no action (if no action has been considered necessary) within 24 hours of the complaint being received.

Where the noise complaint originates via the Wellington City Council and/or Greater Wellington Regional Council a written response will be provided to both the complainant and the Council

A record of the investigations undertaken and any actions taken will be noted in the Environmental Issues Register.

The Environmental Issues Register will be available for inspection by Wellington City Council or Greater Wellington Regional Council staff at any time during business hours.

7 Monitoring, Reporting and Review

This section of the Plan details the procedures for Port Noise monitoring, auditing, and reporting, and outlines procedures for the review and alteration of the Plan.

7.1 Monitoring, Auditing and Reporting

The Port Noise Control Lines are detailed in the District and Regional Coastal Plans and included in Appendix C of this document. These lines show the predicted Port Noise level based on a busy five days operating scenario calculated as Ldn over a ten year period to 2016.

The District Plan and Regional Coastal Plan Noise Rules are attached as Appendix C.

CentrePort will undertake a noise monitoring programme to ensure it is compliant with the requirements of the District and Regional Coastal Plans with respect to Port Noise. This monitoring will be undertaken not less than once a year at 4 points on the Port Noise Control Line by CentrePort. Where practicable, monitoring will be undertaken in the same locations.

An initial programme of monitoring shall be undertaken as soon as practical following the completion of this Management Plan with a further programme of monitoring six month thereafter. Should both of these programmes show that there is full compliance, then future programmes shall be undertaken not less than once a year.

Noise monitoring will also be undertaken, on an annual basis of the port activities at Seaview and Miramar, to ensure ongoing compliance with the relevant District and Regional Plan provisions.

An indication of the wind speed and direction, along with a list of activities being undertaken at the port at the time of monitoring, will be included with the monitoring report.

CentrePort will engage an acoustic consultant to carry out this monitoring which should be undertaken at a time when the operational port activity is at a high level. Measurements shall be undertaken in accordance with the requirements of NZS:6801: 2008 Measurement of Sound and NZS: 6809: 1999 Acoustics – Port Noise Management and Land Use Planning

This data will allow the port to monitor, review and report on its performance over time and present the report to the Environmental Consultative Committee.

The results of this compliance monitoring and the locations of the monitoring will also be incorporated into the Sustainability and Environmental Section of CentrePort's annual report and will be placed on the CentrePort website. Wellington City and Greater Wellington Regional Councils will be separately provided with the monitoring results on an annual basis.



7.2 Port Noise Management Plan Review

In order to achieve the aim of this Plan, ongoing noise management efforts at the port will be necessary. This Plan will help in meeting the long-term environmental management objectives for the Port Area and assist in managing the effects on noise sensitive environs surrounding the port. In order to ensure that these objectives are achieved and to take into account any changing methods that may become available, the ongoing management of noise from the port must be regularly reviewed and updated as appropriate.

This Plan will therefore be reviewed at least every five years or at other times when considered appropriate to ensure that the proposed noise management measures reasonably reflect the best practicable options. This review will include the reassessment of the base line sound profile detailed in 5.2 and shown in Table 2. The review will be carried out in consultation with the community and other stakeholders through the Environmental Consultative Committee.



Appendix A Terms of Reference



TERMS OF REFERENCE CENTREPORT LTD ENVIRONMENTAL CONSULTATIVE COMMITTEE

CentrePort Ltd is committed to achieving a high standard of environmental performance. This will be achieved while ensuring that the needs of the community and the values attached to natural and physical resources are taken into account in company planning and the way in which business is conducted. The Company believes that it is important to respond to the challenge of environmental management and wishes to actively demonstrate a corporate response to environmental issues. The development of this Committee is one of the visible initiatives implemented in support of this aim.

1.0 COMPOSITION OF THE COMMITTEE

1.1 The Committee comprises:-

- 4 representatives from residential areas/progressive associations
- 1 representative from the Kaiwharawhara Reclamation Working Group
- 1 representative from the Wellington City Council
- 1 representative from the Hutt City Council
- 1 representative from Greater Wellington Regional Council
- 1 representative from the Oil Companies
- 2 representatives from Shipping Companies
- 1 Iwi representative
- 3 CentrePort representatives (Including The Chairperson)
- CentrePort secretarial support

1.2 Additional resources may be co-opted (either temporarily or permanently) by the Committee subject to CentrePort agreement.

1.3 Membership is to be reviewed on an annual basis, with ongoing representation from any one source to be decided at the conclusion of the review.

2.0 OBJECTIVES & RESPONSIBILITIES

- (i) To identify actual and potential issues of environmental consequence either evolving from the activities of CentrePort's business and/or over which the Company exerts

control or influence. Consideration of aspects falling outside of these criteria will be at the discretion of the Company.

- (ii) To assist CentrePort in the development and maintenance of suitable codes of practice, policies and procedures etc to; (a) guide those activities {identified in (i) above}; and (b) define the responsibilities of the Company in being conscious of other environmental aspects and impacts.
- (iii) To develop (through consultative mechanisms) appropriate strategies designed to avoid, remedy or mitigate undesired environmental effects.
- (iv) To assist in the research, education etc required to meet (iii) above.
- (v) To review all matters recorded in the environmental issues register, including remedial actions taken and any follow-up actions planned.
- (vi) To liaise with and regularly update the Company's Health, Safety and Environmental Committee of the Board of Directors.
- (vii) To contribute, as appropriate, to the production of written communications intended for updating members of the community, the public, the media and other interested parties.
- (viii) To participate in any other reviews or activities (of an environmental nature) which may be presented from time to time.
- (ix) To make suggestions towards the continuous improvement of CentrePort's Environmental Management Plan, objectives and targets.
- (x) To make suggestion towards the continuous improvement of the port noise environment and be involved in the preparation and review of the port noise Management Plan as well as being informed on the outcome of noise monitoring activity.
- (xi) To review monitoring and reporting of port noise issues as a standing agenda item.

3.0 GENERAL

- 3.1 The Environmental Consultative Committee will (Subject to need) meet every three months, on the first Thursday of September, December, March, and June. The Committee may be convened at any time where urgency requires.
- 3.2 The meetings will be held in the CentrePort Ltd Boardroom, first floor of CentrePort House, Hinemoa Street, Wellington, commencing with lunch at 12 noon. Meetings are expected to be of approximately one and a half to two hour's duration.



- 3.3 CentrePort will bear all costs incurred in the work of the Committee, subject to the approval of the Chief Executive.
- 3.4 Minutes of all meetings of the Committee will be formally recorded and distributed to members as soon as possible following each meeting.



Appendix B CentrePort's Environmental Management Plan



Controlled Document
Information contained in
photocopied material may
be superseded

OPERATIONAL

C of P 2.6

Title: CODE OF PRACTICE – ENVIRONMENTAL ISSUES REGISTER**Objective/s:**

1. To receive complaints on environmental effects, investigate immediately, and where practicable and at the earliest time, arrange for the effect to be avoided, remedied or mitigated.

How is it applied?

1. Complaints on environmental effects are to be received by the Strategic Development Manager, or in his absence the Property Services Administrator. (24 hours, 7 days per week).
3. The Corporate Advisor/Property Administrator is to record the details of the complaint, including the name and phone number of the person complaining and the particulars of the environmental effect.
4. The Corporate Advisor/Property Administrator is, if possible, to determine the cause of the complaint, by contacting the Marine Services Manager on duty, by viewing security monitors, and if necessary, visiting the site of the complaint. If the complaint is outside the direct control of CentrePort Limited, the offending party is to be advised of the complaint immediately upon receipt.
5. Action is to be requested where practicable to avoid, remedy or mitigate the effect.
6. The Corporate Advisor/Property Administrator is to maintain dialogue with the complainant and advise them as soon as information is obtained. This is to be no later than 24 hours after the first receipt of the complaint during weekdays, or within 24 hours of the first work day, if the complaint is received during the weekend.
7. The complaint is to be fully documented and filed in the Issues Register. A report is to be tabled at the following Safety, Health and Environmental Steering Committee meeting.

Monitoring: Regular checks that all environmental issues are fully recorded in line with the objectives of the Code of Practice.



Appendix C District Plan and Regional Coastal Plan Noise Rules

Note: These provisions were introduced under Plan Change 49 and Variation 3 to the Wellington City District Plan and Plan Change 1 to the Wellington Regional Coastal Plan. The provisions were made operative on 12 July 2008. The District Plan has not yet been reprinted to incorporate these provisions.

Wellington City District Plan – Plan Change 49 and Variation 3**Residential Area****Rule 5.1.3 (Permitted Construction Rule)****“5.1.3.8a Noise Insulation - Port Noise Affected Area.**

5.1.3.8a.1 Any **habitable room** in a building used by a residential activity within the Port Noise Affected Area shown on Plan Map 55 shall be protected from noise arising from outside the building by ensuring the **external sound insulation level** achieves the following minimum performance standard:

$$D_{nT,w} + C_{tr} > 30 \text{ dB}$$

Compliance with this performance standard shall be achieved by ensuring habitable rooms are designed and constructed in a manner that:

- accords with the schedule of typical building construction set out in Appendix X;
or
 - accords with an acoustic design certificate signed by a suitably qualified acoustic engineer stating the design as proposed will achieve compliance with the above performance standard.

5.1.3.8a.2 Where bedrooms with openable windows are proposed, a positive supplementary source of fresh air ducted from outside is required at the time of fit-out. For the purposes of this requirement, a bedroom is any room intended to be used for sleeping. The supplementary source of air is to achieve a minimum of 7.5 litres per second per person.

5.1.3.8a.3 The above provisions do not apply to construction of new residential buildings within the airnoise boundary.”

“Acoustic insulation is required in areas affected by port noise to mitigate potential adverse effects on residents. The construction of new residential buildings within the Port Noise Affected Area which are also within the airnoise boundary is excluded from the port noise insulation rule (Rule 5.1.3.8) as the existing provisions for airport noise are adequate to also manage port noise. Noise emission levels from both port and airport operations will be considered when assessing proposals that do not meet the permitted activity noise insulation condition for airport noise.

The ventilation requirement for bedrooms is required to ensure noise attenuation is not compromised if compliance with the requirements of the Building Code (G4) for natural ventilation is achieved by installing openable windows. The required airflow level is based on the minimum standard for habitable spaces set out in NZS 4303.”



5.2 Controlled Activities

Rule 5.2.1 (*Early Childhood Centres for up to 30 Children*)

Add the following to the matters controlled in respect of Rule 5.2.1:

“5.2.1.3a noise insulation”

Add new criterion to Rule 5.2.1 to read:

- “5.2.1.7 Where the site is within the Port Noise Affected Area shown on Map 55:
 - whether the habitable rooms in the building in which the early childhood centre activity is proposed are designed and constructed to achieve an External Sound Insulation Level of $D_{nT,w} + C_{tr} > 30$ dB
 - the extent to which the site is affected by port noise, any special characteristics of the site which influence the level of port related noise received, and any mitigation proposals included in the application which will reduce the adverse effects of noise on the activity.”

5.3 Discretionary Activities (Restricted)

Add a new Rule 5.3.14

Add a new Discretionary Activity (Restricted) Rule for the construction of residential buildings in the Port Noise Affected Area that do not meet the permitted activity standards for noise insulation, in 5.1.3.8a as follows:

“5.3.14 The construction, alteration of, or addition to residential buildings, including accessory buildings, in the Port Noise Affected Area shown on Map 55, where the new building or the new part of the building does not comply with condition 5.1.3.8a, are Discretionary Activities (Restricted) in respect of:
5.3.14.1 noise insulation – Port Noise Affected Areas
This rule does not apply to buildings or accessory buildings inside the airnoise boundary depicted on Map 35, which are subject to Rule 5.1.3.8 and Rule 5.4.6.

If the proposal is within the airnoise boundary, refer to rule 5.1.3.8. If the condition is not met, then the proposal is a non-complying activity

Non-notification



The written approval of affected persons will not be necessary in respect of 5.3.14.1. Notice of applications need not be served on affected persons and applications need not be notified.

Standards and terms

All buildings must meet all the conditions in rules 5.1.3.1 - 5.1.3.6 and 5.1.3.9 unless consent is concurrently sought and granted for the condition(s) not met.

Assessment criteria

In determining whether to grant consent and what conditions, if any, to impose, Council will have regard to the following criteria:

- 5.3.14.2 Whether the likely exposure to port noise will adversely affect the health or amenity of occupiers of the building.
- 5.3.14.3 Whether the habitable rooms are located, orientated or designed in such a way which would make insulation to the required standards unnecessary.
- 5.3.14.4 Whether the development is likely to lead to potential conflict with and cause adverse effects, including reverse sensitivity ~~noise sensitive~~ effects, on port activities.
- 5.3.14.5 Whether the building is a listed heritage building and the extent to which it is practicable to insulate to the required standard without compromising the heritage significance and fabric of the building.

Normally insulation to meet permitted activity standards will be required in the Port Noise Affected Area, but in some circumstances full insulation may not be necessary due to special circumstances (such as specific building locations) that result in lower levels of port related noise.

Insulation requirements for the construction of new residential buildings that are also within the airport airnoise boundary are covered under separate provisions for airport noise."

5.4 Discretionary Activities (Unrestricted)

Rule 5.4.1 *(Non-residential activities and non-residential buildings not specifically provided for as Permitted or Controlled activities)*

Add new criterion to Rule 5.4.1 to read:

- "5.4.1.8 Where the site is within the Port Noise Affected Area shown on Map 55 and the activity is a Noise Sensitive Activity:

- whether the habitable rooms in the building in which the activity is proposed are designed and constructed to achieve an External Sound Insulation Level of $D_{nT,w} + C_{tr} > 30$ dB
- whether adequate ventilation is provided for bedrooms with openable windows
- the extent to which the site or building is affected by port noise, any special characteristics of the site or building which influence the level of port related noise received, and any mitigation proposals included in the application which will reduce the adverse effects of noise on the activity or building.”

Suburban Centre Area

Rule 7.1.1 (*Permitted Activity Rule*)

Add at the start of condition 7.1.1.1 and 7.1.1.4, the following (new wording underlined):

“Except for noise from port related activities within the Operational Port Area, which is covered in Rule 7.1.1.1.5, noise emission levels ...”

Add a new condition to Rule 7.1.1 as follows:

- “7.1.1.5** At any point on land at, or beyond the Port Noise Control Line shown on the Plan Map 55, noise from port related activities shall not exceed the following levels:

Time Period	Sound Level
Any 5 consecutive 24 hour periods	65dBA L_{dn}
Any 24 hour period	68dBA L_{dn}
10pm – 7am (all days)	60dBA L_{eq} (9 hr)
	65dBA L_{eq} (15 min)
	85dBA L_{max}

Measurements shall be made in accordance with the requirements of NZS 6801:1991 *Measurement of Sound* and NZS 6809:1999 *Port Noise Management and Land Use Planning*.

- 7.1.1.1.6 The port company shall undertake a noise monitoring programme to ensure that noise from port related activities comply with condition 7.1.1.1.5 at the Port Noise Control Line. This monitoring will be undertaken ~~at least 2 times~~

~~per year at 4 points~~ in accordance with the CentrePort Noise Management Plan and the information shall be ~~supplied in a twice yearly reported~~ to Wellington City Council.

- 7.1.1.1.7 The port company shall produce and at all times operate in accordance with a **Port Noise Management Plan**, which shall include but is not limited to the matters set out in Appendix Y. The Port Noise Management Plan shall be developed to the satisfaction of Wellington City Council and Greater Wellington Regional Council.”

“Noise from port related activities within the Operational Port Area and the adjacent Coastal Marine Area is measured and assessed in terms of NZS 6809:1999 – “Acoustics – Port Noise Planning and Land Use Planning”. This provides for management of noise from port related activities and is based on a combination of short term and long term noise limits measurable at a specific Port Noise Control Line. Plan Map 55 indicates the areas that are affected by port related noise, where effects must be managed and special acoustic insulation provisions apply. These requirements are included in the relevant Area rules.

~~Noise generated in the Coastal Marine Area (which includes the wharf areas at Miramar) will also be measured and assessed in terms of NZS 6809:1999, using the Port Noise Control Line. Noise from port related activities within the Coastal Marine Area is subject to the Regional Coastal Plan administered by Greater Wellington Regional Council.~~

The port company will manage noise from port related activities in the Operational Port Area and the Coastal Marine Area through the operation of the Port Noise Management Plan. Regular monitoring will test the effectiveness of the management plan and its implementation in managing port noise.”

Add new permitted activity condition and explanation following 7.1.1.9 to read:

“7.1.1.10 Noise Insulation: Port Noise Affected Areas.

- 7.1.1.10.1 Except for new residential activities within the airnoise boundary (Refer to rule 7.4.4), any **habitable room** in a building used by a **noise sensitive activity** within the Port Noise Affected Area shown on Plan Map 55 shall meet the acoustic insulation standards set out in Rule 7.1.2.7.

New noise sensitive activities moving into existing buildings within areas affected by noise from port related activities are required to meet the standards that would apply if the building was built for the purpose. New residential activities within the airnoise boundary are excluded from the above rule as this activity is a full restricted discretionary activity under Rule 7.4.4. and subject to separate acoustic insulation requirements.”

Rule 7.1.2 (Permitted Construction Rule)**Add a new permitted activity condition following 7.1.2.6 to read:****“7.1.2.7 Noise Insulation – Port Noise Affected Area.**

7.1.2.7.1 Except for new residential activities within the airnoise boundary (refer to rule 7.4.4), any **habitable room** in a building used by a **noise sensitive activity** within the Port Noise Affected Area shown on Plan Map 55 shall be protected from noise arising from outside the building by ensuring the **external sound insulation level** achieves the following minimum performance standards:

$$D_{nT,w} + C_{tr} > 35 \text{ dB} - \text{Inner Port Noise Affected Area}$$

Compliance with this performance standard shall be achieved by ensuring habitable rooms are designed and constructed in a manner that accord with an acoustic design certificate signed by a suitably qualified acoustic engineer stating the design as proposed will achieve compliance with the above performance standard.

$$D_{nT,w} + C_{tr} > 30 \text{ dB} - \text{Outer Port Noise Affected Area}$$

Compliance with this performance standard shall be achieved by ensuring habitable rooms are designed and constructed in a manner that:

- accords with the schedule of typical building construction set out in Appendix X;
or
 - accords with an acoustic design certificate signed by a suitably qualified acoustic engineer stating the design as proposed will achieve compliance with the above performance standard.

7.1.2.7.2 Where bedrooms with openable windows are proposed, a positive supplementary source of fresh air ducted from outside is required at the time of fit-out. For the purposes of this requirement, a bedroom is any room intended to be used for sleeping. The supplementary source of air is to achieve a minimum of 7.5 litres per second per person.

7.1.2.7.3 The above provisions do not apply to construction of new residential buildings within the airnoise boundary.”

Add a new explanatory section as follows:

“Acoustic insulation is required for noise sensitive activities in buildings in areas affected by port noise to mitigate potential adverse effects on those using such facilities. The construction of new residential buildings within the airnoise boundary is excluded from the

above rule as this activity is a discretionary activity (unrestricted) under Rule 7.4.4. and subject to separate acoustic insulation requirements.

The ventilation requirement for bedrooms is required to ensure noise attenuation is not compromised if compliance with the requirements of the Building Code (G4) for natural ventilation is achieved by installing openable windows. The required airflow level is based on the minimum standard for habitable spaces set out in NZS 4303.”

Rule 7.3.1 (Discretionary Activity (Restricted) Rule – Activities that do not comply with conditions for permitted activities)

Add the following to the discretionary matters in respect of Rule 7.3.1:

“7.3.1.7a noise insulation”

Amend the *Non notification* statement to read (change underlined):

“The written approval of affected persons will not be necessary in respect of items 7.3.1.4, 7.3.1.5 and 7.3.1.7a. Notice of applications need not be served on affected persons and applications need not be notified.”

Add a second paragraph to 7.3.1.8, to read:

“7.3.1.8.2 For noise from port related activities, the nature and frequency of the noise, including any special audible characteristics, the duration and timing of the exceedance and any mitigation measures to reduce noise emissions at source.”

(and number the existing first paragraph 7.3.1.8.1)

Add a new Rule 7.3.1.15 and explanation as follows:

“7.3.1.15 Noise Insulation

7.3.1.15.1 Whether the likely exposure to port noise will adversely affect the health or amenity of occupiers of the building.

7.3.1.15.2 Whether the habitable rooms are located, orientated or designed in such a way which would make insulation to the required standards unnecessary.

7.3.1.15.3 Whether the development is likely to lead to potential conflict with and cause adverse effects, including reverse sensitivity effects, on port activities.

7.3.1.15.4 Whether the building is a listed heritage building and the extent to which it is practicable to insulate to the required standard without compromising the heritage significance and fabric of the building.



Normally insulation to meet permitted activity standards will be required in the Port Noise Affected Area, however the Council accepts that there may be some situations where it can be demonstrated that full compliance with the insulation standard may not be necessary or practicable.”

Rule 7.3.2 (Discretionary (Restricted) construction rule)

Add the following to the discretionary matters in respect of Rule 7.3.2:

“7.3.2.5a noise insulation”

Amend the *Non notification* statement to read (change underlined):

“The written approval of affected persons will not be necessary in respect of:

- items 7.3.2.4 and 7.3.2.5a; and
- design, external appearance and siting (provided consent is not also required for one or more of the matters in 7.3.2.1, 7.3.2.2, 7.3.2.3, 7.3.2.5, 7.3.2.5a).

Notice of applications need not be served on affected persons and applications need not be notified.”

Add a new Rule 7.3.2.12 and explanation as follows:

“7.3.2.12 Noise Insulation

7.3.2.12.1 Whether the likely exposure to port noise will lead to an unreasonable level of health or amenity for occupiers of the building.

7.3.2.12.2 Whether the habitable rooms are located, orientated or designed in such a way which would make insulation to the required standards unnecessary.

7.3.2.12.3 Whether the development is likely to lead to potential conflict with and cause adverse effects on port activities.

7.3.2.12.4 Whether the building is a listed heritage building and the extent to which it is practicable to insulate to the required standard without compromising the heritage significance and fabric of the building.

Normally insulation to meet permitted activity standards will be required in Port Noise Affected Areas, however there may be some situations where it can be demonstrated that full compliance with the insulation standard may not be necessary or practicable.”

Add the following assessment criterion to rule 7.4.4:

7.4.4.6 Whether the development is likely to lead to potential conflict with and cause adverse effects on port activities, where the site is within the Port Noise Affected Area



Add the following to the before the last sentence of the first paragraph of the explanation to Rule 7.4.4:

“Where proposed developments are within the Port Noise Affected Area identified on Map 55, noise from port related activities will also be considered due to the close proximity of shipping operations and the potential for intrusive sources of noise of special audible characteristics.”

Central Area

The following underlined section to Central Area Standards

“13.6.1.2.1 Noise Insulation

Any **habitable room** in a building used by a **noise sensitive activity** within the Central Area shall be protected from noise arising from outside the building by ensuring the **external sound insulation level** achieves the following minimum performance standard:

D_{nT,w} + C_{tr} > 35 dB – Inner Port Noise Affected Area

Compliance with this performance standard shall be achieved by ensuring habitable rooms are designed and constructed in a manner that accord with an acoustic design certificate signed by a suitably qualified acoustic engineer stating the design as proposed will achieve compliance with the above performance standard.

D_{nT,w} + C_{tr} > 30 dB – All other areas”

Add the following words to the beginning of the standard 13.6.2.1.1 and 13.6.2.1.2:

“Except for noise from port related activities which is covered in 13.6.2.1.4a,”

Add the following Standards to 13.6.2.1:

“13.6.2.1.4a At any point on land at, or beyond, the Port Noise Control Line shown on Plan Map 55, noise from port related activities shall not exceed the following noise levels:

Time Period	Sound Level
Any 5 consecutive 24 hour periods	65dBA L _{dn}
Any 24 hour period	68dBA L _{dn}
10pm – 7am (all days)	60dBA L _{eq} (9 hr)
65dBA L _{eq} (15 min)	
85dBA L _{max}	

Measurements shall be made in accordance with the requirements of NZS 6801:1991 “*Measurement of Sound*” and NZS 6809:1999 “*Port Noise Management and Land Use Planning*”.

- 13.6.2.1.4b The port company shall undertake a noise monitoring programme to ensure that noise from port related activities comply with condition 13.1.1.1.4a at the Port Noise Control Line. This monitoring will be undertaken ~~at least 2 times per year at 4 points typically noted for noise nuisance~~ in accordance with the *Port Noise Management Plan* and the information shall be ~~supplied in a twice yearly reported~~ reported to Wellington City Council.
- 13.6.2.1.4c The port company shall produce and at all times operate in accordance with a **Port Noise Management Plan**, which shall include but is not limited to the matters set out in Appendix Y. The Port Noise Management Plan shall be developed to the satisfaction of Wellington City Council and Greater Wellington Regional Council.

Add the following as appendix to Central Area chapter:

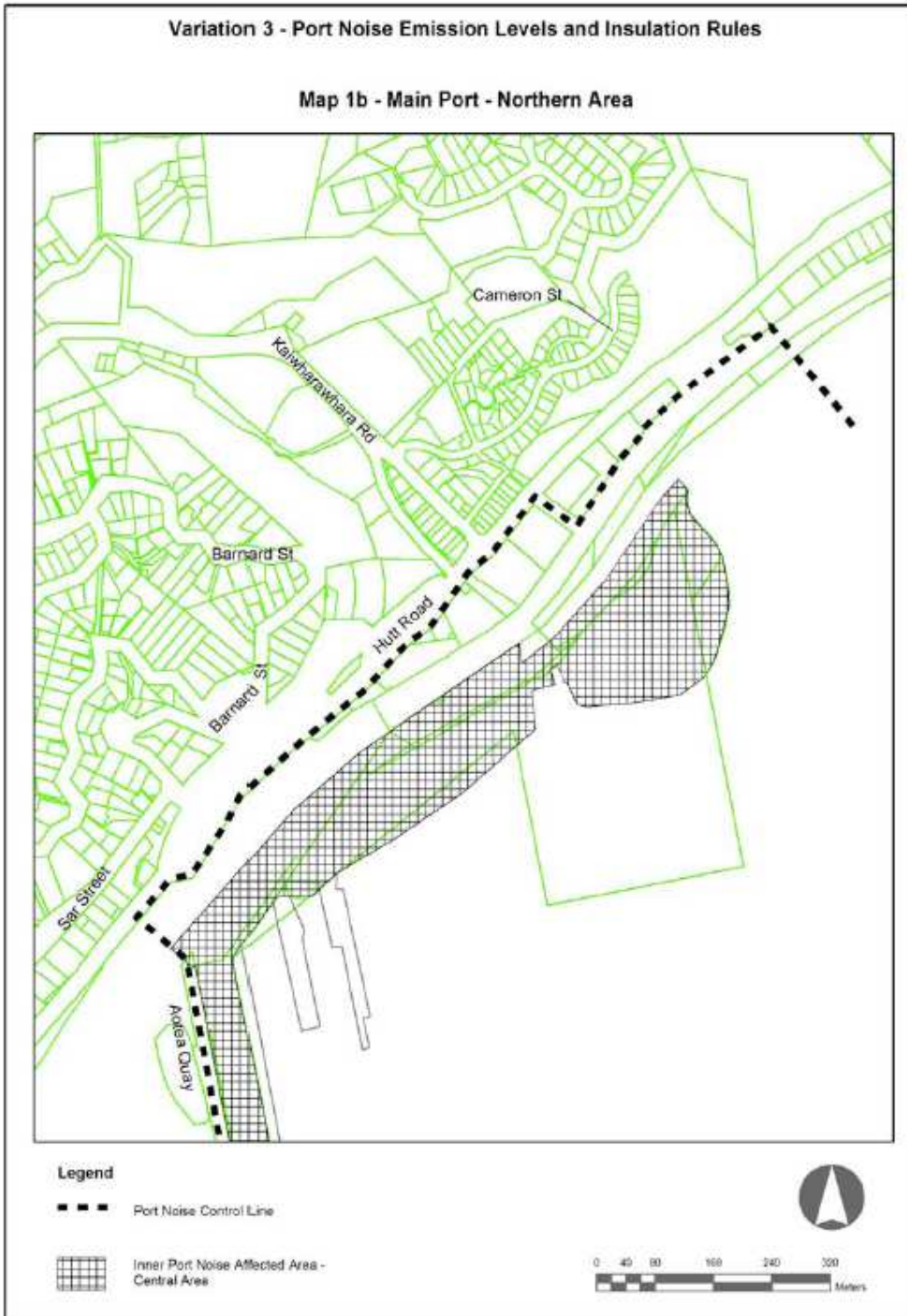
“Appendix Y - Port Noise Management Plan

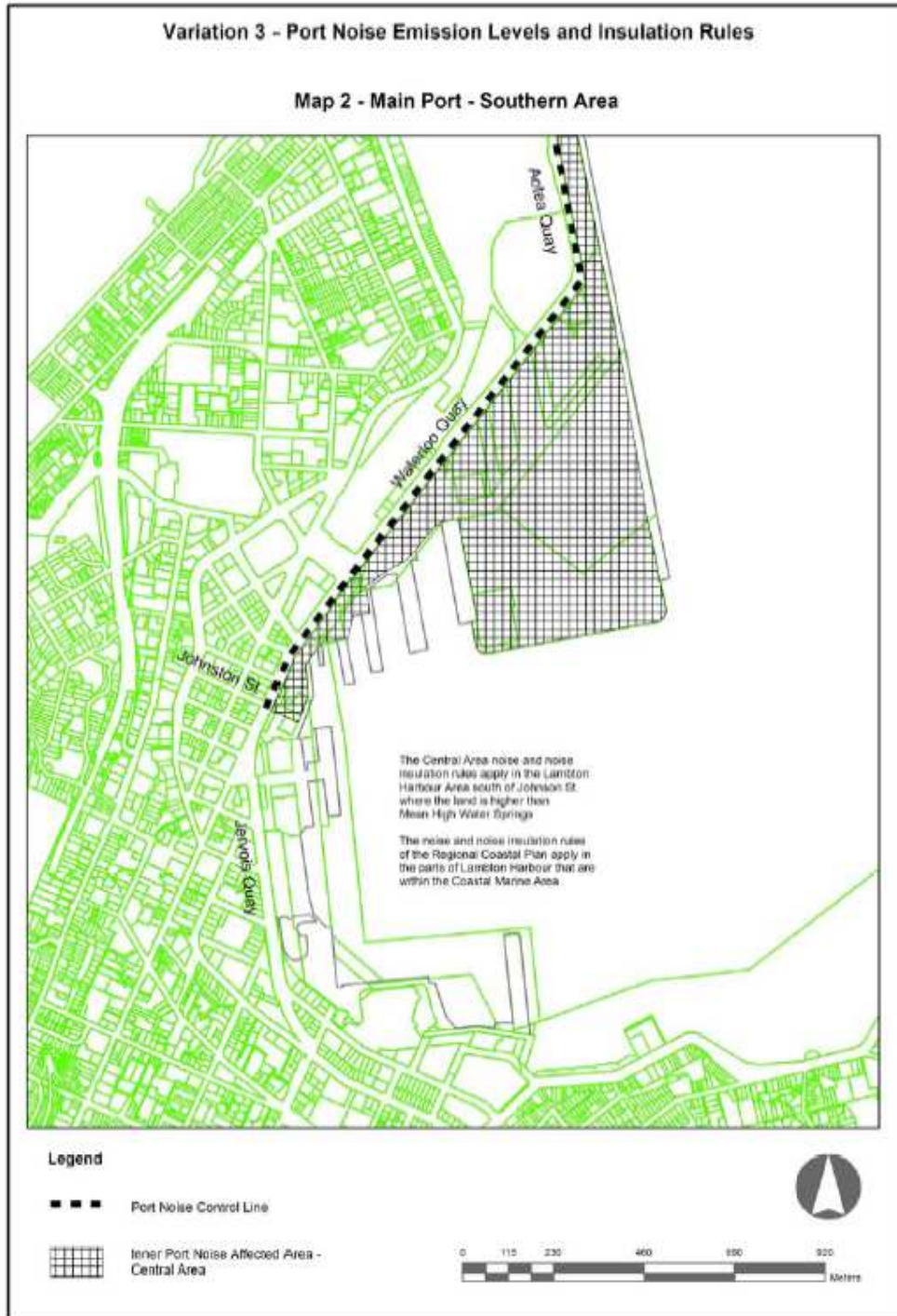
The Port Noise Management Plan, required under Rule 13.6.2.1.4c, shall:

- (i) State the objectives of the Management Plan.
- (ii) Identify all significant noise sources from port related activities within the Operational Port Area and the adjacent Coastal Marine Area.
- (iii) Identify the best practical options to ensure the emission of noise does not exceed the noise levels specified in 13.6.2.1.4a.
- (iv) Identify techniques that will be considered to reduce the emission of noise over time and indicate which of these techniques will be adopted to achieve realistic objectives in managing noise.
- (v) Explain how the port company will take noise effects into account in the design and location of new or extended port activities.
- (vi) Identify how the port company will work with independent companies to ensure that transport noise and noise from other activities within the port area will be kept to a minimum practical level.



- (vii) Identify procedures for noise reduction through the port company's staff and contractor training.
- (viii) Provide for the establishment and maintenance of a Port Noise Liaison Committee (the port company may provide for this function within the operation of its Environmental Consultative Committee).
- (ix) List the Port Noise Liaison Committee functions; and the procedures for the recommendations of the Committee to be considered and determined by the port company.
- (x) Detail procedures for receiving and deciding on complaints.
- (xi) Detail procedures for noise monitoring; auditing and reporting.
- (xii) Include procedures for the review and alteration of the Port Noise Management Plan."

Variation 3 - Port Noise Emission Levels and Insulation Rules
Map 1b - Main Port - Northern Area




Wellington Regional Coastal Plan - Noise Rules

Rule 6 Maintenance, repair, replacement, extensions, additions and alterations to structures

Any maintenance, repair, replacement extension, addition or alteration to or of any existing lawful structure or any part of an existing lawful structure that is fixed in, on, under, or over any foreshore or seabed, including any associated disturbance of foreshore or seabed, which:

(1) is contained within the form of the existing structure, or, provided that the structure is not listed in Appendix 4 (for which no extension, addition or external alteration is allowed by this Rule), adds no more than:

- (a) within the Commercial Port Area, whichever is the smaller of:
- 30% to the plan or cross-sectional area of the structure; or
 - 30 metres in horizontal projection and 10 metres in vertical projection;
- measured from the structure existing at 29 June 1994 (the date of public notification of this Plan as a proposed plan); or
- (b) within the remaining coastal marine area, whichever is the smaller of:
- 5% to the plan or cross-sectional area of the structure; or
 - 5 metres in horizontal projection and 1 metre in vertical projection;
- measured from the structure existing at 29 June 1994 (the date of public notification of this Plan as a proposed plan); and

(2) does not substantially change the external appearance of the structure. For the avoidance of doubt, repainting shall not be deemed to substantially alter the appearance of a structure; and

- (3) (a) within any Area of Significant Conservation Value disturbs sand, shingle, shell, or other natural foreshore or seabed material in a quantity of less than either:
- a rate of 1 cubic metre per 5 metres of structure measured along the length or breadth of the structure, with a maximum disturbance of 20 cubic metres per structure; or
 - 3 cubic metres for placement or replacement of a pile; or
- (b) outside any Area of Significant Conservation Value does not require any blasting or other destruction of bedrock on the foreshore or seabed; and

(4) if the structure is in the Hutt Valley Aquifer Zone, does not disturb foreshore or seabed to a depth greater than 0.5 metres below the bed; [and]

[(5) if the structure is within a Commercial Port Area or the Lambton Harbour Development Area, shown on Planning Maps 4A and 4B, and the replacement, extension, addition or alteration is for a use that includes a noise sensitive activity;]

is a **Permitted Activity** provided it complies with the conditions below.

Conditions

- (1) The activity shall comply with the general standards listed in section 14.1.
- (2) The Hydrographer of the Royal New Zealand Navy shall be notified of any extension, addition or alteration of any structure which intrudes into or over any water used for navigation.

Rule 10 Activities in or on structures

Any activity undertaken in or on any structure or any part of a structure fixed in, on, under, or over any foreshore or seabed which is not specifically provided for in a rule in this Plan, and:

(1) was lawfully occurring at 29 June 1994 (the date of public notification of this Plan as a proposed plan); or

(2) if outside the Lambton Harbour Development Area, is either:

(a) functionally dependent on a location in the coastal marine area; or

(b) an activity to support or service those which must locate in the coastal marine area, and which, because of a lack of a suitable space or operational constraints, cannot be located outside of the coastal marine area; or

(3) is occurring on [or in] a new structure for which a coastal permit has been granted and is complying with the terms and conditions of that coastal permit; [or]

[(4) is a noise sensitive activity and is within a Commercial Port Area or the Lambton Harbour Development Area shown on Planning Maps 4A and 4B;]

is a **Permitted Activity** provided it complies with the conditions below.

Conditions

(1) The activity shall comply with the general standards listed in section 14.1.

Rule 13 Maintenance, repair, replacement, extensions, additions and alterations to structures

Any maintenance, repair, replacement, addition or alteration to or of any existing lawful structure or any part of an existing lawful structure that is fixed in, on, under, or over any foreshore or seabed, including any associated disturbance of foreshore or seabed, which:

(1) is not a permitted activity described in Rules 6 to 12; and

(2) is contained within the form of the existing structure, or adds no more than:

(a) within the Commercial Port Area, whichever is the smaller of:

• 50 % to the plan or cross-sectional area of the structure; or

• 50 metres in horizontal projection and 20 metres in vertical projection;

measured from the structure existing at 29 June 1994 (the date of public notification of this Plan as a proposed plan); or

(b) within the remaining coastal marine area, whichever is the smaller of:

• 20% to the plan or cross-sectional area of the structure; or

• 10 metres in horizontal projection and 3 metres in vertical projection;

measured from the structure existing at 29 June 1994 (the date of public notification of this Plan as a proposed plan); and

(3) (a) within any Area of Significant Conservation Value disturbs sand, shingle, shell, or other natural foreshore or seabed material in a quantity of less than either:

• a rate of 1 cubic metre per 5 metres of structure measured along the length or breadth of the structure, with a maximum disturbance of 20 cubic metres per structure or;

• 3 cubic metres for placement or replacement of a pile; or

(b) outside any Area of Significant Conservation value, does not require any blasting or other destruction of bedrock on the foreshore or seabed; [and]

[(4) if the structure is within a Commercial Port Area or the Lambton Harbour Development Area, shown on Planning Maps 4A and 4B, and the replacement, extension, addition or alteration is for a use that includes a noise sensitive activity;]

is a **Controlled Activity** provided it complies with the standards and terms specified below.

Standards

(1) The activity shall comply with the general standards listed in section 14.1.

Terms

(1) The consent holder shall notify the Manager, Consents (Western Region), or the Manager, Planning and Resources (Wairarapa), Wellington Regional Council, 24 hours before any work commences.

(2) The activity shall comply with the general terms listed in section 14.2. (3) The Hydrographer of the Royal New Zealand Navy shall be notified of any new structure or work in the coastal marine area which intrudes into or over any water used for navigation at the time permission is given and at commencement of the work, and when the structure or work is complete.

Control

The matters over which the Wellington Regional Council shall exercise its control are:

- (1) the duration of the consent; and
- (2) the information and monitoring requirements; and
- (3) the administrative charges payable; and
- (4) the extent and nature of the disturbance to foreshore or seabed; and
- (5) the external appearance of the structure.

14.1 General standards

14.1.4 [Noise from activities located within the Commercial Port Areas and the part of Lambton Harbour Development Area shown on Planning Map 4E (

(A) Commercial Port Areas shown in Planning Maps 4A and 4B and part of Lambton Harbour Development Area shown in Planning Map 4E.

The following noise standards shall only apply to noise from port related activities in the Commercial Port Area shown on Planning Maps 4A and 4B and the Lambton Harbour Development Area shown on Planning Map 4E that

- are controlled by a rule in this Plan, and
- are located within the coastal marine area, and
- specifically reference section 14.1 within the rule:

(1) The activity will not cause excessive noise (defined in section 326 of the Act) outside the coastal marine area.

(2) Noise shall be measured in accordance with the requirements of NZS 6801:1999 - Measurement of Environmental Sound and NZS 6809: 1999 - Port Noise Management and Land Use Planning.

(3) Noise from port related activities in a Commercial Port Area and the part of the Lambton Harbour Development Area shown on Planning Map 4E shall not exceed the following at or beyond the Port Noise Control Line as shown on planning maps 4A and 4B.

Time (any day)	Limits (dBA)		
	Ldn	Lmax	Leq
Any 5 consecutive 24 hour periods	65	-	-
Any 24 hour period	68	-	-
10pm-7am	-	85	60 (9hr) 65 (15min)

4) CentrePort shall undertake a noise monitoring programme to ensure that noise from port related activities comply with condition 14.1.4(A)(3) at the Port Noise Control Line. This monitoring will be undertaken in accordance with the Port Noise Management Plan and the information shall be reported to Greater Wellington Regional Council.

(5) Conditions (1), (3) and (4) shall not apply to the following:

- (a) noise generated by navigational aids, safety signals, warning devices or emergency pressure relief valves;
- (b) noise generated by emergency work arising from the need to protect life or limb or prevent loss or serious damage to property or minimise or prevent environmental damage;
- (c) noise generated by construction activities which shall meet the standards specified in Table 1 of NZS 6803:1999;
- (d) noise generated by helicopter landing areas which shall meet the standards specified for Commercial areas in Table 1 of NZS 6807:1994.

(B) Commercial Port Area Shown in Planning Map 4C

The following noise standards shall only apply to activities in the Commercial Port Area shown in Planning Map 4C (Seaview Wharf) that:

- are controlled by a rule in this Plan, and
- are located within the coastal marine area, and
- specifically reference section 14.1 within the rule:

(1) The activity will not cause excessive noise (defined in section 326 of the Act) outside the coastal marine area at the nearest Residential Area boundary;

(2) The noise level measured at any point on the nearest Residential Area boundary shall not exceed

Time (any day)	Limits	
	L10	Lmax
7.00am and 11.00pm	60 dBA	-
11.00pm and 7.00am	45 dBA	75 dBA

(3) Noise shall be measured in accordance with NZS 6801:1999. Corrected levels shall be determined in accordance with NZS 6802:1999;

(4) Conditions (1) and (2) shall not apply to the following:

- (a) noise generated by navigational aids, safety signals, warning devices, or emergency pressure relief valves;
- (b) noise generated by emergency work arising from the need to protect life or limb or prevent loss or serious damage to property or minimise or prevent environmental damage;
- (c) noise generated by construction activities which shall meet the standards specified in Table 1 of NZS 6803:1999;
- (d) noise generated by helicopter landing areas which shall meet the standards specified for Commercial areas in Table 1 of NZS 6807:1994.]

[14.1.4A External sound insulation level within Commercial Port Areas or Lambton Harbour Development Area

The following external sound insulation level applies to noise sensitive activities in the Commercial Port Areas shown in Planning Maps 4A and 4B and in the Lambton Harbour Development Area shown in Planning Map 4A and 4E that are controlled by a rule in this Plan and specifically reference section 14.1 within the Rule.

(1) any habitable room in a building used by a noise sensitive activity shall be protected from noise arising from outside the building by ensuring the external sound insulation level achieves the following minimum performance standards:

Area	Planning Map	Performance Standard
Commercial Port Area	4A and 4B	DnT,w + Ctr > 35 dB
Lambton Harbour Development Area	4E	DnT,w + Ctr > 35 dB
Lambton Harbour Development Area	4A excluding area shown on 4E	DnT,w + Ctr > 30 dB

Compliance with this performance standard shall be achieved by ensuring habitable rooms are designed and constructed in a manner that accords with an acoustic design certificate signed by a suitably qualified acoustic engineer stating the design as proposed will achieve compliance with the above performance standard.

(2) Where bedrooms with openable windows are proposed, a positive supplementary source of fresh air ducted from outside is required at the time of fit-out. For the purposes of this requirement, a bedroom is any room intended to be used for sleeping. The supplementary source of air is to achieve a minimum of 7.5 litres per second per person. The required airflow level is based on the minimum standard for habitable spaces set out in NZS 4303:1990 – Ventilation for Acceptable Indoor Air Quality.

14.1.4B Port Noise Management Plan

The port company shall produce and at all times operate in accordance with a Port Noise Management Plan, which shall include but is not limited to the matters set out in Appendix 6A. The Port Noise Management Plan shall be developed to the satisfaction of Wellington City Council and Greater Wellington Regional Council.]

[Appendix 6A Port Noise Management Plan

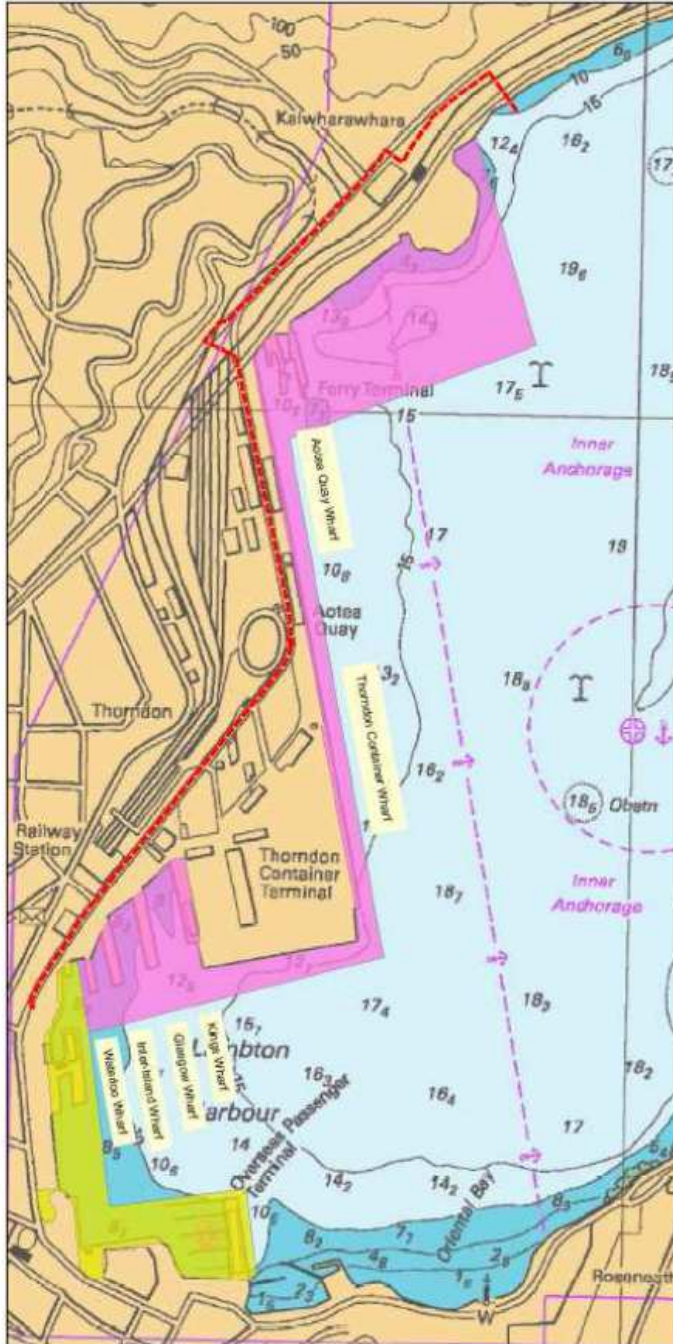
The Port Noise Management Plan, required under general standard 14.1.4B, shall:




- (i) State the objectives of the Management Plan.

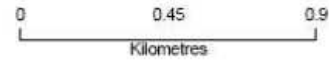
- (ii) Identify all significant noise sources from port related activities within the Commercial Port Areas and Lambton Harbour Development Area.
- (iii) Identify the best practical options to ensure the emission of noise does not exceed the noise levels specified in 14.1.4(A)(3).
- (iv) Identify techniques that will be considered to reduce the emission of noise over time and indicate which of these techniques will be adopted to achieve the objectives of the Noise Management Plan.
- (v) Explain how the port company will take noise effects into account in the design and location of new or extended port activities.
- (vi) Identify how the port company will work with independent companies to ensure that transPort Noise and noise from other activities within the Port Area will be kept to a minimum practical level.
- (vii) Identify procedures for noise reduction through the port company's staff and contractor training.
- (viii) Provide for the establishment and maintenance of a Port Noise Liaison Committee (the port company may provide for this function within the operation of its Environmental Consultative Committee).
- (ix) List the Port Noise Liaison Committee functions; and the procedures for the recommendations of the Committee to be considered and determined by the port company.
- (x) Detail procedures for receiving and deciding on complaints.
- (xi) Detail procedures for noise monitoring, auditing and reporting.
- (xii) Include procedures for the review and alteration of the Port Noise Management Plan.]

Planning Map 4A
**Lambton Harbour Development
and Commercial Port Areas**

Lambton Harbour


Legend

-  Port noise control line
-  Commercial port area (within the CMA)
-  Lambton Harbour development area (within the CMA)

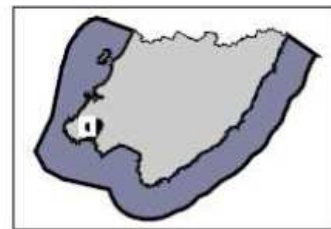

Note :

Shoreline details may not be accurate at this scale. All distances in metres.

The landward boundary of the coastal marine area is the line of mean high water springs.

CAUTION
NOT TO BE USED FOR NAVIGATION




Part of Chart NZ 4633 Wellington Harbour reproduced by permission of Land Information New Zealand.

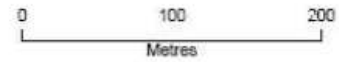
Locality Map


Planning Map 4E
**Lambton Harbour Development
and Commercial Port Areas**

Main Port - Southern Area


Legend

-  Port noise control line
-  Commercial port area (within the CMA)
-  Lambton Harbour Development Area north of Johnston St (within the CMA)


Note :

Shoreline details may not be accurate at this scale. All distances in metres.

The landward boundary of the coastal marine area is the line of mean high water springs.

CAUTION

NOT TO BE USED FOR NAVIGATION

Aerial photography reproduced by permission of WCC.

Locality Map
