



**Project:** NOISE MANAGEMENT PLAN

**Prepared for:** CentrePort  
PO Box 794  
Wellington 6140

**Attention:** Thomas Marchant

**Report No.:** Rp 001 20220086

**Disclaimer**

Reports produced by Marshall Day Acoustics Limited are based on a specific scope, conditions and limitations, as agreed between Marshall Day Acoustics and the Client. Information and/or report(s) prepared by Marshall Day Acoustics may not be suitable for uses other than the specific project. No parties other than the Client should use any information and/or report(s) without first conferring with Marshall Day Acoustics.

The advice given herein is for acoustic purposes only. Relevant authorities and experts should be consulted with regard to compliance with regulations or requirements governing areas other than acoustics.

**Copyright**

The concepts and information contained in this document are the property of Marshall Day Acoustics Limited. Use or copying of this document in whole or in part without the written permission of Marshall Day Acoustics constitutes an infringement of copyright. Information shall not be assigned to a third party without prior consent.

**Document Control**

<b>Status:</b>	<b>Rev:</b>	<b>Comments</b>	<b>Date:</b>	<b>Author:</b>	<b>Reviewer:</b>
Draft	-	CentrePort to review	3 Mar 2022	C Fitzgerald	S Arden
Approved	01	Updated to reflect WCDP & NRP rules	12 Dec 2024	C Fitzgerald	S. Arden (MDA) T Marchant (CentrePort)
Approved	02	Finalised	13 Dec 2024	C Fitzgerald	T Marchant (CentrePort)

## TABLE OF CONTENTS

1.0	INTRODUCTION .....	4
2.0	PERFORMANCE STANDARDS .....	4
2.1	Port Noise Standard (NZS 6809) .....	4
2.2	Wellington City District Plan (WCDP) .....	5
2.3	Natural Resources Plan (NRP).....	5
3.0	PORT NOISE.....	5
3.1	Port Operations .....	5
3.2	Noise Model .....	6
4.0	MITIGATION AND MANAGEMENT .....	7
4.1	Training.....	7
4.2	Equipment Selection .....	7
4.3	Safety Alarms .....	7
4.4	Night Activities .....	8
4.5	General Measures .....	8
4.6	Tenants and Contractors.....	8
4.7	Noise Monitoring.....	9
5.0	ENGAGEMENT .....	9
5.1	Communication .....	9
5.2	Complaints Response .....	9
5.3	Port Noise Liaison Committee .....	10

APPENDIX A GLOSSARY OF STANDARDS AND TERMINOLOGY

APPENDIX B WELLINGTON CITY DISTRICT PLAN (WCDP)

APPENDIX C NATURAL RESOURCES PLAN FOR THE WELLINGTON REGION (NRP)

APPENDIX D NOISE MONITORING LOCATIONS

APPENDIX E (FORMER) ENVIRONMENTAL CONSULTATIVE COMMITTEE TERMS OF REFERENCE

## 1.0 INTRODUCTION

The Wellington City District Plan (**WCDP**) and the Natural Resources Plan for the Wellington Region (**NRP**) requires CentrePort to operate in accordance with this Port Noise Management Plan (**NMP**). The CentrePort appointed Noise Officer is responsible for implementing this NMP. It supersedes the previous NMP dated December 2008.

This NMP applies to Operational Port Activities within the Port Zone, Commercial Port Area and adjacent Coastal Marine Area at the Thorndon, Burnham and Seaview sites. It satisfies WCDP NOISE-S3, NRP 5.6.2 and Section 8 of the New Zealand Standard NZS 6809: 1999 “Acoustics – Port Noise Management and Land Use Planning” (the **Port Noise Standard**).

The objectives of this NMP are:

- Set out CentrePorts’ commitment to port noise mitigation and management
- Provide a framework for the modelling, monitoring and assessment of noise
- Identify and adopt the Best Practicable Option (**BPO**) for the management of noise effects
- Inform the duration, frequency and timing of activities to manage potential disruption
- Facilitate and participate in a Port Noise Liaison Committee, the functions of which are fulfilled by the Environmental Consultative Committee
- Ensure timely management of noise complaints

This NMP is a ‘living document’ with formal review at least every two years. The current version is available on the CentrePort [Environment](#) webpage.

A glossary of standards and terminology is included in Appendix A.

## 2.0 PERFORMANCE STANDARDS

### 2.1 Port Noise Standard (NZS 6809)

The port noise provisions in the WCDP (Section 2.2) and NRP (Section 2.3) are reliant on NZS 6809: 1999 “Acoustics – Port Noise Management and Land Use Planning” (the **Port Noise Standard**).

The objective of the Port Noise Standard is to ensure the long-term compatibility of ports and their neighbours by the application of appropriate land use planning techniques. The Standard recognises the need for ports to operate in an effective manner and provides guidelines to ensure that the adjacent residential communities can co-exist with ports and their associated activities.

The Port Noise Standard recommends implementation of Control Boundary overlays on planning maps, supported by a range of permitted and conditional activity controls therein. The Control Boundaries rely on an acoustic descriptor called the Day/Night Level that spans a representative 5-day peak operations period ( $L_{dn(5\text{ day})}$ ). This parameter is essentially the energy average sound level ( $L_{Aeq(5\text{ day})}$ ) with 10 decibels added to contributions between 10pm and 7am to reflect the greater sensitivity to noise at night.

The Port Noise Standard also recommends port companies and port users should implement an NMP to manage and monitor noise from their operations, with the aim of progressively reducing noise levels wherever practicable. This component is the focus of this NMP.

Section 8.1 of the Port Noise Standard recommends that an NMP should be developed by the port operator in consultation with the local authority. It states: “*The need for a management plan recognizes that noise levels adjacent to the port may at times be higher than desirable. The port noise management plan should be based on consideration of operational needs of the port balanced by consideration of the needs of the port’s neighbours, as ascertained through consultation with those*

*neighbours and the local authorities. A liaison committee may be a useful method to foster communication and understanding of mutual needs.”*

This NMP addresses the wider statutory requirements of Section 16 and 17 of the Resource Management Act (RMA). Section 16 requires adoption of the best practicable option to ensure that the emission of noise does not exceed a reasonable level. Section 17 requires all occupants to avoid, remedy or mitigate any adverse effect on the environment.

## 2.2 Wellington City District Plan (WCDP)

The relevant WCDP rules, noise limits, monitoring requirements, aerial imagery and zoning maps are included in Appendix B.

In accordance with the WCDP NOISE-S3.3, this NMP:

- a. States the objectives of this NMP (refer Section 1.0)
- b. Identifies all significant port noise sources in the Port Zone (Section 3.0)
- c. Requires the adoption of the BPO to minimise port noise emissions (Section 1.0)
- d. Identifies techniques to reduce noise emissions over time (Section 4.0)
- e. Considers noise effects in the design and location of new or extended activities (Section 3.2)
- f. Requires engagement with tenants and contractors to minimise transport noise (Section 4.6)
- g. Provides staff and contractor training on port noise (Section 4.1)
- h. Provide for a Port Noise Liaison Committee (Section 5.3)
- i. Lists the functions and procedures of the Port Noise Liaison Committee (Section 5.3)
- j. Details the noise complaints procedure (Section 5.2)
- k. Details the noise monitoring, auditing and reporting procedures (Section 4.7)
- l. Includes a NMP review procedure (Section 1.0)

## 2.3 Natural Resources Plan (NRP)

The relevant Greater Wellington Regional Council NRP noise limits, monitoring requirements and zoning maps are included in Appendix C. The noise rules intentionally align with the WCDP above (Section 2.2). Recent updates to both the WCDP (2024) and NRP (2023) have resulted in subtle inconsistencies that are inconsequential, so this NMP prioritises the WCDP wording for simplicity.

## 3.0 PORT NOISE

### 3.1 Port Operations

CentrePort operates the only commercial port with international trade directly serving the Wellington region. It operates 24 hours per day, 7 days per week. The need for this NMP recognises that noise levels received in the community may at times be higher than desirable. It balances the operational needs of the port with those of the community.

Centreport operates three sites:

- The **Thorndon** site is the primary port site. It is accessed by water (Wellington Harbour), road (Aotea / Waterloo Quays) and rail (North Island Main Trunk). Operational Port Activities are on land zoned Port Zone’ and adjacent Coastal Marine Area. It is bordered by a mix of commercial, industrial, residential and public areas in the city centre. Some suburban residential receivers in Wadestown and Kaiwharawhara are elevated beyond SH1 and little more than 200m away, with no intervening buildings to block sound.

- The **Burnham** site is primarily used for the discharge of petroleum from tanker vessels to the Miramar bulk storage terminal facilities by pipeline. The site is accessed by water (Wellington Harbour) and road (Shelly Bay Road). It operates in the Commercial Port Area in the Coastal Marine Area. It is near Wellington International Airport, and is bordered by a mix of industrial, suburban residential and public areas. Some residential receivers in Maupuia are elevated beyond Shelley Bay Road less than 100m from the Wharf, with no intervening buildings to block sound.
- The **Seaview** site is primarily used for the discharge of petroleum and chemical products from tanker vessels to the Seaview/Gracefield bulk storage terminal by pipeline. It operates in the Commercial Port Area in the Coastal Marine Area.

Businesses and organisations that participate in port related activities at CentrePort sites include:

- Shipping lines
- Cargo owners
- Stevedores
- Log marshallers
- Cruise operators
- Road transport contractors
- Rail and Ferry services

The primary noise sources of CentrePort operations are:

- Cargo handling
- Vessels at berth
- Industrial activities
- Vehicle movements

### 3.2 Noise Model

A computer-based noise model is used to represent the 'average' noise emissions from Port operations over the busiest 5-day period each year (peak week). The port noise model consists of the following parts that must be representative to enable the noise contours to be reliable:

- **Noise sources.** Measurements have been made of representative Port machinery to determine the reference sound power levels used in the model.
- **Operational scenario.** Assumptions include the location of noise sources, their typical operational duration and duty. This is developed by CentrePort to ensure it is representative.
- **Modelling methodology.** The software calculates noise emissions and attenuation with distance, allowing for shielding from buildings, barriers and topography, ground and water surface effects, and air absorption.
- **Calibration.** The model relies on long-term unattended and short-term attended monitoring to verify the shape and the overall level of the noise contours and calibrate the model (Section 4.7).

The first CentrePort noise model was developed in 2003. This model will be updated to reflect changes in current operations and evaluate future master planning options if required.

## 4.0 MITIGATION AND MANAGEMENT

### 4.1 Training

All wharf-side staff and contractors must undertake an induction to gain access to the site. This induction, along with regular pre-job meetings (toolbox meetings or job safety reviews) prior to commencing work, will highlight and identify the following:

- The noise sensitivity of residential receivers in Wadestown, Kaiwharawhara, Maupuia and the bays surround the Seaview site (Point Howard, Sorrento, Lowry and York).
- Activities with the potential to generate high noise levels (Section 3.0) and/or result in noise complaints (Section 5.2)
- Noise mitigation and management procedures in this NMP (Section 4.0)

Awareness of current noise matters will be addressed using noticeboards, staff communications, pre task meetings or further targeted training sessions.

### 4.2 Equipment Selection

Noise is to be considered during the procurement of new equipment and will be included in specifications where appropriate. Other factors include efficiency, appropriateness and cost.

When selecting equipment, CentrePort will:

- Consider the availability of quieter models/options
- Select equipment that is suitably sized for the proposed task
- Maintain equipment and fit exhaust silencers and engine covers where appropriate
- Avoid tonal safety alarms (Section 4.3)

This policy extends to the upgrade of existing equipment where appropriate and practicable. Some examples include:

- Replacing tonal proximity alarms with broadband ones
- Retro fitting hush-kits on straddle carriers and side loaders
- Working with the shipping lines to reduce the auxiliary generator noise while at berth
- Cranes have software installed that automatically controls the rate of descent near the ground to reduce the impact noise from containers landing on the wharf
- Purchase of container handling equipment incorporating technology to sense load and adjust engine revs accordingly
- Replacement of diesel Maffys with electric units
- Upgrade of scrap metal containers to reduce chain impact noise
- Use of matting on wharf to reduce container impact noise

### 4.3 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 alarms and the tone that is generated by some types can make them audible at a significant distance, and, given the nature of the operations, the noise of the alarms occur regularly.

It is not practicable for all alarms to be muted for occupational health and safety reasons. However, the use of tonal reversing or warning alarms (i.e. beepers) will be avoided. Suitable alternatives may

include flashing lights, broadband audible 'squawkers', reversing cameras inside vehicles, and/or use of a banksman/dogman.

The use of ship and train horns will be avoided where practicable, noting necessary exceptions such as those required by the Maritime NZ Rules (e.g. restricted visibility and distress signals).

Specific initiatives include:

- Ship horns are only used for safety reasons (e.g. fog) and not used to signal departure
- The elimination of tonal alarms on heavy machinery
- The elimination of rail crossing alarms

#### **4.4 Night Activities**

CentrePort acknowledges community noise sensitivity late at night or early in the morning. These periods are when residents are most sensitive to noise due to the potential for sleep disturbance. It is also when local road traffic noise is quietest, making CentrePort operations noise more apparent.

CentrePort operates continuously, potentially 24 hours per day, 365 days per year. However, where practicable, activities with the potential to result in sleep disturbance will be prioritised during the day or early evening (e.g. plant maintenance). People tend to be less disturbed by low frequency continuous engine noise (e.g. reefers), than intermittent noise (e.g. engine revs and dropped containers) or activities with special audible character qualities (e.g. reversing beepers, a throbbing ship engine or whistling).

Abrasive blasting activities are restricted to daytime hours (7am - 10pm) except in emergency situations.

#### **4.5 General Measures**

Complaints can arise whether or not noise levels comply with the rules. To avoid complaints, general mitigation and management measures include, but are not limited to:

- Avoid unnecessary noise, such as shouting, the use of horns, rough handling of material and equipment, and banging or shaking machinery attachments
- Avoid steel on steel contact where practicable and take care to minimise impact events often associated with stacking of containers, loading logs, and closing vessel hatches/lids
- Avoid high engine revs through appropriate equipment selection, observe speed limits on port and public roads, and turn engines off when idle
- Mitigate squeal from tracked equipment, such as excavators (may include tensioning and watering or lubricating the tracks regularly)
- Minimise rail shunt moves, particularly at night where practicable
- Utilise buildings and/or container stacks as noise barriers where practicable and appropriate
- Maintain paved surfaces to avoid pot holes and corrugations
- Undertake maintenance and repairs for port plant and equipment within workshop buildings and avoid the use of sledge hammers outdoors (e.g. use hydraulic jacks to remove dents in containers where practicable)

#### **4.6 Tenants and Contractors**

CentrePort will include as part of the obligations in its leasing and licensing agreements wherever possible, a requirement for tenants, contractors and independent operators to comply with this Plan.

With road and rail operators, while not in a position to require changes, CentrePort will work with and encourage the adoption of practical opportunities to reduce noise output and effects during the night-time period. This includes minimising engine braking, road maintenance, minimising track squeal through track maintenance and the use of dash pots on corners, and minimising use of horns at night between 10pm and 7am where appropriate and practicable.

The WCDP and NRP addresses construction noise separately from port operations. Likewise, construction noise management is not addressed by this NMP. It will be addressed separately on a project specific basis. Nonetheless, the objective will be to adopt the best practical option to avoid, remedy or mitigate the noise effects as far as practicable.

#### **4.7 Noise Monitoring**

Port noise will be measured in accordance with NZS:6801: 2008 'Measurement of Sound' and assessed in accordance with NZS: 6809: 1999 'Acoustics – Port Noise Management and Land Use Planning'.

CentrePort will undertake attended noise monitoring:

- At least once per year at each of the sites to demonstrate compliance with the noise limits in the WCDP (0Appendix B) and NRP (Appendix C). Appendix D shows the locations used during the most recent monitoring.
- In response to a reasonable noise complaint if it assists in understanding the level and/or effect of the complaint (Section 5.2)

Noise monitoring reporting will include:

- Port Noise Activities present during the survey
- Weather conditions (e.g. wind speed and direction)
- Measured noise levels
- Determination of compliance with the relevant noise limits

Monitoring results will be summarised for the Environmental Consultative Committee (Section 5.3).

### **5.0 ENGAGEMENT**

#### **5.1 Communication**

This NMP is available for download from the CentrePort [Environment](#) webpage.

Newsletters and Media Releases are hosted on the CentrePort [News](#) webpage.

Contact details for staff are hosted on CentrePort [Contacts](#) webpage.

Targeted engagement with community and stakeholders is undertaken on a case-by-case basis.

#### **5.2 Complaints Response**

CentrePort receive very few port noise complaints directly each year. These are addressed promptly. No port noise complaints have been received via Wellington City Council, Hutt City Council and Regional Council for many years.

Noise complaints should be directed in the first instance to the General Security enquiries (24 hours, 7 days per week). The CentrePort [Contacts](#) webpage provides staff details (phone and email).

Noise complaints will be and addressed in accordance with the associated Environmental Management Plan. The complaints, and actions taken, will be recorded in a CentrePort's Incident Register and summarised for the appropriate authority.

In most cases, ceasing the activity would provide immediate relief. However, this may not be practicable for safety and/or operational reasons.

### 5.3 Port Noise Liaison Committee

CentrePort's Environmental Consultative Committee historically fulfilled the functions of the Port Noise Liaison Committee recommended in Section 8.3 of the Port Noise Standard and required by the WCDP and NRP. The Environmental Consultative Committee is no longer active, but the Terms of Reference are included as Appendix E for reference). The functions of the Port Noise Liaison Committee will be available via other forums if appropriate.

The Environmental Consultative Committee previously comprised:

- CentrePort
- Local Authorities
- Community representatives
- Port Users

This Committee historically met to:

- Discuss new developments within the Port Area
- Review items listed on the environmental issues register since the last meeting
- Report back on items from previous meetings

Where reprised, CentrePort will summarise:

- Recent noise complaints and actions (Section 5.2)
- Noise monitoring undertaken since the last meeting (Section 4.7)
- Revisions of this NMP

## APPENDIX A GLOSSARY OF STANDARDS AND TERMINOLOGY

<b>dB</b>	Decibel. The unit of sound level. Expressed as a logarithmic ratio of sound pressure P relative to a reference pressure of $P_r=20 \mu\text{Pa}$ , i.e. $\text{dB} = 20 \times \log(P/P_r)$ .
<b>dB(A)</b>	The unit of sound level which has its frequency characteristics modified by a filter (A-weighted) to more closely approximate the frequency bias of the human ear.
<b><math>L_{Aeq}(t)</math></b>	The equivalent continuous (time-averaged) A-weighted sound level. This is commonly referred to as the average noise level. The suffix "t" represents the time period to which the noise level relates, e.g. (9 hr) would represent a period of 9 hours, (15 min) would represent 15 minutes and (2200-0700) would represent a measurement time between 10pm and 7am.
<b><math>L_{dn}(t)</math></b>	The "Day Night Average Sound Level" as defined in NZS 6809:1999. It is calculated from the 24-hour $L_{Aeq}$ with a 10 dB penalty applied to the night-time interval (2200-0700 hours), where "t" is either 1-day or 5-day periods.
<b><math>L_{AFmax}</math></b>	The maximum noise level. The highest A-weighted level that occurs during the measurement period.
<b>NZS 6801:2008</b>	New Zealand Standard NZS 6801:2008 "Acoustics – Measurement of environmental sound"
<b>NZS 6809:1999</b>	New Zealand Standard NZS 6809:1999 "Acoustics – Port Noise Management and Land Use Planning"
<b>Operational Port Activities (WCDP)</b>	<p>The use of land and/or buildings for:</p> <ul style="list-style-type: none"> <li>• navigation, mooring, berthing, departure, manoeuvring, refuelling, storage, servicing, maintenance and repair of vessels;</li> <li>• the embarking, disembarking, and transit of passengers;</li> <li>• loading, unloading and processing of freight and cargo including containers and logs;</li> <li>• transitional storage activities;</li> <li>• associated marshalling, parking, and manoeuvring of vehicles and trains;</li> <li>• associated rail activities;</li> <li>• ancillary distribution activities including dry bulk warehousing and bulk liquids storage and transfer, including fuel and ancillary pipeline networks; and</li> <li>• any ancillary activity necessary for the functional needs and operational needs of port operations, or supporting the operation, maintenance and security of facilities and services, which includes: <ul style="list-style-type: none"> <li>○ ancillary operation and maintenance support services including freight and vehicle depots, storage facilities and workshops;</li> <li>○ energy generation, storage and maintenance for port operations;</li> <li>○ ancillary office; and</li> <li>○ car parking for staff and visitors.</li> </ul> </li> </ul>
<b>Port (WCDP)</b>	The Special Purpose Port Zone.
<b>Port Noise Overlay (WCDP)</b>	<p>Means an area defined by planning maps to show land subject to development restrictions due to potential noise effects from port activities. It comprises:</p> <ul style="list-style-type: none"> <li>• Inner Port Noise Overlay – being all land zoned Special Purpose Port Zone.</li> <li>• Outer Port Noise Overlay – being land west of Hutt Road that is identified on the planning maps as Outer Port Noise Overlay.</li> <li>• Port Noise Control Line – being a line shown on district plan maps used for controlling the emission of noise from port related activities. Compliance with permitted port noise limits set out Table 24 Appendix 4 of the noise chapter is to be assessed at or beyond this line, when measured in accordance with the requirements of NZS 6801:2008 Measurement of environmental sound and NZS6809:1999 Port Noise Management and Land Use Planning.</li> </ul>
<b>Special Audible Characteristics</b>	Distinctive characteristics of a sound which are likely to subjectively cause adverse community response at lower levels than a sound without such characteristics. Examples are tonality (e.g. a hum or a whine) and impulsiveness (e.g. bangs or thumps). In this case, port noise limits are set specifically for port noise character. Therefore, port noise character would be reasonably expected and not 'special' (e.g. would not apply to well managed log or container handling activities).

## APPENDIX B WELLINGTON CITY DISTRICT PLAN (WCDP)

Relevant rules and maps are reproduced in part for reference. Refer to [WCDP](#) for information in full.

Table 16 – APP4:	Port Noise <u>emitted</u> from activities within the Port Zone must not exceed the following limits:	
At any point on <u>land</u> at, or beyond the <u>Port Noise Control Line</u> : <u>noise</u> from <u>port</u> related activities must not exceed these levels	Day-night 24-hour periods	Night time (10pm to 7am)
	65 dBA $L_{dn}$ (5 day) 68 dBA $L_{dn}$ (1 day)	60 dB $L_{Aeq}$ (9 hr) 65 dB $L_{Aeq}$ (15 min) 85 dB $L_{AFmax}$
Note: Measurements must be made in accordance with the requirements of NZS 6801:2008 <i>Measurement of environmental sound</i> and NZS6809:1999 <i>Port Noise Management and Land Use Planning</i> .		

### NOISE-S3 Noise management plans (Port Activities)

1. The port company (CentrePort) must at all times operate in accordance with a Port Noise Management Plan, which must include but is not limited to the matters set out below. The Port Noise Management Plan must be developed to the satisfaction of Wellington City Council and Greater Wellington Regional Council.
2. The port company must undertake a noise monitoring programme annually (once every calendar year) to ensure that noise from port related activities comply with NOISE-S1 at the Port Noise Control Line. This monitoring will be undertaken in accordance with the 'CentrePort Noise Management Plan for CentrePort Ltd' (dated December 2008) and the information shall be reported to Wellington City Council's Compliance Manager.
3. The Port Noise Management Plan must:
  - a. State the objectives of the Management Plan.
  - b. Identify all significant noise sources from port activities undertaken by the port within the Port Zone and the adjacent Coastal Marine Area.
  - c. Identify the best practical options to ensure the emission of noise does not exceed the noise levels specified in NOISE-S1.
  - d. 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.
  - e. Explain how the port company will take noise effects into account in the design and location of new, altered or extended port activities.
  - f. Identify how the port company will work with independent companies and external contractors to ensure that transport noise and noise from other activities within the port area will be kept to a minimum practical noise level.
  - g. Identify procedures for noise reduction through the port company's staff and contractor training.
  - h. 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).
  - i. (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.
  - j. Detail procedures for receiving and deciding on complaints.
  - k. Detail procedures for noise monitoring, auditing and reporting.
  - l. Include procedures for the review and alteration of the Port Noise Management Plan.

Figure 1: CentrePort Thorndon Terminal Aerial Imagery and WCDP Zoning



**Zones**

- |   |  |
|---|--|
|  City Centre Zone                |  Open Space Zone                  |
|  General Industrial Zone         |  Special Purpose Zone             |
|  General Rural Zone              |  Sport and Active Recreation Zone |
|  High Density Residential Zone   | <b>Inner Harbour Port Precinct</b>   |
|  Large Lot Residential Zone      |  Outer Port Noise Overlay         |
|  Local Centre Zone               |  Port Noise Control Line          |
|  Medium Density Residential Zone | <b>KRH - KiwiRail Holdings Ltd</b>   |
|  Metropolitan Centre Zone        |                                   |
|  Mixed Use Zone                  |  |
|  Natural Open Space Zone         |  |
|  Neighbourhood Centre Zone       |  |

Figure 2: Burnham Terminal Aerial Imagery and WCDP Zoning



**Zones**

- |   |  |
|---|--|
|  City Centre Zone                |  Open Space Zone                  |
|  General Industrial Zone         |  Special Purpose Zone             |
|  General Rural Zone              |  Sport and Active Recreation Zone |
|  High Density Residential Zone   | <b>Outer Port Noise Overlay</b>  |
|  Large Lot Residential Zone      |                                   |
|  Local Centre Zone               | <b>Port Noise Control Line</b>   |
|  Medium Density Residential Zone |                                   |
|  Metropolitan Centre Zone        | <b>Air Noise Boundary</b>  |
|  Mixed Use Zone                  |                                   |
|  Natural Open Space Zone         |  |
|  Neighbourhood Centre Zone       |  |

## APPENDIX C NATURAL RESOURCES PLAN FOR THE WELLINGTON REGION (NRP)

Relevant rules and maps are reproduced in part for reference. Refer to [NRP](#) for information in full.

### 5.6.2 Coastal management general conditions

Coastal management general conditions



Coastal management general conditions for activities in the coastal marine area that apply when specified in a rule.

(p) Noise from **port-related activities** located within the **Commercial Port Area** shown on Map 51, Map 52 and Map 53 and the **Lambton Harbour Area** (Northern Zone) shown on Map 51 shall comply with the following noise standards:

- (i) the activity shall not cause excessive noise (defined in section 326 of the RMA) outside the coastal marine area, and
- (ii) noise shall be measured in accordance with the requirements of *NZS 6801:2008 Acoustics – Measurement of environmental sound* and *NZS 6809:1999 Port noise management and land use planning*, and
- (iii) noise from **port-related activities** in a **Commercial Port Area** and the part of the **Lambton Harbour Area** shown on Map 51 shall not exceed the following at or beyond the **Port Noise Control Line** as shown on Map 51, Map 52 and Map 53, and

Time (any day)	Limits (dB(A))		
	$L_{dn}$	$L_{max}$	$L_{eq}$
Any 5 consecutive 24 hour periods	65	-	-
Any 24 hour period	68	-	-
10pm – 7am		85	60 (9hr) 65 (15mins)

- (iv) CentrePort shall undertake a noise monitoring programme to ensure that noise from **port-related activities** comply with limits in (p)(iii) at the **Port Noise Control Line** as shown on Map 51, Map 52 and Map 53. This monitoring will be undertaken in accordance with the Port Noise Management Plan for CentrePort Limited (Dec 2008) and the information shall be reported to the Wellington Regional Council, and

conditions (p)(i), (p)(iii) and (p)(iv) shall not apply to the following:

- (v) noise generated by navigational aids, safety signals, warning devices or emergency pressure relief valves, and
- (vi) 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, and

- (vii) noise generated by construction activities which shall meet the standards specified in Table 1 of *NZS 6803:1999 Acoustics – Construction Noise*, and
  - (viii) noise generated by helicopter landing areas which shall meet the standards specified for commercial areas in Table 1 of *NZS 6807:1994 Noise management and land use planning for helicopter landing areas*, and
- (q) The following noise standards shall only apply to activities in the **Commercial Port Area** at Seaview Wharf shown on Map 53 that are controlled by a rule in this Plan, are located in the coastal marine area and refer to the coastal marine area general conditions within the rule:
- (i) the activity shall not cause excessive noise (defined in section 326 of the RMA) outside the coastal marine area at the nearest residential area boundary, and
  - (ii) the noise level measured at any point on the nearest residential area boundary shall not exceed:

Time (any day)	Limits	
	$L_{eq}$	$L_{max}$
7am – 11pm	60 dB(A)	-
11pm – 7am	45 dB(A)	75 dB(A)

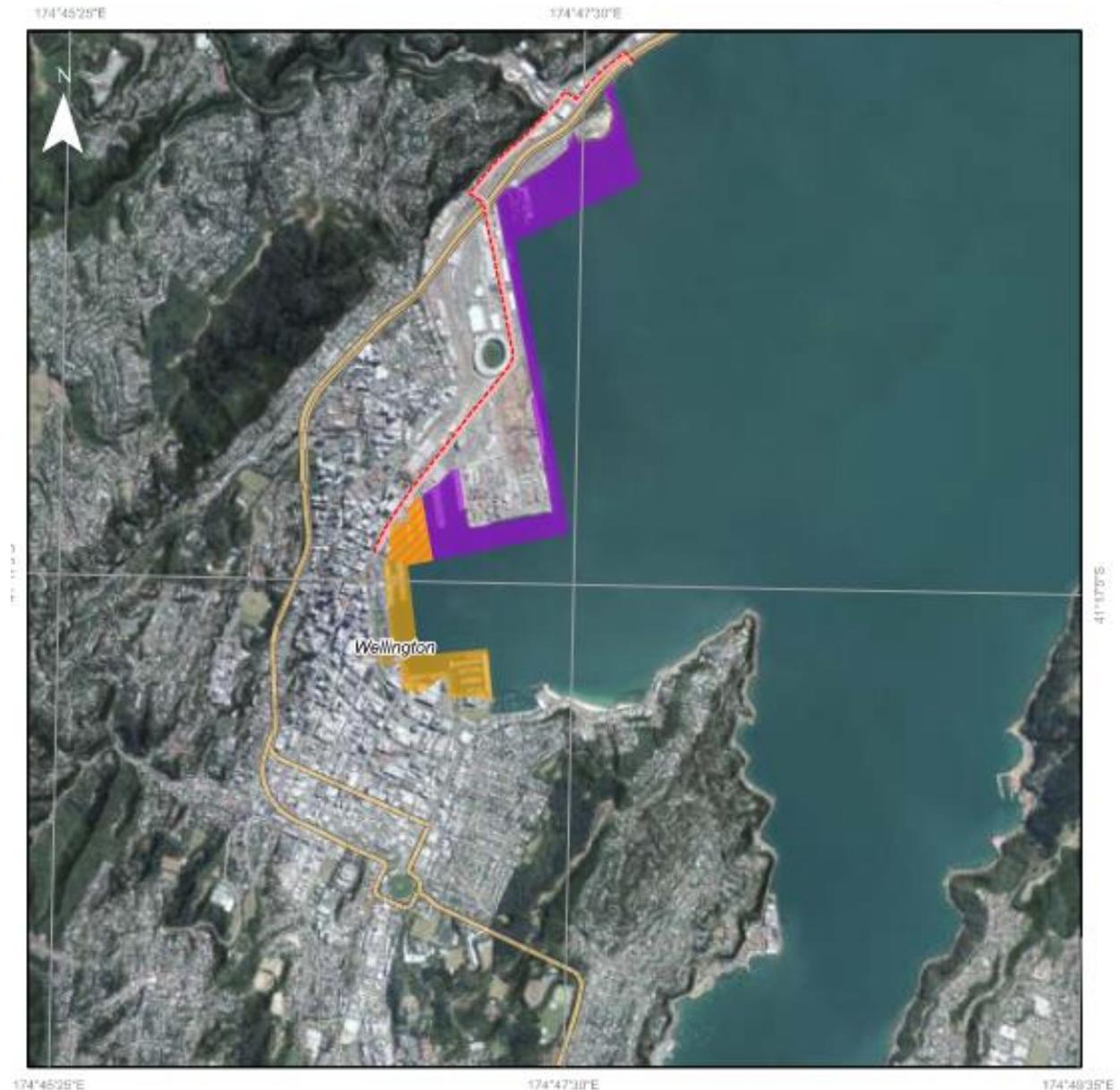
- (iii) noise shall be measured in accordance with *NZS 6801:2008 Acoustics – Measurement of environmental sound*. Corrected levels shall be determined in accordance with *NZS 6802:2008 Acoustics – Environmental Noise*, and

conditions (q)(i) and (q)(ii) shall not apply to the following:

- (iv) noise generated by navigational aids, safety signals, warning devices, or emergency pressure relief valves, and
- (v) 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, and
- (vi) noise generated by construction activities which shall meet the standards specified in Table 1 of *NZS 6803:1999 Acoustics – Construction Noise*, and
- (vii) noise generated by helicopter landing areas which shall meet the standards specified for Commercial areas in Table 1 of *NZS 6807:1994 Noise management and land use planning for helicopter landing areas*, and

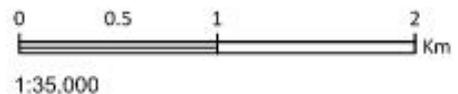
# Commercial Port Area, Lambton Harbour Area and noise control line - Lambton Harbour

## Map 51



-  Commercial Port Area
-  Lambton Harbour Area
-  Lambton Harbour Area (Northern Zone)

-  Port noise control line
-  State Highway



This version of the map is not complete. The version of this map available online through the online web map viewer shows the complete, detailed information on a GIS overlay that is not shown on this hard copy. The online version is available on the Council's website at <https://mapping.gw.govt.nz/gwrc/> (select theme Natural Resources Plan) and can be accessed from the Council offices or public library.

Basemap: GWRC & LINZ (2021 Aerial Imagery)  
Topographic & Cadastral: LINZ, CoreLogic  
Projection: NZTM 2000  
CC BY 4.0

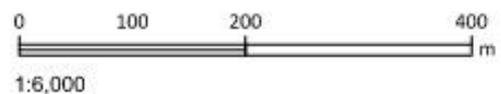


# Commercial Port Area and Port noise control line – Miramar and Burnham Wharves

## Map 52



-  Commercial Port Area
-  Port noise control line
-  State Highway



This version of the map is not complete. The version of this map available online through the online web map viewer shows the complete, detailed information on a GIS overlay that is not shown on this hard copy. The online version is available on the Council's website at <https://mapping.gw.govt.nz/gwrc/> (select theme Natural Resources Plan) and can be accessed from the Council offices or public library.

Basemap: GWRC & LINZ (2021 Aerial Imagery)  
Topographic & Cadastral: LINZ, CoreLogic  
Projection: NZTM 2000  
CC BY 4.0



Commercial Port Area - Seaview Wharf 

Map 53



This version of the map is not complete. The version of this map available online through the online web map viewer shows the complete, detailed information on a GIS overlay that is not shown on this hard copy. The online version is available on the Council's website at <https://mapping.gw.govt.nz/gwrc/> (select theme Natural Resources Plan) and can be accessed from the Council offices or public library.

Basemap: GWRC & LINZ (2021 Aerial Imagery)  
Topographic & Cadastral: LINZ, CoreLogic  
Projection: NZTM 2000  
CC BY 4.0



**APPENDIX D NOISE MONITORING LOCATIONS**

**D1 Thorndon**

Noise monitoring (Section 4.7) must be undertaken at four repeatable locations on the Port Noise Control Line (refer Figure 1 in Appendix B). The locations used in the 2024 port noise monitoring report are detailed below.

Position	Description	NZMG Coordinates
1	On the western footpath of Waterloo Quay, approximately 20 m north of the railway crossing, adjacent to the bow of the vessel <i>Ken Boss</i>	E2659602, N5990942
2	On the western footpath of Waterloo Quay, on the corner adjacent to the stern of the vessel <i>Ken Boss</i>	E2659694, N5991059
3	On the western footpath of Aotea Quay, approximately 100 m south of the vessel <i>Nanaimo Bay</i> , and 200m north of the vessel <i>Ken Boss</i>	E2659656, N5991358
4	On the western footpath of Aotea Quay, adjacent to the mid of the vessel <i>Nanaimo Bay</i>	E2659617, N5986756



**D2 Burnham**

Noise monitoring (Section 4.7) must be undertaken at one repeatable location on the Port Noise Control Line (refer Figure 2 in Appendix B). The location used in the 2024 port noise monitoring report are detailed below.

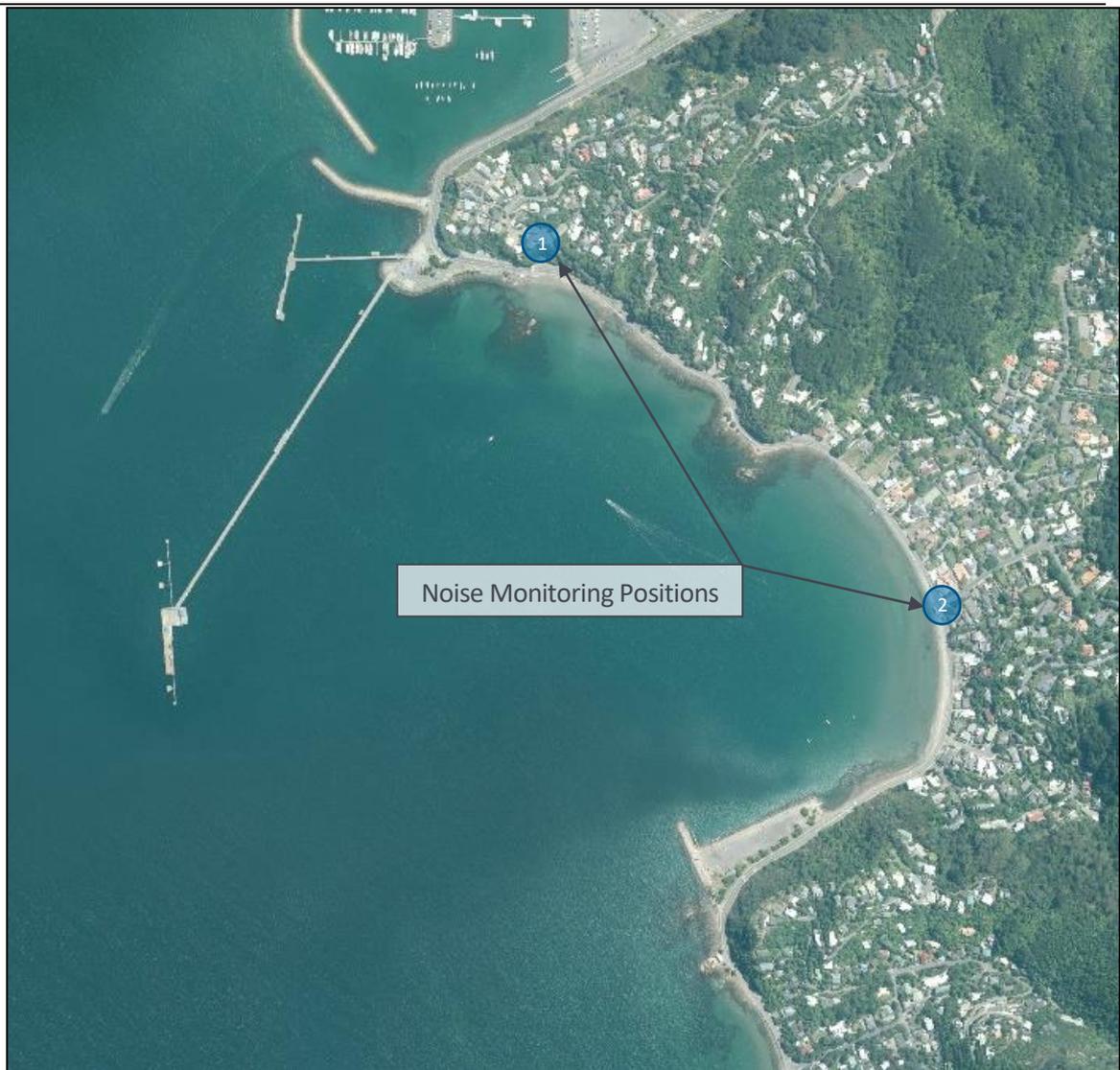
Position	Description	NZMG Coordinates
-	At approximately 44 Shelly Bay Rd, in line with auxiliary power unit of the vessel <i>Matuku</i>	E2661745, N5986756



**D3 Seaview**

Noise monitoring (Section 4.7) must be undertaken at two repeatable locations. Those used in the 2024 port noise monitoring report are detailed below.

Position	Description	NZMG Coordinates
1	At approximately 18 Howard Road overlooking the port	E2669667, N5993140
2	On the south side of Cheviot Road, near the intersection with Marine Drive	E2670241, N5992601



**APPENDIX E (FORMER) ENVIRONMENTAL CONSULTATIVE COMMITTEE 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.