

APPENDIX 30

PROPOSED CHANGES TO DISTRICT PLAN

PROPOSED AMENDMENTS TO CHRISTCHURCH CITY PLAN
STRATEGIC DIRECTIONS,
SPECIFIC PURPOSE PORT ZONE

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Insert New Chapter – Specific Purpose Port Zone

Introduction

Lyttelton Port suffered extensive damage from the earthquakes in 2010 and 2011. The insertion of this chapter forms part of the Lyttelton Port Recovery Plan, which was prepared in response to this damage. Lyttelton Port Company Limited and Environment Canterbury have been jointly directed by the Minister for Canterbury Earthquake Recovery to prepare the Lyttelton Port Recovery Plan.

Purpose of the Specific Purpose Port Zone

The purpose of the Specific Purpose Port Zone is to provide for activities that for operational purposes need to be near Lyttelton harbour and for quarrying within the Port Zone where this is necessary to support Port recovery. The zone recognises the need to provide for the operation of the Lyttelton Port of Christchurch recognising the expectations of amenity associated with a working environment envisaged by the Specific Purpose Port zone. This zone specifically recognises the need to provide for the expedient recovery, restoration and operation of the Port, given its role as significant regional infrastructure and its economic importance to Christchurch and the wider Region.

The provisions of this chapter form a complete set of District Plan provisions for activities occurring within the Specific Purpose Port Zone and supersede all other provisions contained within the Banks Peninsula Chapter of the Christchurch City Plan insofar as these provisions relate to activities within the Specific Purpose Port Zone. The only exception to this is for provisions relating to the management of natural hazards and heritage buildings for which the

Strategic Directions

Objective 1 – Port Recovery and Operation

Provide for and protect the efficient operation and recovery of the Lyttelton Port of Christchurch in a way that promotes the rebuilding and enhancement of damaged infrastructure, whilst appropriately controlling adverse effects on the environment.

Objective 2 – Integration of the Port and the strategic transport network

An integrated transport system that provides high quality, safe and efficient transport links between rail, road, port and airport facilities and that provides for the use and development of strategic transport infrastructure.

Specific Purpose Port Zone

Objectives and Policies

Objective 3 – Efficient repair and use of Lyttelton Port

The role and national significance of Lyttelton Port as a major sea link for New Zealand is recognised. Repair, rebuild and reconfiguration are facilitated in a timely manner to promote the efficient, effective, and safe operation, use and development of the Port.

Policy 3.1 – Port operation, use and development

Promote the efficient operation, use and development of Lyttelton Port by:

Enabling a wide range of Port uses and ancillary activities within the Specific Purpose Port Zone, including:

- (i). Ensuring that any existing sensitive activities located in the adjoining zones are managed to avoid reverse sensitivity effects;
- (ii). Avoiding the encroachment of new sensitive activities towards and around the Specific Purpose Port Zone where such encroachment may result in reverse sensitivity effects;
- (iii). Providing for the expansion of the operational area of Lyttelton Port through the use of the reclamation at Te Awaparahi Bay for Port activities.
- (iv). Recognising the practical and operational constraints associated with a timely recovery, construction and reconfiguration associated with developing Port infrastructure.

Policy 3.2 – Public access

Manage public access to ensure public safety and the security of cargo and Port operations is maintained through:

- i) Providing for and facilitating public access to the Dampier Bay Area.
- ii) Avoiding public access to the Operations Area 1, except for Naval Point and any commercial buildings with direct pedestrian access of Norwich Quay;
- iii) Avoiding the creation of esplanade reserves or strips within the Lyttelton Port Zone;
- iv) Avoiding public access to the Quarry Area.

Policy 3.3 Integration of Port traffic and transport infrastructure

The transport network is to be managed and upgraded to support the high trip generating activities that are anticipated in the Lyttelton Port of Christchurch as an identified location for accommodating significant urban growth and development as a strategic transport and freight hub.

Policy 3.4 Management of natural Hazards as part of recovery and operations

Manage the risk to life, buildings, and infrastructure relating to natural hazards in a manner that:

- i) Appropriately identifies natural hazard risk and the vulnerability of the receiving environment for the Specific Purpose Port Zone; and then
- ii) Enables the repair, recovery, and ongoing operation of the Port to be designed, maintained, managed and upgraded to function to the fullest extent possible during and after natural hazard events.

Objective 4 – Effects of Lyttelton Port Recovery and Operation

The recovery and operation of Lyttelton Port is managed in order to:

- i) Reduce the potential for amenity effects on the wider Lyttelton township during recovery and repair, whilst recognising the inherent nature of effects associated with large scale construction projects; and
- ii) Mitigate effects on the wider Lyttelton township arising from ongoing port operations.

Policy 4.1 – Recovery opportunities to reduce adverse effects

Activities undertaken to enhance and reconfigure Port infrastructure and operations are to be designed to reduce existing adverse effects generated within the Port operational areas and enhance, subject to safety and operational constraints, public access to Dampier Bay.

Policy 4.2 – Managing effects on amenity

Encourage and provide for Port activities and buildings in locations, and in a manner that manages height and scale, such that the amenity values of nearby residential sites are not substantially diminished by effects such as glare, shading, or noise from machinery or vehicles.

Policy 4.3 Hazardous substances

Ensure that structures landward of the Coastal Marine Area used for either the handling, storage or use of hazardous substances are developed and maintained at all times in a manner that minimises potential risks to people and the environment.

Objective 5 Range of activities

A range of activities are enabled within the Specific Purpose Port Zone to provide social, economic and recreational benefits to Lyttelton township, Christchurch City, and the Canterbury Region.

Policy 5.1 Port Operations Area

Enable and provide for a wide range of Port activities in the Operations Area as shown in Appendix 1.

Policy 5.2 – Dampier Bay Area

Enable the redevelopment and recovery of the Dampier Bay Area as shown in Appendix 1 to:

- (i). Enhance recreational, open space, visual and amenity benefits to the public;
- (ii). Enhance public access to the coastal marine area, except where access is to be restricted where it is necessary for public health, safety or operational reasons;
- (iii). Provide for a range of shore-based public facilities including car parking, public toilets, a high quality pedestrian route along the waterfront, and landscaping;
- (iv). Provide for commercial activities to support a vibrant public waterfront area, whilst ensuring that such commercial activities either cumulatively, or individually, do not generate significant adverse effects on the recovery and vitality of Lyttelton Town Centre;
- (v). Provide for a range of marine based industrial activities that are compatible with a high amenity public waterfront;
- (vi). Provide for facilities and clubrooms to support marina activities;
- (vii). Integrate with public transport and provide a safe and efficient connection with any passenger ferry terminals.
- (viii). Manage adverse effects on amenity values of adjacent residential properties, particularly from noise, lighting, traffic or the height of structures, recognising a diverse range of business activities.

Policy 5.3 Quarry Area

- i) To enable the efficient extraction of material and ancillary activities and haul roads within the identified Quarry Area as shown in Appendix 1 and located east of Te Awaparahi Bay, where this extraction is to support and facilitate Port maintenance and development, including reclamation; whilst
- ii) Managing quarry activities to mitigate any significant effects arising from noise, vibration, or the risk of natural hazards caused by rockfall, and to provide for the rehabilitation of quarried areas once quarry operations cease.

Policy 5.4 Commercial Activities

- a) Provide for retail and office activities where these are:
 - (i) part of marine and port activities; or
 - (ii) are located within Dampier Bay; or
 - (iii) are within buildings that have direct pedestrian access and frontage onto Norwich Quay.

- b) Manage retail and office activities elsewhere in the Port Zone to ensure that they do not result in significant adverse effects on the operational efficiency and safety of Port activities or on the recovery and ongoing vitality of the Lyttelton Town Centre.

Policy 5.5 Residential and noise sensitive activities

Manage noise sensitive activities within the Port Zone to ensure that reverse sensitivity effects on port operations are avoided.

Policy 5.6 Expansion

To enable Port operations to expand onto the reclamation at Te Awaparahi Bay.

Rules – Specific Purpose Port Zone

How to use the rules

- 1.1 The Rules that apply to activities in the Specific Purpose Port Zone are contained in:
- (a) The Activity Status Tables (inc Activity Specific Standards) in Rule 2.2 – 2.6;
 - (b) Built Form Standards in 2.7; and
 - (c) Issue specific Tables and Standards for:
 - (i). Noise and vibration in 2.8
 - (ii). Transport in 2.9
 - (iii). Light and Glare in 2.10
 - (iv). Hazardous substances in 2.11
 - (v). Subdivision in 2.12

All standards applicable to these activities replace Activity Status Tables and Built Form Standards elsewhere in the Plan,

- 1.2 The Activity Status Tables and Standards in the following Chapters also apply to activities in all areas in the Specific Purpose Port Zone (where relevant):
- Natural Hazards
 - Heritage

Activity Status Tables – Specific Purpose Port Zone

2.1 Permitted Activities

In the Specific Purpose Port Zone the uses and activities listed below are Permitted Activities if they comply with any Activity Specific Standards set out in this table and the Built Form Standards in Rule 2.7.

Activities and uses may also be Controlled, Restricted Discretionary, Discretionary or Non-complying, as specified in Rules 2.2 – 2.5

Use and Activity		Use and Activity Specific Standards
Port Activities - located within the Port Operations Area , Dampier Bay Area, and the Quarry Area, as shown in Appendix 1		
P1	Port Activities	<ul style="list-style-type: none"> a. Within the Quarry Area are limited to quarrying and associated haul roads (not otherwise subject to C3), hazard mitigation works, and rural and ecological restoration only b. Earthworks associated with Port Activities in the Quarry Area not exceeding 500m² per annum.
P2	Helicopter facilities, including the landing and taking off of helicopters and associated fuelling and service facilities.	<ul style="list-style-type: none"> a. Any landing and taking off of Helicopters shall only occur between the hours of 0700 – 2200 hours. b. The landing area is located more than 450m from any Rural Residential, Small Settlement, Papakaianga, Residential Banks Peninsula, Residential Conservation, or Commercial Banks Peninsula Zone. c. Standards (a) and (b) above do not apply to emergency flights that are responding to an incident within the Specific Purpose Port Zone.

Commercial - located within Port Operations Area and Dampier Bay Area		
P3	Retail activity	<ul style="list-style-type: none"> a. Is located within the Dampier Bay Area and has less than 450m² Public Floor Area per retail tenancy (excluding marine-based trade suppliers or yard-based retailing); and b. Results in no more than 1,500m² of retail Public Floor Area (excluding marine-based trade suppliers or yard-based retailing) within the Dampier Bay Area prior to 2026; and c. Shall result in no more than 2 food and beverage tenancies within the Dampier Bay Area; or d. Is contained within a building that has direct pedestrian access and frontage to Norwich Quay and has less than 450m² Public Floor Area per retail tenancy; or e. Is otherwise permitted under P1
P4	Office activity	<ul style="list-style-type: none"> a. Is contained within a building that has direct pedestrian access and frontage to Norwich Quay or is located within the Dampier Bay Area ; Or b. Is a Port Activity
Community facilities - located within the Port Operations Area and Dampier Bay Area		
P5	Public Transport activity	Nil
P6	Emergency Service and coastguard facilities	Nil
P7	Museum, art gallery, and visitor information activities located within the Dampier Bay Area	Nil

2.2 Controlled Activities

The Uses and Activities listed below are Controlled Activities.

Use and Activity		The Council's discretion shall be limited to the following matters:
C1	<p>Any building and associated carparking in:</p> <ul style="list-style-type: none"> i) Dampier Bay Area; or ii) Located between Norwich Quay and the railway lines and over 8m in height. <p>Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.</p>	<ul style="list-style-type: none"> a. Dampier Bay Urban Design Matters 3.1.1(a).
C2	<p>Public walkways, open space, and ferry terminal/ public transport interchange within the Dampier Bay Area.</p> <p>Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.</p>	<ul style="list-style-type: none"> a. Dampier Bay Public Space Urban Design Matters 3.1.1(b).
C3	<ul style="list-style-type: none"> i) Earthworks within the Quarry Area not complying with Activity Specific Standard P1 ii) Quarrying and associated haul road formation within the Rural and Quarry Area 3 where quarrying occurs only within the quarry footprint shown in Appendix 5 not complying with Activity Specific Standard P1 <p>Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.</p>	<ul style="list-style-type: none"> a. Slope stability and natural hazard mitigation 3.1.8 b. Noise and vibration 3.1.11 c. Management of terrestrial ecology and rehabilitation 3.1.9

2.3 Restricted Discretionary Activities

The Uses and Activities listed below are Restricted Discretionary Activities.

Discretion to grant or decline consent and impose conditions is restricted to the Matters of Discretion set out in Section 3 for each standard, as set out in the following table.

Use and Activity		The Council's discretion shall be limited to the following matters:
RD1	Any use or Activity listed in 2.1 or 2.2 that does not meet one or more of the Permitted Built Form Standards in Rule 2.7.	<ul style="list-style-type: none"> a. Maximum Height of Buildings 3.1.2. b. Sunlight and Outlook at Boundary with a Sensitive Area – 3.1.3. c. Landscaped Areas – Dampier Bay Area 2. – 3.1.4
RD 2	<p>Activities P1-P8 that are not in general accordance with the Dampier Bay Outline Development Plan (Appendix 2).</p> <p>Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.</p>	<ul style="list-style-type: none"> a. Outline Development Plan 3.1.5

2.4 Discretionary Activities

The Uses and Activities listed below are Discretionary Activities.

Use and Activity		The Council will consider any matters under s104 of the Act including:
D1	Any activity that does not comply with one or more of the Permitted Activity Specific Standards in Rule 2.1 for activities P3 (retail) and P4 (office).	<ul style="list-style-type: none"> a. Retail and office distribution effects on the vitality and recovery of the Lyttelton town centre 3.1.6
D2	Any activity not provided for as a Permitted, Controlled, or Restricted Discretionary Activity.	

2.5 Non-complying Activities

	Activity
NC1	Helicopter landing areas that do not meet the activity specific standards for P2

2.6 Prohibited Activities

There are no Prohibited Activities

2.7 Built Form Standards – Specific Purpose Port Zone

2.7.1 Maximum height of buildings and Utilities

	Applicable to	Permitted	Restricted Discretionary	Matters of discretion
a.	Quayside and container cranes, lighting towers, and container storage	No limit	NA	NA
b.	Buildings	15m or less	>15m	Height of Buildings – 3.1.2
c.	Bulk oil storage structures in Area A (as shown in Appendix 3)	20m or less	>20m	
d.	Bulk oil storage structures in Area B (as shown in Appendix 3)	23m or less	>23m	
e.	Buildings in Dampier Bay (as shown in Appendix 4)	15m or less (Area A); or 12m or less (Area B)	>15m (Area A); or 12m or less (Area B)	
f.	Telecommunication utility structures where the structure is not located within 30m of a Residential Conservation or Residential Banks Peninsula zone, and where the structure does not have a diameter greater than 0.5m from a point 6m above ground level.	25m or less	>25m	

2.7.2 Sunlight and Outlook at Boundary with a Residential Conservation Zone

	Applicable to	Permitted	Restricted Discretionary	Matters of discretion
a.	All Buildings	No part of any building shall project beyond a building envelope contained by a 45 ⁰ recession plane measured at any point 2m above the nearest boundary abutting any site within the	Non-compliance with permitted standard	Sunlight and Outlook at boundary with a Residential Zone 3.1.3

		Residential Conservation Zone		
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2.7.3 Landscaped Areas

	Applicable to	Permitted	Restricted Discretionary	Matters of discretion
a.	Any Buildings– Dampier Bay Area (as shown in Appendix 1)	<p>The road frontage of all sites adjoining Godley Quay shall have a Landscaping Strip along the road frontage in accordance with the following standards:</p> <ul style="list-style-type: none"> a. Minimum width – 3m, apart from over accessways b. All landscaping shall consist of densely planted native species indigenous to Canterbury. 	Non-compliance with permitted standard	Landscaped Areas – Dampier Bay Area 3.1.4

2.8 Noise & Vibration Standards – Specific Purpose Port Zone

2.8.1 Noise within the Specific Purpose Port Zone

- i. Port Activities – no noise limits (refer to Method 2.8.2 below)
- ii. Construction Activities – no noise limits (refer to Method 2.8.5 below)
- iii. Any activities, other than Port Activities, located within Dampier Bay Area (as shown in Appendix 1) or on sites with direct frontage to Norwich Quay are subject to noise limits shown on the following table. Activities that exceed the noise limits are restricted discretionary activities, with Council’s discretion limited to the matters set out in 3.1.11:

	Daytime (0700-2200)	Night-time (All other times)	
	LAeq	LAeq	LAF,max
When measured at or within the boundary of any site zoned:			
Residential Banks Peninsula or Residential Conservation Zones	50 dB	40 dB	70 dB
Commercial Banks Peninsula Zone	55 dB	45 dB	70 dB
Industrial General Zone	70 dB	70 dB	-

- iv. Noise levels shall be measured and assessed in accordance with NZS6801:2008 *Acoustics-Measurement of Environmental Sound*, and NZS6802:2008 *Acoustics-Environmental Noise*.

2.8.2 Methods to Address Port Noise

- i. The Lyttelton Port Company Limited will ensure a Port Noise Management Plan is prepared and implemented and it will include but is not limited to the matters set out in clause 2.8.3.
- ii. The Lyttelton Port Company Limited will establish, maintain and participate in a Port Liaison Committee. It’s functions include but are not limited to the matters set out in clause 2.8.3.
- iii. The Lyttelton Port Company Limited will, in conjunction with the Port Liaison Committee, ensure a Port Noise Mitigation Plan is prepared and implemented, and it will include but is not limited to the matters listed in clause 2.8.3.

Note: Also refer to the landuse and subdivision controls in the adjoining zones that apply to sensitive activities located within the Port Influences Overlay Area, which is shown on Planning Maps.

2.8.3 Port Noise Management Plan

The Port Noise Management Plan will include but not be limited to the following:

i. Purpose of the Port Noise Management Plan

- Lyttelton Port Company Limited's commitment to manage and to reduce/mitigate port noise.
- Set a framework for the Port Liaison Committee.
- Identify port activities that can give rise to noise.
- Set a framework for monitoring, measuring and reporting on port noise.
- Set a framework for dealing with complaints.

ii. Lyttelton Port Company Limited obligations

- Allocate an annual budget to the Port Liaison Committee for the preparation and implementation the Port Noise Management Plan and the Port Noise Mitigation Plan.
- Provide administrative and advisory support for the Port Liaison Committee.
- Deal with noise complaints.

ii. Lyttelton Port Company Limited in conjunction with the Port Liaison Committee

- Prepare and implement the Port Noise Management Plan and the Port Noise Mitigation Plan
- Develop noise modelling, monitoring and measurement procedures that follow the concepts in NZS 6809: 1999, for the purpose of preparing a Port Noise Contour Map that shows each individual contour line above the 65 dBA Ldn contour inland of the Lyttelton Port Zone (e.g. 65, 66, 67 dBA Ldn contours etc.). This Port Noise Contour Map is to be attached to the Port Noise Management Plan and is to be regularly updated as required by the Port Liaison Committee and at the expense of the Lyttelton Port Company Limited.
- Develop methods to monitor port noise, in order to verify the port noise contour lines.
- In developing the Port Noise Contour Map recognise that noise from water and grit blasting at the dry dock facilities is excluded and instead noise from the water and grit blasting operation is managed by controlling the hours of operation.

iii Port Liaison Committee

- Provide details on representation and administration of the committee.
- Provide a list of functions, including but not limited to the administration of the Port Noise Mitigation Plan and associated budget, consideration of complaints, monitoring port operator's performance of its obligations with respect to noise issues, reporting to residents affected by noise.
- Keep within the annual budget provided by the Lyttelton Port Company Limited.

- Advise any property owner in writing where the property is partly or wholly contained within an area seaward of the 70 dBA Ldn contour or greater as shown by the Port Noise Contour Map following the preparation or the update of the Port Noise Contour Map.

iv. Complaints

- Develop procedures to record complaints and steps to investigate such complaints.

v Alteration of the Plan

- Develop procedures to alter/update the Port Noise Management Plan.

2.8.4 Port Noise Mitigation Plan

The Port Noise Mitigation Plan will include but not be limited to the following:

i. Port Liaison Committee

- Include procedures for the Port Liaison Committee to consider research into noise mitigation, modifications to plant and equipment, and acoustic purchase.
- Include reporting procedures on expenditure.

ii. Application to the Port Liaison Committee for Acoustic Treatment (65+ dBA Ldn)

- Where any port noise affected property within the Residential or Residential Conservation Zones is partly or wholly contained within the area seaward of a contour line that is 65 dBA Ldn or greater, as shown on the Port Noise Contour Map attached to the Port Noise Management Plan, an owner or occupier may apply to the Port Liaison Committee for acoustic treatment at any time.

iii. Port Liaison Committee Consideration of an Application for Acoustic Treatment

- Port Liaison Committee is to determine that the application is attributable to on-going port noise.
- Port Liaison Committee needs to decide on the priority that the application has in terms of the annual budget for noise mitigation.
- Should the Port Liaison Committee accept an application for acoustic treatment, it then makes a recommendation to the Lyttelton Port Company Limited.
- Oversee the acoustic treatment projects and liaise with the owner receiving acoustic treatment and the Lyttelton Port Company Limited as necessary.

iv. Acoustic Treatment

- **Lyttelton Port Company Limited Obligations**
Provided the maximum cost of acoustic treatment is within the annual budget then the Lyttelton Port Company Limited shall, subject to the written agreement of the property owner to register a covenant against the certificate of title to the property, agree to the acoustic treatment in accordance with the following:

- Proceed on the basis that all habitable rooms subject to acoustic treatment have an internal design sound level of 40 dBA Ldn (5 day) with windows and doors closed and mechanical ventilation installed and operating or with ventilating windows open whichever is the more cost effective; except that the above internal design sound level does not need to be achieved in the following circumstances:
 - a) The property owner seeks a form of or level of acoustic treatment or mitigation that results in a different internal design sound level, or;
 - b) It is impracticable to achieve the specified internal design sound level due to the desirability of maintaining heritage features of a building. Instead the internal design sound level of the habitable rooms will be reduced as far as practicable; or,
 - c) It is impracticable to achieve the specified internal design sound level of the habitable rooms in the dwelling at a cost of \$60,000. Instead the internal design sound level of the habitable rooms will be reduced as far as practicable while not exceeding the cost of \$60,000 (inclusive of GST and inflation adjusted to the Consumer Price Index).
- Where necessary seek the advice of an appropriately qualified acoustic consultant when considering the acoustic treatment required to achieve the internal design sound levels. When determining the appropriate internal design sound level, the external noise environment will be taken from nearest Ldn contour line shown on the Port Noise Contour Map that is to be attached to the Port Noise Management Plan.
- Prepare a list of one or more appropriate builders for the acoustic treatment work, select a builder for the acoustic treatment work, and ensure the builder carries out work to the appropriate standard.
- Where necessary seek the advice of an appropriately qualified acoustic consultant to assist in the verification of the internal design sound level or to assist any noise measurement work generally.
- Ensure all acoustic treatment work is carried out in a cost effective manner but at the same time does not significantly compromise the character of the house.
- Organise the payment of the necessary costs for acoustic treatment providing the cost does not exceed a maximum of \$60,000 (inclusive of GST and inflation adjusted to the Consumer Price Index).
- **Property Owner Obligations**
 - Approve the acoustic treatment, including any construction details associated with the proposed acoustic treatment, and agree to treatment proceeding before any treatment commences.
 - Notify the Port Liaison Committee and the Lyttelton Port Company Limited that the work has been completed.

- Enter into a civil covenant with the Lyttelton Port Company Limited. Such a covenant shall apply to existing and successive property owners and occupiers.

v. Offer of Purchase (70dBA Ldn or greater)

- Where any port noise affected property within the Residential or Residential Conservation Zones is partly or wholly contained within the area seaward of a contour line that is 70 dBA Ldn or greater, as shown on the Port Noise Contour Map attached to the Port Noise Management Plan, then at the written request of the property owner the Port Liaison Committee shall organise an offer of purchase for the property. The offer shall be made by the Lyttelton Port Company Limited and the property owner has the right to accept or reject an offer.
- A fair market value of the property shall be determined as if the property was situated in Lyttelton, not taking into account the effect of port noise.
- Procedures shall be put in place so a fair valuation is reached.

vi. Alteration of the Plan

- Develop procedures to alter/update the Port Noise Mitigation Plan.

2.8.5 Methods to Address Construction Noise

- i. The Lyttelton Port Company Limited will ensure a Construction Noise Management Plan is prepared and implemented and it will include but is not limited to the matters set out in clause 2.8.7.
- ii. The Lyttelton Port Company Limited will, in conjunction with the Port Liaison Committee, established under Section 2.1 ensure a Construction Noise Mitigation Plan is prepared and implemented, and it will include but is not limited to the matters listed in clause 2.8.8.

2.8.6 Calculation and Assessment of Construction Noise

- i. Where the cumulative effect of construction noise and operational port noise [5-day busy period] fall within the 65 dBA Ldn contour then no further assessment of the construction noise is required.
- ii. Where the cumulative effect of construction noise and operational port noise [5-day busy period] fall exceed the 65 dBA Ldn contour then further assessment of the construction noise under a Construction Noise Management Plan is required.

2.8.7 Construction Noise Management Plan

The Construction Noise Management Plan will include but not be limited to the following:

- i. Purpose of the Construction Noise Management Plan**

- Lyttelton Port Company Limited's commitment to manage construction noise.
- Identify construction activities that can give rise to construction noise.
- Set a framework for monitoring, measuring and reporting on construction noise.
- Set a framework for dealing with complaints.

ii. Lyttelton Port Company Limited obligations

- Allocate an annual budget to the Port Liaison Committee for the preparation and implementation of the Construction Noise Management Plan and the Construction Noise Mitigation Plan.
- Provide administrative and advisory support for the Port Liaison Committee for construction noise matters.
- Deal with construction noise complaints.

iii. Lyttelton Port Company Limited in conjunction with the Port Liaison Committee

- Prepare and implement the Construction Noise Management Plan and the Construction Noise Mitigation Plan

iii. Port Liaison Committee

- Provide details on representation and administration of the committee.
- Provide a list of functions, including but not limited to the administration of the Construction Noise Mitigation Plan and associated budget, consideration of complaints, monitoring port operator's performance of its obligations with respect to construction noise issues, reporting to residents affected by noise.
- Keep within the annual budget provided by the Lyttelton Port Company Limited.

iv. Complaints

- Develop procedures to record complaints and steps to investigate such complaints.

v. Alteration of the Plan

- Develop procedures to alter/update the Construction Noise Management Plan.

2.8.8 Construction Noise Mitigation Plan

The Construction Noise Mitigation Plan will include but not be limited to the following:

- Setting out procedures on how affected property owners are to be contacted and the documentation of feedback and proposed mitigation measures discussed.
- Criteria that specify mitigation measures, having regard to the length of time the construction affected property is to be exposed to construction noise and the levels of construction noise involved.
- The mitigation measures determined under the criteria developed in (i) will include but not be limited to:

- Provision of temporary accommodation.
- Acoustic Mitigation (such up-grading the dwelling) in accordance with the criteria set out the Port Noise Mitigation Plan set out Method 2.2 (iv).
- Offer to purchase the property.
- Where an offer to purchase a property is made, a fair market value of the property shall be determined as if the property was situated in Lyttelton, not taking into account the effect of construction noise and also port noise. Procedures shall be put in place so a fair valuation is reached.

iv. Alteration of the Plan

- Develop procedures to alter/update the Port Noise Mitigation Plan.

2.8.9 Vibration Standards within the Specific Purpose Port Zone

	Applicable to	Permitted	Restricted Discretionary	Matters of discretion
a.	Blasting as an ancillary activity to any permitted activity.	Vibration from the site shall not exceed a peak particle velocity of 5 mm/sec, provided that this level may be exceeded on up to 5% of the total number of blasts over a period of 12 months. The level shall not exceed 120 dB (Lin peak) at any time.	Non-compliance with permitted standard	Noise and vibration 3.1.11
b.	Quarrying			
c.	Construction activity		NA	

2.9 Transport Standards

2.9.1 High Trip Generators - Specific Purpose Port Zone

All traffic using the existing accesses as at June 2015 from the Special Purpose Port Zone onto State Highway 74; and traffic using any new or existing accesses from the Special Purpose Port Zone onto district roads, shall be a permitted activity.

2.9.2 Access points

The formation of a new access point from the Specific Purpose Port Zone onto State Highway 74 and district roads located outside of the Specific Purpose Port Zone shall be a restricted discretionary activity, with Council's discretion limited to the matters set out in 3.1.10.

2.9.2 Parking - Specific Purpose Port Zone

No on-site car parking is required in the Specific Purpose Port Zone.

2.10 Light and Glare

2.10.1 Light and Glare

	Applicable to	Permitted	Restricted Discretionary	Matters of discretion
a.	All activities.	No operation or activity shall be conducted so that direct illumination exceeds 10 lux (lumens per square metre) within the boundary of any site within the Residential Banks Peninsula Zone, Residential Conservation Zone, or Commercial Banks Peninsula Zone. Light shall be measured on an instrument meeting the requirements of the New Zealand Standard C.P.22(1962) and Amendments.	Non-compliance with permitted standard	Light and Glare – 3.1.12

2.11 Hazardous Substances

2.11.1 Permitted Activities

In the Specific Purpose Port Zone the activities are permitted if they comply with the Use and Activity Specific Standards set out in this table.

Use and Activity		Use and Activity Specific Standards
P1	<p>The use, storage, manufacture or disposal of any hazardous substances listed in Appendix 6 and that does not exceed the quantities specified in Column A.</p> <p>Note: the 50 lt limit does not apply to petrol and other 3a flammable liquids contained in a fuel tank of an internal combustion engine.</p>	<p>a. Those parts of any site where any discrete quantity of a hazardous substance is kept for any purpose shall be designed, constructed and managed so that:</p> <ul style="list-style-type: none"> • There is no contamination of any land and/or water by release or spillage of the hazardous substance; and • There is no discharge of the hazardous substance into any stormwater drain or sewerage system contrary to the network operators rules unless permitted by the operator; and • Any stormwater originating from or collected on the site does not contaminate any land unless permitted by a resource consent.
P2	The transportation of any hazardous substance	Nil.
P3	The use of high explosives	a. Subject to compliance with the Explosives Act and any subsequent legislation

2.11.2 Restricted Discretionary Activities

Use and Activity		The Council's discretion shall be limited to the following matters:
RD1	The use, storage, manufacture or disposal of any hazardous substance listed in Appendix 4 and	

	<p>that exceeds the quantities specified in Column A; or do not meet the permitted activity standards for rule 2.11.1 (P1).</p> <p>This rule does not apply to the transit and/or temporary storage (maximum 72 hours) of any cargo within the Special Purpose Port Zone.</p> <p>Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.</p>	<p>a. Hazardous substance risk management 3.1.13</p>
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2.12 Subdivision

2.12.1 Esplanade Reserves or Esplanade Strips

An esplanade reserve or esplanade strip shall not be required, and section 230 of the Act shall not apply within the Specific Purpose Port Zone.

2.12.2 Subdivision – Controlled Activity

All subdivision is a controlled activity, provided that:

- iii) All sites shall have legal access which is able to accommodate a driveway to a formed road. Where land to be subdivided with frontage to a state highway has practical legal access to an alternative road there shall be no access to the state highway. In the event of multiple site subdivision where parking is provided as a common facility, that parking area shall have legal access to a formed road;
- iv) Within Dampier Bay Area 2, subdivision is in general accordance with the Outline Development Plan as shown in Appendix 2.

Council's discretion shall be limited to the matters set out in 3.1.14 relating to the adequacy and design of access, services, roads, infrastructure, open space, building platforms on ridgelines and in areas with indigenous vegetation, archaeology, and the mitigation of natural hazards.

Any application arising from this rule will not require written approvals and shall not be publicly or limited notified.

Note: there is no minimum site size in the Specific Purpose Port Zone.

2.12.3 Subdivision – Restricted Discretionary Activity - Access

Any subdivision that does not meet the access criteria for a controlled subdivision in rule 2.12.2(i), is a restricted discretionary activity, with Council's discretion limited to the adequacy and safety of the proposed site access in 3.1.10 in addition to the matters of discretion set out in 3.1.14.

2.12.4 Subdivision – Restricted Discretionary Activity - Dampier Bay Area 2 Outline Development Plan

Any subdivision within Dampier Bay Area 2 that does not meet 2.12.2(ii), is a restricted discretionary activity, with Council's discretion limited to the Outline Development Plan matters in 3.1.5, in addition to the matters of discretion set out in 3.1.14.

3.1 Matters of Discretion

3.1.1(a) Dampier Bay Area (as shown in Appendix 1) and Norwich Quay frontage Urban Design Matters

- (a) Whether the design of buildings achieves a fine grained form and layout with relatively small floorplates and high levels of articulation, glazing, and architectural detailing;
- (b) Whether building entrances and glazing are placed to face the waterfront to create an active edge and opportunities for passive surveillance of the publicly accessible space adjoining the coastal marine area;
- (c) The extent to which the design and materials of buildings reflects the area's coastal character;
- (d) The extent to which public access to the waterfront is enhanced whilst managing effects on Port operations and safety;
- (e) The extent to which carparking is located to the rear or side of buildings and does not create a visual or physical barrier between the building and the waterfront;
- (f) The extent to which carparking is located within Area A on the ODP (Appendix 2), given the ability for carparking in this area to act as a buffer to the industrial marine activities to the south;
- (g) For activities located within Area A of the ODP (Appendix 2), whether they are designed and managed to minimise the potential for reverse sensitivity effects to arise in relation to the industrial marine activities to the south;
- (h) The extent to which the proposal integrates with public transport and passenger ferry facilities;
- (i) Whether the design adopts Crime Prevention Through Environmental Design principles to achieve a safe environment;
- (j) For buildings with frontage to Norwich Quay, the extent to which:
 - (1) There is separation between buildings to provide view shafts to the harbour;
 - (2) For commercial buildings, the matters set out in (a), (b), (e), and (f) above are achieved;

3.1.1(b) Dampier Bay Area (as shown in Appendix 1) - Public Space Urban Design Matters

- (a) The extent to which the pedestrian walkway along the waterfront is of sufficient width to enable easy access and use of pedestrians, cyclists, and passive recreation;
- (b) The extent to which a continuous waterfront route is able to be achieved;

- (c) Whether the design of public space and access routes adopts Crime Prevention Through Environmental Design principles to achieve a safe environment;
- (d) Whether the design of public space and access routes enables universal accessibility along the waterfront;
- (e) Whether the design of public spaces incorporates industrial materials such as wharf timbers and paving units where practicable;
- (f) Whether the design of public spaces incorporates public art works, or provides interpretation and references to the area's heritage and culture;
- (g) Whether a direct pedestrian link within a high amenity public open space is provided in a convenient location between Veolas Road/ Godley Quay and the waterfront;

3.1.2 Maximum Height of Buildings

- (a) The effect of the increased height in terms of visual dominance of the outlook from other sites, roads, and public open spaces in the surrounding area;
- (b) The extent to which the increased height would have an adverse effect on sites in the surrounding area in term so floss of privacy through being overlooked;
- (c) The extent to which the building will overshadow adjoining sites and result in reduced sunlight and daylight admission;
- (d) Whether there is a substantial degree of separation between the building and adjoining sites;
- (e) The extent to which the character of the residential areas surrounding the Specific Purpose Port Zone remain reasonably open rather than being dominated by buildings;
- (f) Whether the additional height would result in a built form which would improve the efficiency of Port activities and is necessary for meeting the functional needs of Port activities.

3.1.3 Sunlight and Outlook at Boundary with a Residential Conservation Zone

- (a) The effect of the proximity or bulk of the proposed building resulting in loss of access to daylight or privacy on adjoining residential sites, taking into account the position of outdoor living spaces and main living areas within residential units.
- (b) The provision of landscaping or screening within the setback to mitigate building dominance.

- (c) Whether the proposed building location provides the ability to better utilise the site and improve the level of amenity elsewhere in the Port Zone.

3.1.4 Dampier Bay Area (as shown in Appendix 1) - Landscaping

- (a) The visual effects of buildings taking account of their scale and appearance, outdoor storage areas, car parking or other activities as a result of reduced landscaping.
- (b) Any compensating factors for reduced landscaping or screening, including the nature or scale of planting proposed, the location of parking, manoeuvring or storage areas, or the location of ancillary offices/ wholesale display of goods/showrooms.
- (c) The extent to which the terrace/ level change between Godley Quay and Dampier Bay is visually apparent and emphasised with reduced planting;
- (d) Whether any reduction in planting enables increased public access and connection to the waterfront or more efficient use and development of the Dampier Bay area.

3.1.5 Dampier Bay Area (as shown in Appendix 1) - Outline Development Plan

- (a) Retention of the ability to provide a public promenade along the water front;
- (b) Retention of the ability to provide convenient public access from the Voelas Road/ Godley Quay area to the waterfront as part of a public open space;
- (c) Provision of native landscaping along the terrace below Godley Quay;
- (d) Provision for public transport to connect directly to any passenger ferry terminal;
- (e) Provision of the primary internal access road to run along the inland edge of the site and avoid creating a visual or physical barrier between activities and the waterfront.

3.1.6 Retail and Office distribution

- (a) The extent to which retail or office activity will have a significant adverse effect on the function and vitality of the Lyttelton Town Centre;
- (b) The extent to which retail or office activity is comprised of marine-related tenancies that are more appropriately located within the Specific Purpose Port Zone than the Lyttelton Town Centre;
- (c) Whether the retail or office activity has functional needs that generate a building design and/or parking requirement that is not appropriate or able to be readily accommodated in the Lyttelton Town Centre.

3.1.8 Quarry Area (as shown in Appendix 1) – Slope stability and natural hazard management

- (a) The degree to which natural hazard risk on workers and infrastructure has been appropriately assessed and the adequacy of any proposed mitigation to manage hazard risk to an acceptable level;
- (b) Whether the proposed quarrying will exacerbate natural hazard risk to land outside of the Special Purpose Port Zone; and in particular the safe functioning of Sumner Road.

3.1.9 Quarry Area (as shown in Appendix 1) – Management of Terrestrial Ecology and Rehabilitation

- (a) Methods to manage effects on existing terrestrial ecology, and in particular native lizard species, prior to and during quarrying and haul road formation, and to enhance indigenous habitats as part of site rehabilitation;
- (b) Methods to stabilise disturbed ground including the application of aggregate, geotextile, mulch, hydroseeding or other methods to establish vegetation.
- (c) Methods to ensure the geotechnical stability of rock faces for mitigating long-term natural hazard risk to land outside of the Specific Purpose Port Zone and in particular whether site rehabilitation will be effective in ensuring that Sumner Road is not prone to slips or undermining;
- (d) Whether the choice of plant species for rehabilitation works are native species that would naturally occur on the Port Hills and will enhance ecological and biodiversity values.
- (e) Methods to reduce the visual effects of haul road formation, including minimising side casting of material down slope of the road and the revegetation of cuts and side cast material.

3.1.10 Access

- (a) The extent to which any new access to a state highway or local road provides:
 - For the safe and efficient functioning of the immediate road network;
 - Appropriate sight lines;
 - Appropriate separation distances from other intersections;
 - Pedestrian safety and easy connections across the access.

3.1.11 Noise and Vibration

- (a) The effect of noise and vibration on sensitive adjoining and other properties;

- (b) Whether a reduction in the level of noise is practicable, including whether limiting in duration or frequency of construction activities has substantial implications for an expedited recovery; and
- (c) Whether additional measures to avoid, remedy or mitigate the adverse effects of noise are proposed to offset or compensate construction noise effects.

3.1.12 Light and Glare

- (a) The effect of the light on adjoining and other properties;
- (b) Whether a reduction in the level of glare is possible; and
- (c) Whether the direction in which the light is aimed, and the duration and hours of operation of the activity requiring the lighting, can be changed to avoid, remedy or mitigate any adverse effects.

3.1.13 Hazardous substances

- (a) The extent to which the use, storage, or manufacture of hazardous substances complies with the relevant Hazardous Substances and New Organisms Legislation and any other applicable New Zealand Standards or industry codes of practice.

3.1.14 Subdivision

- (a) **Access** – the location and construction of any vehicle accessways, access lots or access strips in relation to natural hazards, topographical features such as ridgelines, valleys, watercourses, watersheds, and areas of indigenous vegetation.
- (b) **Sewage** – the design and construction of any reticulated or on-site effluent disposal system, including the capacity, type of system, location and method of disposal.
- (c) **Stormwater** – the design and construction of any stormwater disposal system, including the type of system, location and method of disposal.
- (d) **Water supply** – the ability to provide a sufficient supply of potable water;
- (e) **Size, shape, and orientation of sites** – the location of sites and boundaries in relation to natural hazards, existing buildings, topographical features such as ridgelines, valleys, watercourses, watersheds, and areas of indigenous vegetation.
- (f) **Building platforms** – the location of building platforms identified on sites in relation to areas of indigenous vegetation, ridgelines, existing development and other features in the landscape,. Where no building platform is indicated or where it is determined by the Council that there is no appropriate building platform available in a site then a consent notice may be issued which precludes the erection of a building on that site.
- (g) **Walkways** – the location of walkways, including linkages between other areas, other walkways, and public open spaces.

- (h) **Landscaping** – the location of tree planting and landscaping.
- (i) **Archaeological sites** – the development and layout of the subdivision should seek to avoid the modification, damage or destruction of archaeological sites, if a site is permanently protected by an easement or similar mechanism, consideration of this shall be given by Council of this in assessing any reserve contribution applying to the subdivision.
- (j) **Dampier Bay Area Outline Development Plan (as shown in Appendix 2)** – the extent to which the development and layout of the subdivision provides for the matters set out in 3.1.5 above.

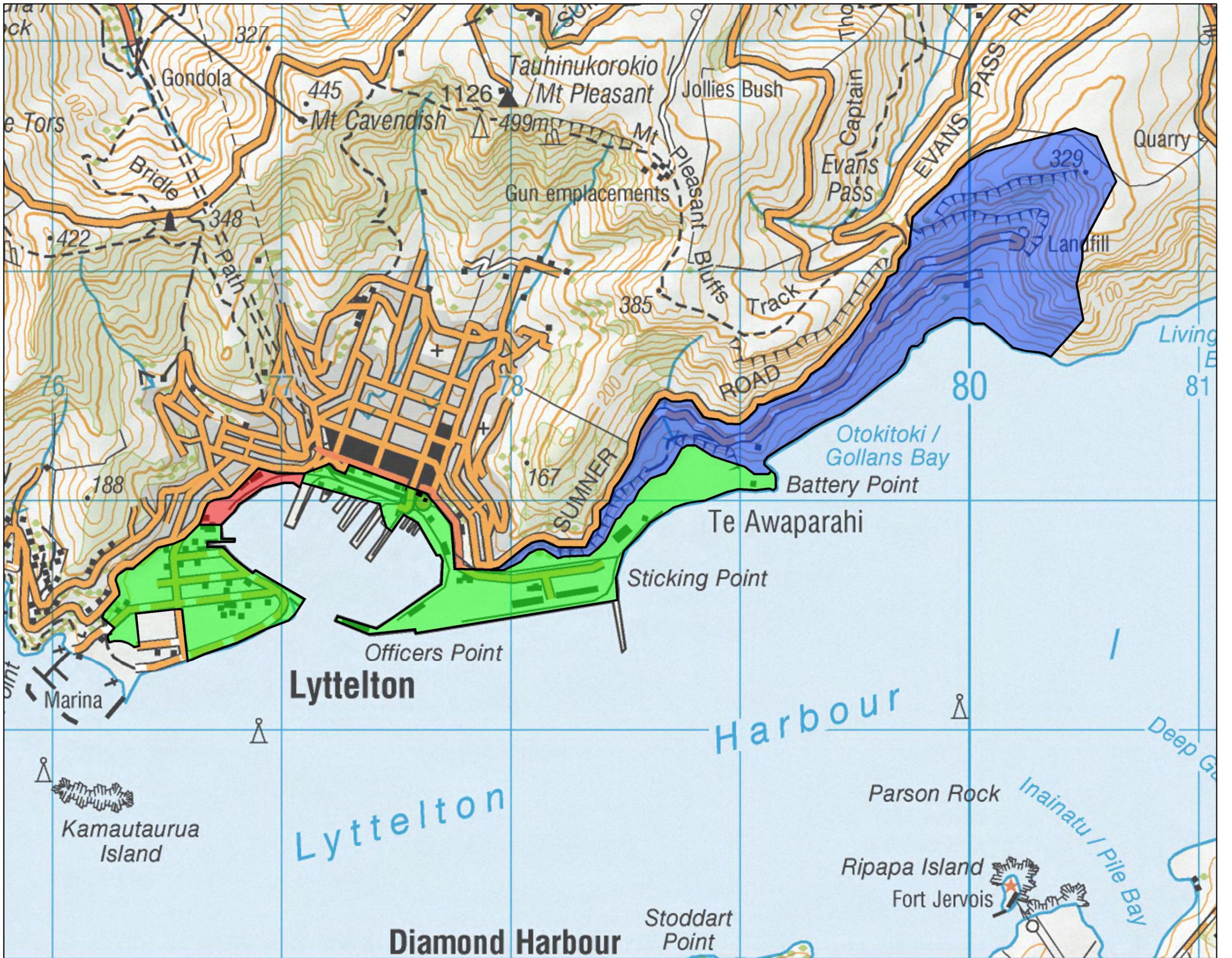
Definitions

Port Activities

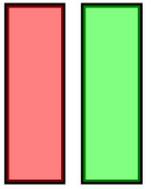
Means:

- a. Cargo handling, including the loading, unloading, storage, processing and transit of cargo;
- b. Passenger handling, including the loading, unloading, and transit of passengers, including passenger or cruise ship terminals and associated facilities
- c. Maintenance and repair activities, including the maintenance and repair of vessels;
- d. Port administration;
- e. marine trade and industry training facilities;
- f. Marine Industries, including ship and boat building;
- g. Warehousing and distribution activities, including bulk fuel storage and associated pipeline networks;
- h. Facilities for yachting and recreational boating;
- i. Infrastructure, buildings, structures, signage, utilities, roads, carparking, landscaping, rail, offices and Food and Beverage Outlets associated with and supporting the above activities;
- j. Quarrying and haul roads (located within Quarry Area as shown in Appendix 1 only), and earthworks associated with and supporting the above activities, including the reclaiming of land;
- k. Within Quarry Area (as shown in Appendix 1) only, rural activities (excluding residential units) and ecological restoration.
- l. activities associated with the surface navigation, berthing, manoeuvring, refuelling, storage, servicing and providing, of vessels.

Appendices



Appendix 1 - Specific Purpose Port Zone area



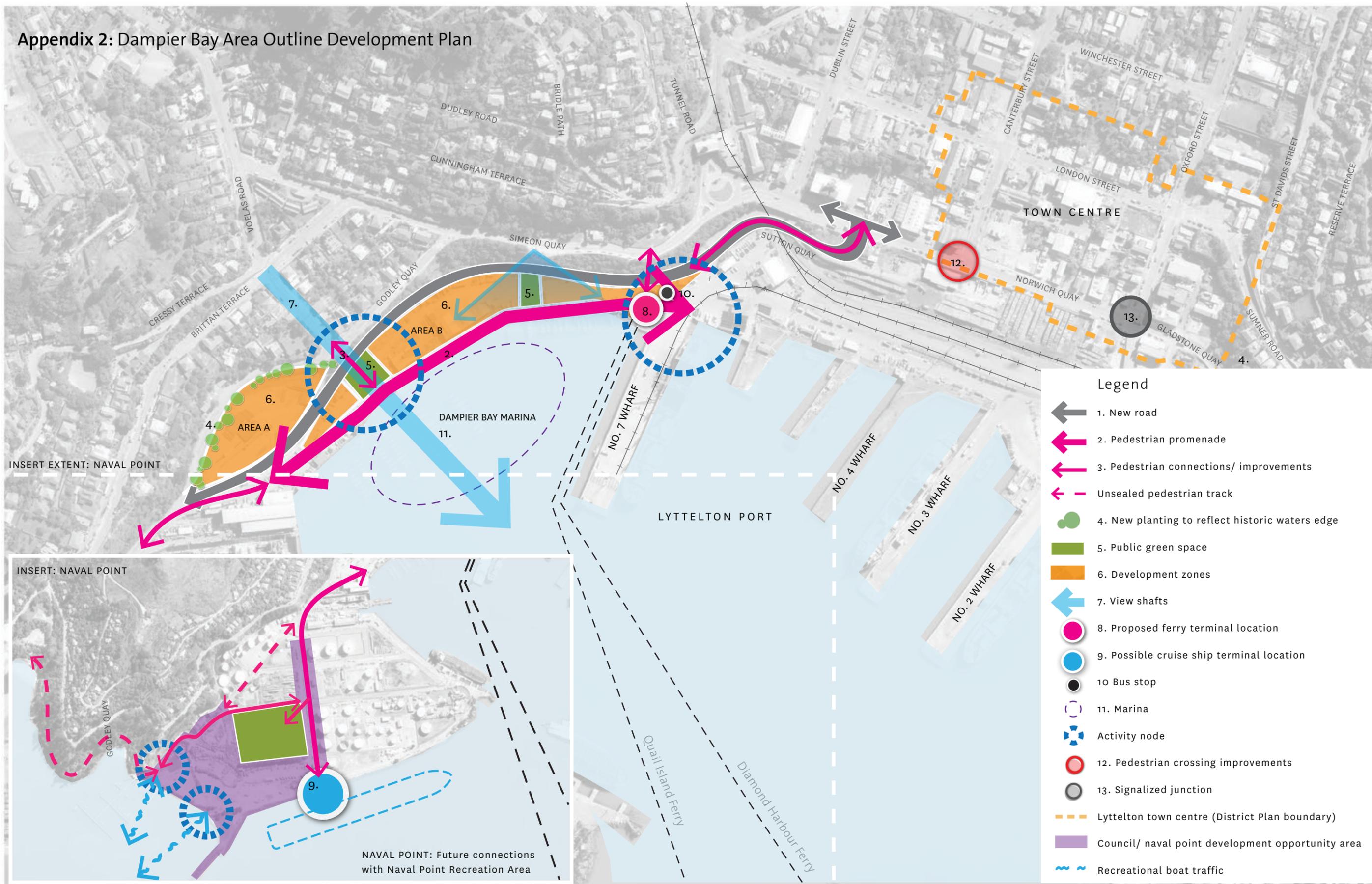
Area 1 (Operations)

Area 2 (Dampier Bay)

Area 3 (Quarry & Access)



Appendix 2: Dampier Bay Area Outline Development Plan

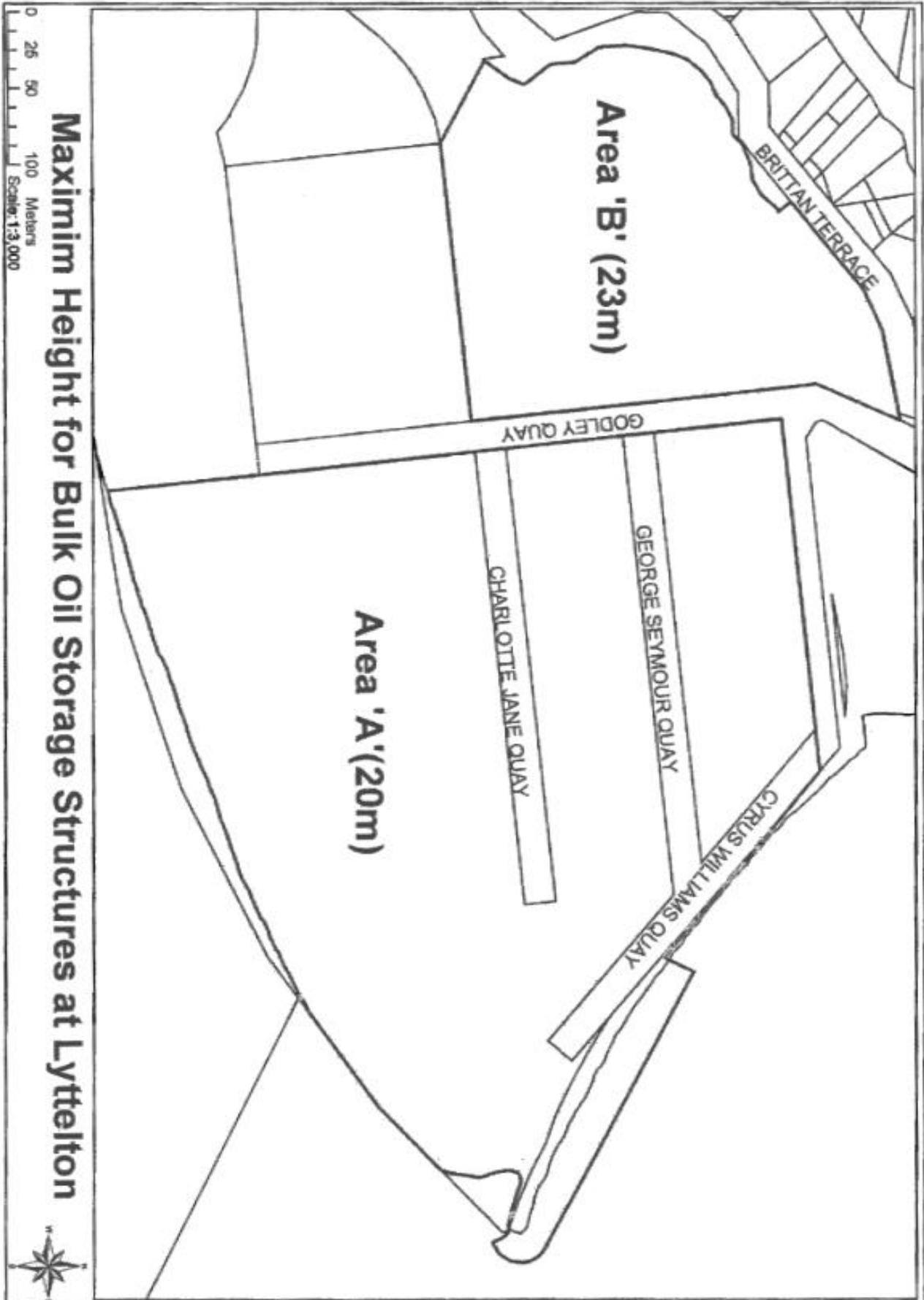


Line work is approximate and for graphic representation only

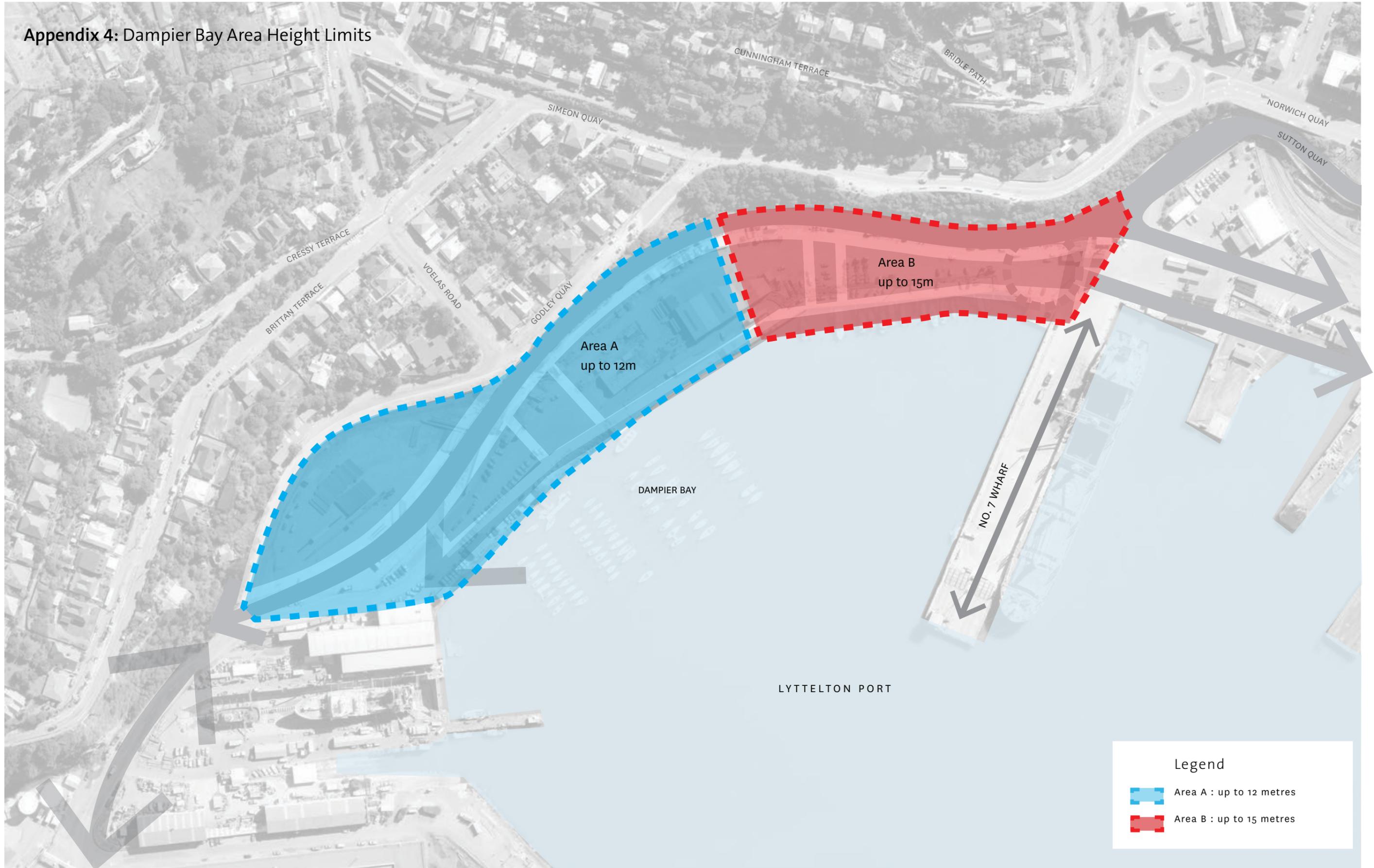


Data Sources: Aerial sourced from Lyttelton Port Company.

Appendix 3 Tank Farm Height Limits



Appendix 4: Dampier Bay Area Height Limits

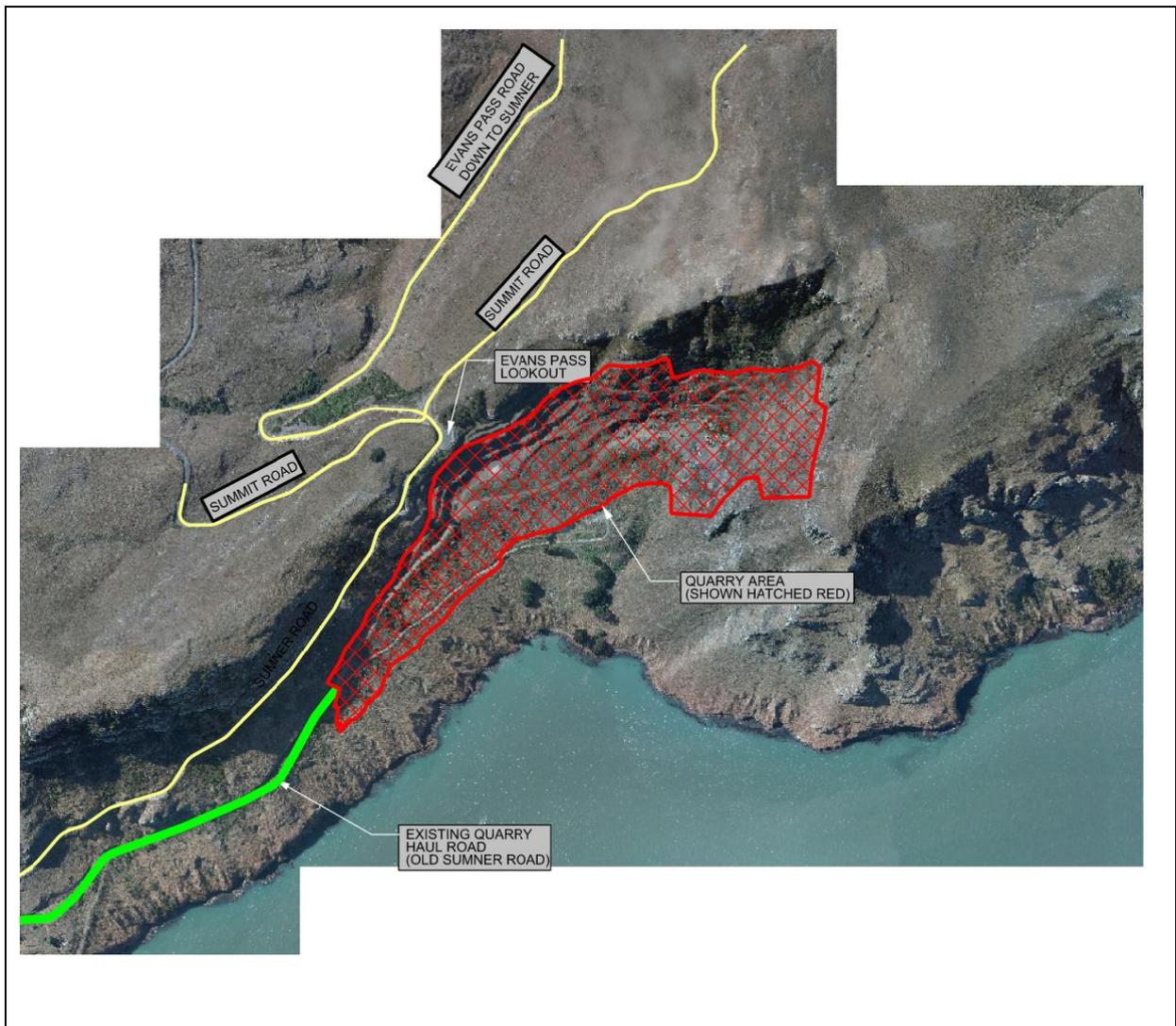


Line work is approximate and for graphic representation only



Data Sources: Aerial sourced from Lyttelton Port Company.

Appendix 5 – Quarry Area Footprint



Appendix 6 – Hazardous Substances

Class & Characteristics	Examples
<p>1. Explosives</p> <p>1a An explosive substance or waste is a solid or liquid that is, in itself, capable by chemical reaction of producing gas at such a temperature and pressure and at such speed as to cause damage to the surroundings (other than those specified in 1b below).</p> <p>1b As in 1a but with restricted use in the manufacture or reloading of small arms cartridges; or for the storage of flares.</p>	<p>1a Nitrate mixtures, nitro compounds, chlorate mixtures, ammunition/ detonators (excluding those for small arms use).</p> <p>1b Gunpowder, or nitro compound adapted and exclusively used for cartridges for small arms; or for flares.</p>
<p>2. Gases</p> <p>2.1 Flammable Gases</p> <p>2.1a LPG.</p> <p>2.1b Any other Gases which at 20°C and a standard pressure of 101.3 kPa: are ignitable when in a mixture of 13% or less by volume with air. This class includes aerosols containing flammable propellants if the contents include more than 45% by mass or more than 250g of flammable components.</p> <p>2.2 Toxic Gases Gases which are known or are presumed to be toxic or corrosive to humans because they have an LC₅₀ value equal to or less than 5,000 ml/m³ (ppm) when tested in accordance with procedures defined in Para 6.5(c) of the United Nations Recommendations on the Transport of Dangerous Goods, 7th revised edition, or its subsequent revisions.</p> <p>2.3 Non-flammable, Non-toxic Gases Gases which are stored or transported under a pressure not less than 280 kPa at 20°C, or as refrigerated liquids, and which:</p> <ul style="list-style-type: none"> • are asphyxiant-gases which dilute or replace the oxygen normally in the atmosphere, or • are oxidising-gases which may, generally by providing oxygen, cause or contribute to the combustion of other material more than air does, or • have neither asphyxiant nor oxidising characteristics. 	<p>2.1a LPG.</p> <p>2.1b Acetylene, hydrogen, methane.</p> <p>2.2 Chlorine, sulphur dioxide, ammonia, methyl bromide.</p> <p>2.3 Argon, helium, oxygen, nitrogen, carbon dioxide, freons, nitrous oxide.</p>

Class & Characteristics	Examples
<p>3. Flammable Liquids Liquids, or mixtures of liquids, or liquids containing solids in solution or suspension, having the following flammability limits:</p> <p>3a Flash point <23°C</p> <p>3b Flash point 23°C; <61°C</p> <p>3c Flash point 61°C</p> <p>3u Storage of 3a, b and/or c in underground tanks.</p>	<p>3a Petrol, adhesives, ethyl and methyl alcohols, acetone, benzene, butylamine, MIBK.</p> <p>3b Kerosene, styrene monomer, cyclohexanone, turpentine, butyl methacrylate, chlorobenzene, ethoxyethancl.</p> <p>3c Diesel, petroleum oils.</p>
<p>4. Flammable Solids</p> <p>4.1 Flammable Solids Solids or wastes other than those classified as explosives, which under suitable conditions, i.e. impact, friction, heat, ignition, will burn or self react with extreme intensity.</p> <p>4.2 Substances or wastes liable to spontaneous combustion Substances or wastes that are liable to spontaneous heating during transport, or heating up on contact with air, and then being liable to catch fire.</p> <p>4.3 Substances which in contact with water, emit flammable gases Substances or wastes which by interaction with water are liable to become spontaneously flammable or give off flammable gases in dangerous quantities.</p>	<p>4.1 Red phosphorus, ammonium picrate, picric acid, monomethylamine nitrate, nitrocellulose, trinitrobenzene, magnesium alloys.</p> <p>4.2 Yellow or white phosphorus, magnesium alkyls, dithionites.</p> <p>4.3 Alkali metals e.g. sodium, potassium, lithium; calcium, magnesium, metal hydrides, metal carbides.</p>
<p>5. Oxidising Substances</p> <p>5.1 Oxidising Substances Substances or wastes which, in themselves, are not necessarily combustible, but may, generally by yielding oxygen, cause or contribute to the combustion of other materials.</p> <p>5.2 Organic Peroxides Organic substances or wastes which contain the bivalent O=O structure and are thermally unstable substances</p>	<p>5.1 Chromates, bromates, chlorates, chlorites, nitrates, permanganates.</p> <p>5.2 Any organic peroxide (includes peroxy and per compounds). Percarbonates, butyl peroxyphthalate, cumeme</p>

Class & Characteristics	Examples
which may undergo exothermic self-accelerating decomposition.	hydroperoxide, bezoyl peroxide.
6. Toxic Substances Controlled Pesticides and Toxic Substances.	6. Controlled Pesticides and Toxic Substances as set out in Parts A and B (respectively) of the Seventh Schedule of the Hazardous Substances and new Organisms Act 1996 (as set out at the end of this appendix).
7. Radioactive Materials	
8. Corrosives Substances or wastes which by chemical action, will cause severe damage when in contact with living tissue or, in the case of leakage, will damage or destroy other material and goods or cause other hazards.	8. Acids such as; nitric, sulphuric, hydrochloric, hydrofluoric acids; trichloro acetic acid. Alkalis such as; sodium, potassium and lithium hydroxides. Zinc chloride, zirconium tetrachloride, sulphur chlorides, silicon tetrachloride, phosphorus pentoxide, ferric chloride, phenolsulphonic acid, hydroxylamine sulphate, hexyl-trichlorosilane, ethanolamine.
9. Miscellaneous 9.1 Timber Preservatives Preservatives used in the treatment of timber. 9.2 Chlorinated Solvents	9.1 Copper, chromium, arsenic, boron, and other water-borne preservatives. Light organic solvent preservatives, anti-sapstain chemicals. 9.2 Bromodichloromethane, Trichloroethane, Chlorodibromomethane 1,1,1 - Trichloroethene, Tetrachloroethene, Trichloromethane, Tetrachloromethane, Tribromomethane.

LYTTELTON PORT ZONE		
District Plan Category	Column A (permitted activity)	Column B (discretionary activity)
1a ¹ – storage only	25 kg	
1b ¹ – storage only	50 kg	- ⁵
2.1a	- ⁶	- ⁶
2.1b, 2.2, 2.3	- ⁶	- ⁶
3a	- ⁶	-
3b, 3c	- ⁶	-
3u	- ⁶	-
4.1	1000 kg	-
4.2, 4.3	5000 kg	-
5.1	1000 kg	
5.2	25 kg	-
6	6000 litres [1000 litres]	-
7	5000 litres	-
8.1	20 litres	-
8.2	5000 litres [1000 litres]	-

ALL ZONES		
Schedule 1 Class	Column A	Column B
7	'Type A' transport package limits ³	100 times the 'Type A' transport package limits

Notes

- The use of high explosives is a permitted activity in all Zones but is subject to the Explosives Act and any subsequent legislation.
- The 50 litre restriction does not apply to petrol and other 3a flammable liquids contained in a fuel tank of an internal combustion engine.
- Transport package limits are set out in the following:
 - New Zealand Standard 5433:1988 'Code of Practice for the Transport of Hazardous Substances on Land';
 - Technical Instructions for the Safe Transport of Dangerous Goods by Air' of the International Civil Aviation Organisation (ICAO);
 - 'Dangerous Goods Code' of the International Air Transport Association (IATA)', and in particular;
 - 'Regulations for the Safe Transport of Radioactive Material' of the International Atomic Energy Agency (IAEA).
- The Canterbury Regional Council requires a land use consent to use, erect, construct, place, alter, extend, remove, or demolish in, on, under or over land, any container, or part of any container, of a volume greater than 1000 litres, for the purpose of storing, transferring, or using petroleum compounds, chlorinated hydrocarbons, brominated hydrocarbons or timber treatment chemicals (2500 litres for above ground diesel storage tanks).
- The dash symbol (-) denotes no limit.
- The installation of any tanks shall be subject to all relevant NZ Codes of Practice and any resource consents required by the Canterbury Regional Council.