

11 Ports

Introduction

Ports are one of the physical resources of the City which are to be managed sustainably. Ports are an integral part of the transportation network of the region providing links to and from national and international markets. The use of ports contributes to the economic and social wellbeing of the nation, the region and the City. The commercial ports within the City at Port Chalmers and Dunedin compete with other South Island ports for exports and imports from the City, the region and the lower South Island. Fishing vessels are based at Careys Bay, Dunedin and Karitane.

The commercial port at Port Chalmers provides the only two fully equipped deep draught container and multi-purpose berths in the lower South Island. In addition there are two deep draught forestry berths. At Dunedin, medium draught berths are available for handling general cargo, LPG, petroleum and for deep-sea fishing boats. At Ravensbourne there is a wharf used for unloading raw materials for fertiliser manufacturing. The deep draught berths are a critical factor in respect to the nett return to the region's primary producers. These berths provide the means for container vessels, log carriers and woodchip vessels to depart fully laden from a single port of call.

The operational requirements for port areas are changing. There needs to be some flexibility in the amount and type of space that is available for port operations. Ports require a high level of accessibility by both roads and railways.

Port activities can have adverse effects of noise and glare, as well as visual impacts. Some of the cargoes handled are of a hazardous nature and special precautions are required to avoid spills or discharges. Noise is the most significant adverse effect, particularly at Port Chalmers, where topography and proximity of residential activities gives rise to conflicts that require resolution.

This District Plan considers those aspects of port activities that take place on land and at the land-sea interface. Issues arising from the use of adjoining water areas, and in relation to discharges to land, air and water, are all matters which are the responsibility of the Otago Regional Council and are dealt with in their Proposed Regional Plan: Coast.

Other cross-boundary issues that arise include the need to consider in a consistent manner how to manage the adverse effects associated with the loading and unloading of vessels, for example noise and glare (refer also to the Environmental Issues and Cross-Boundary Issues Sections).

11.1 Significant Resource Management Issues

Issue 11.1.1

The commercial ports must be located close to sheltered deep water.

Objectives: 11.2.1, 11.2.4

Policies: 11.3.1, 11.3.6

Explanation

Ports are extremely restricted in where they can locate, and given the scale of port activities and their associated infrastructure, port activities will continue to be focused on existing locations. The operations of the port are important to the social, economic and cultural wellbeing of people and communities within the City and the Otago Region.

Issue 11.1.2

A shortage of areas of suitable land adjacent to deep water severely limits options for future commercial port development.

Objectives: 11.2.1 - 11.2.3

Policies: 11.3.1 - 11.3.3

Explanation

Modern port facilities rely upon proximity to deep water. Adjacent to the Otago Harbour a shortage of flat land beside deep water limits options for future development of land for port operation. It is desirable to utilise existing port facilities to their full potential where adverse effects can be managed.

Issue 11.1.3

The ability to operate and develop existing port areas can be compromised by inappropriate use and development of those port areas and adjoining land.

Objectives: 11.2.3, 11.2.4

Policies: 11.3.1, 11.3.6

Explanation

Existing port facilities represent a substantial physical resource. The retention and continued use of those facilities provides for the economic wellbeing of the wider community. In providing for activities within or near port areas, recognition of the operational requirements of the port and effects that those activities will have on the port is required.

The fishing ports of the City at Careys Bay, Dunedin and Karitane contribute to the social and economic wellbeing of the City. Their contribution needs to be recognised and provision made for their continued operation.

Issue 11.1.4

Activities undertaken within port areas can give rise to adverse effects, including adverse effects in the adjacent coastal marine area.

Objective: 11.2.3

Policies: 11.3.2, 11.3.4, 11.3.6 - 11.3.8

Explanation

Adverse effects from port activities, particularly visual impacts, noise and glare, impact on adjoining areas. Port activities require management to minimise those adverse effects.

Issue 11.1.5

Sea access to the port facilities of Otago Harbour is dependent upon the protection of the entrance to the harbour.

Objective: 11.2.1

Policy: 11.3.1

Explanation

The continuing operation of port facilities in Otago Harbour is dependent upon the protection of the entrance to the harbour by a mole so that vessels can safely pass in and out of the harbour. *[Amended by Consent Order, 9/4/02]*

Issue 11.1.6

The movement of cargo to and from port areas gives rise to adverse effects on the City's roading network.

Objective: 11.2.3

Policy: 11.3.5

Explanation

While some cargo is moved to and from port areas by the railway, the majority relies on the use of roads. Growth in port activity has resulted in increases, particularly by large heavy vehicles, on roads to and from ports. This is a particular concern on State Highway 88 between Dunedin and Port Chalmers and where the road is not of a sufficiently high standard. Increases in port-related traffic, particularly heavy vehicles, can impact on road safety and cause physical damage to roads.

Issue 11.1.7

Future sea-level rise could adversely affect operational port areas and sites suitable for port facilities.

Objectives: 11.2.1, 17.2.1

Policies: 11.3.1, 17.3.5

Explanation

In determining options for future port development, and in undertaking the construction of port facilities, regard will need to be given to the effects of sea-level rise. The Intergovernment Panel on Climate Change prediction as at 1990 is for a sea-level rise of 0.2 m (range 0.1 to 0.3 m) by year 2030, and 0.66 m (range 0.3 to 1.1 m) by year 2100.

11.2 Objectives

Objective 11.2.1

Manage the port resources to sustain their future potential use.

Issues: 11.1.1 - 11.1.3, 11.1.5, 11.1.7

Policies: 11.3.1, 11.3.3

Explanation

The provision of port resources is a key component of the transportation network contributing to and promoting the wellbeing of the people and communities of the City and the Otago Region. Port resources need to be managed having regard to their role.

Objective 11.2.2

Retain existing port areas for port related activities at Port Chalmers.

Issue: 11.1.2

Policies: 11.3.1, 11.3.2

Explanation

Flexibility and efficiency in port operations can only be achieved by ensuring that areas required for port purposes are not compromised by non-port related activities in port areas.

Objective 11.2.3

Avoid, remedy or mitigate the adverse effects of port activities on areas beyond those used for port activities, including adverse effects in the adjacent coastal marine area.

Issues: 11.1.4, 11.1.6

Policies: 11.3.2, 11.3.4 - 11.3.8

Explanation

Port activities give rise to adverse effects and it is not possible to avoid some effects on other areas. The impacts of these effects should, where practical, be avoided, remedied or mitigated.

Objective 11.2.4

Provide for fishing activities associated with ports to locate in areas adjacent to ports.

Issues: 11.1.1, 11.1.3

Policy: 11.3.6

Explanation

Areas to service fishing activities are required adjacent to port areas rather than further afield. This will maximise efficiency in the use of limited resources.

Principal Reasons for Adopting Objectives

Port facilities used for commercial and fishing activities are significant physical resources of the City. For the use of these resources to provide for the future wellbeing of the City, provision must be made for the continued operation of the ports. This includes provision for the operation of the ports themselves as well as for support activities. This will help secure the future wellbeing of the City so far as this is related to the port facilities. Other activities within port areas need to be limited where they are incompatible with port areas to ensure that the main intended activity is not compromised.

Activities undertaken within port areas can also give rise to adverse effects. These must be avoided, remedied or mitigated.

11.3 Policies

Policy 11.3.1

Recognise and provide for the use of land and facilities to enable ports to serve the City and the region.

Objectives: 11.2.1, 11.2.2

Method: 4.4.1

Explanation

Port facilities contribute to the ability of the City and Otago to provide for their social and economic wellbeing. Ports are a physical resource of the City and it is necessary to provide for their future use and management. That includes providing for the maintenance and development of facilities associated with ports such as breakwaters, the Aramoana mole, and the shipping channel passing between Quarantine and Goat Islands. *[Amended by C66/2002]*

Policy 11.3.2

Provide flexibility in the use of port facilities where these do not give rise to adverse effects on amenity values.

Objectives: 11.2.2, 11.2.3

Method: 4.4.1

Explanation

The efficient operation of port areas relies on multi-purpose utilisation of available areas, particularly for storage and cargo aggregation. Where no differences arise from the effects of storing and aggregating different cargoes, there is no justification for differentiating the areas where such activities are undertaken. Where effects differ, some control may be warranted, for example in terms of visual impacts or noise.

Policy 11.3.3

Provide for port related activities on land adjoining ports.

Objective: 11.2.1

Method: 4.4.1

Explanation

To be efficient, ports require land adjoining the quayside for cargo handling and aggregation. Other support facilities, including ship repair and servicing, also require a location with convenient access to the port. The Port Zones at Dunedin and Port Chalmers have been created to accommodate such activities. In the Port 1 Zone the tight physical constraints of the area mean that the intrusion of other activities, although they may have similar effects to port activities, would interfere with the efficient management of the port. However the Port 2 Zone has a much larger area, and fewer ship loading and unloading movements, and is able to accommodate other activities with similar effects.

Policy 11.3.4

Avoid, remedy or mitigate the adverse effects of port activities.

Objective: 11.2.3

Method: 21.4.3

Explanation

Adverse effects on the environment can be avoided, remedied or mitigated by requiring compliance with specified standards. Monitoring procedures need to be established to enable the community to have confidence in the provisions of the District Plan. Regular measurement at defined sites would contribute to the monitoring of compliance.

Policy 11.3.5

Encourage the use of rail to service commercial port areas.

Objective: 11.2.3

Method: 11.4.1

Explanation

The movement of large trucks carrying cargo to and from commercial ports can impact upon the amenities of areas adjoining main traffic routes and damage the roads used. Rail is an alternative to road transport and is able to handle freight with the minimum of adverse effect on the community. While the final decision in respect of which form of transport to use is for the user to determine, the true cost to the community of such choice is a matter of concern to the Council.

Policy 11.3.6

Protect the existing character of Careys Bay from the adverse effects of change of use or development of the port activities at Port Chalmers.

[Amended by C66/2002]

Objectives: 11.2.3, 11.2.4

Method: 4.4.1

Explanation

It is recognised that Careys Bay together with its adjoining residential areas has a special amenity arising from the area's relationship to the bay, small scale maritime uses, its aspect and its topography. Careys Bay is generally less affected by port activities than other residential areas closer to the operational port area. This amenity should be protected. For this reason controls apply to the use of reclaimed land at Careys Bay which will be more stringent than other areas adjacent to port operations at Port Chalmers.

Policy 11.3.7

Public access to and along the coastal marine area margin should be provided except where it is inappropriate for public health and safety reasons.

Objective: 11.2.3

Method: 4.4.1

Explanation

Maintaining and enhancing public access to and along the coastal marine area is of national importance. However, operational port areas at times are unsafe for the general public, particularly when vessels are being loaded and unloaded. As a consequence it is inappropriate and impractical to make provision for the movement of people along the water edge of the operational area. Port operators informally allow access at times, especially during the fishing season, and the Council will encourage a continuation of this practice. In some instances it may be appropriate, as part of port development, redevelopment or expansion to set aside areas for exclusive public use which are free of port activities.

Policy 11.3.8

Work cooperatively with the Otago Regional Council and Port Otago Limited to address cross-boundary resource management issues deriving from activities undertaken within port areas.

Objective: 11.2.3

Method: 11.4.2

Explanation

Ports are a significant operation where the activities and their effects cross a territorial boundary which requires cooperation between the administrative authorities.

Principal Reasons for Adopting Policies

Port related activities are provided for at Port Chalmers and Port Dunedin. Flexibility is also provided in the manner in which they operate. Management of adverse effects from port operations will be required in order to ensure the retention of the amenity of adjoining areas. An area of special significance is Careys Bay and added protection in that area to avoid any further intrusion of adverse effects from port operations is justified. It is also appropriate to recognise that port activities take place on the boundary of the coastal marine area. Due to this there is a need to recognise that public access is to be provided along the coastal marine area and that there is a need for cooperation on cross-boundary issues in this area.

11.4 Methods of Implementation

In addition to the zoning and rules, the methods to be used to achieve the objectives and policies identified in this section include the following:

Method 11.4.1 Promotion

Promote the use of rail for the cartage of goods to and from ports, where practical.

Policies: 11.3.5, 20.3.1

Method 11.4.2 Liaison

Liaise with Port Otago Limited and the Otago Regional Council to ensure integrated management between the land area of the port and the coastal marine area.

Policies: 11.3.8, 24.3.1

Method 11.4.3 Management Plans

Council and the Department of Conservation prepare management plans which include policies for managing activities in reserves.

Policy: 4.3.6

Principal Reasons for Adopting Methods

A range of methods is required to sustainably manage port facilities within the City. To ensure the implementation of enforceable mechanisms, it is necessary to impose rules to protect port facilities, and to avoid, remedy or mitigate the adverse effects of their operation.

One method of avoiding adverse effects associated with the movement of logs and other products to and from ports is to encourage the use of rail transport. The Council can achieve this by facilitating the construction and use of rail facilities, and by way of advocacy. In some instances, bylaws may be needed to restrict the roads on which heavy traffic may travel.

Management plans provide a means to guide and control activities on reserves. Reserves contribute to the community's health and wellbeing and are an important amenity for an area. Management plans are internally focused and help ensure reserves are retained for recreational purposes.

11.5 Port 1 Zone Rules

(This zone applies to Port Chalmers)

Rule 11.5.1 Permitted Activities

The following are permitted activities within the Port 1 Zone, provided that they comply with the relevant conditions in Rule 11.5.2:

- (i) The storage of cargo passing through the port, except for the following:
 - the open air storage of fertiliser anywhere in the Port 1 Zone
 - the open air storage of woodchips and logs in the area north of George Street as shown on District Plan Maps 22 and 23. *[Amended by C66/2002]*
- (ii) Activities associated with the berthing and mooring of ships and other sea craft.
- (iii) The loading and unloading of goods and materials to and from ships and associated handling, consolidation and distribution.
- (iv) The repair, maintenance and servicing of vessels and facilities to collect residues from such activities undertaken at that location.
- (v) Engineering workshops.
- (vi) Road transport yards.
- (vii) Railways and associated facilities.
- (viii) Administration offices and staff facilities ancillary to the above.
- (ix) Facilities for the collection of rubbish from vessels using the Port.
- (x) Recreational Activity.
- (xi) Signs permitted in this zone are specified in the Signs Section.

Rule 11.5.2 Conditions Attaching to Permitted Activities

(i) Yards

A minimum yard of 3 m shall be provided to all the external boundaries of the Port 1 Zone where they adjoin a residential area. No other yards are required.

(ii) Height

The maximum permitted height as shown on District Plan Maps 22 and 23 is as follows:

(a) Buildings, structures, stored goods and materials including containers

Back Beach	10.0 m
Boiler Point	8.7 m
Other areas	15.0 m

Except that:

At Back Beach and Boiler Point containers may be stacked to 5 high or 15.0 m, whichever is the lesser, on a short term basis *[Amended by C66/2002]*

(b) Quayside and container cranes

No limit

(iii) **Minimum Car Parking**

On-site car parking shall comply with the performance standards in Section 20 (Transportation) and shall be provided on the following basis:

(a) **Permitted activities in Rule 11.5.1 (i) to (vii), (ix) and (xi)**

(i) Nil.

(b) **Administration Offices**

(i) 1 car park per 50 m² or part thereof of office space.

(c) **Staff Facilities**

(i) 1 car park per 20 m² or part thereof of space, excluding toilets and kitchen facilities.

(d) **Recreational Activity**

(i) Outdoor

(a) 1 car park per 750 m².

(ii) Indoor

(a) 1 car park per 20 m² public floor area or 1 car park per 10 seats, whichever is the greater.

(b) Staff requirement of an additional 10%.

(iv) **Loading and Access**

For all activities, except Residential Activities, that involve construction of a new building on a site which fronts a State highway, Rule 20.5.6(ii) applies. In all other cases there are no loading or access requirements, however any loading or access provided shall comply with the performance standards in Section 20 (Transportation). *[Amended by Consent Order, 20/12/01 and by Plan Change 10, 18/1/11]*

(v) **Noise**

Refer to the performance standards in the Environmental Issues Section.

(vi) **Glare and Lighting**

All exterior lighting shall be designed, installed and maintained so that there is no direct light spill beyond the boundary of the Port 1 Zone.

(vii) **Electrical Interference**

All activities shall be established and managed so that there is no electrical interference with television or radio reception beyond the boundary of the Port 1 Zone.

(viii) **Wind Blown Matter**

All stored materials shall be stored so that they shall not escape and contaminate any off-site area.

(ix) **Signs**

Refer to the Signs Section.

Rule 11.5.3 Discretionary Activities (Restricted)

The following activities are discretionary activities (restricted):

- (i) Any permitted activity which does not comply with the conditions in Rule 11.5.2. The Council's discretion is restricted to the condition or conditions with which the activity fails to comply.
- (ii) The open air storage of fertiliser passing through the port anywhere in the Port 1 Zone, and the open air storage of woodchips and logs in the area north of George Street as shown on District Plan Maps 22 and 23. The Council's discretion is restricted to location, windblown matter, height and noise. *[Amended by C66/2002]*

Rule 11.5.4 Non-Complying Activities

Any activity not specifically identified as permitted, controlled or discretionary by the rules in this zone or in the rules of Sections 17 to 22 of this Plan is non-complying. This rule does not apply to activities identified as permitted, controlled or discretionary in the rules of Sections 13 to 16 of the Plan, regardless of where in the zone those activities are undertaken.

11.6 Port 2 Zone - Rules

(This zone applies to Dunedin)

Rule 11.6.1 Permitted Activities

The following are permitted activities within the Port 2 Zone, provided that they comply with the relevant conditions in Rule 11.6.2:

- (i) The storage of cargo passing through the port.
- (ii) Activities associated with the berthing and mooring of ships and other sea craft.
- (iii) The loading and unloading of goods and materials to and from sea vessels and associated handling, consolidation and distribution.
- (iv) The repair, maintenance and servicing of vessels and facilities to collect residues from such activities undertaken at that location.
- (v) Administration offices and staff facilities ancillary to the above.
- (vi) Facilities for the collection of rubbish from vessels using the Port.
- (vii) Industrial Activity.
- (viii) Service Activity.
- (ix) Retail Activity in conjunction with an industrial activity or service activity provided that:
 - (a) The retail activity is complementary to and an integral part of the industrial or service activity.
 - (b) The maximum area of gross floor space for retail activities shall not exceed 10% of the total floor space of the premises.
- (x) Recreational Activity.
- (xi) Vehicle and Boat Yards.
- (xii) Garden Centres.
- (xiii) Industrial Tourist Activity.
- (xiv) Signs permitted in this zone are specified in the Signs Section.

Rule 11.6.2 Conditions Attaching to Permitted Activities

- (i) **Yards**
No yards are required.
- (ii) **Height**
No height limit.

(iii) **Minimum Car Parking**

On-site car parking shall comply with the performance standards in Section 20 (Transportation) and shall be provided on the following basis:

(a) **Permitted activities in Rule 11.6.1 (i) to (iv), (vi), (ix), (xi) and (xiv)**

(i) Nil.

(b) **Administration Offices**

(i) 1 car park per 50 m² or part thereof of office space.

(c) **Staff Facilities**

(i) 1 car park per 20 m² or part thereof of space, excluding toilets and kitchen facilities.

(d) **Industrial and Service Activities**

(i) Staff requirement as follows:

- | | | |
|-----|---|---|
| (a) | Up to 99m ² gross floor area: | 2 car parks |
| (b) | 100 m ² - 149 m ² gross floor area: | 3 car parks |
| (c) | 150 m ² - 249 m ² gross floor area: | 4 car parks |
| (d) | 250 m ² - 400 m ² gross floor area: | 5 car parks |
| (e) | Over 400 m ² gross floor area: | 5 car parks plus 1 car park for each additional 200 m ² gross floor area in excess of the initial 400 m ² gross floor area. |

(ii) Visitor requirement of an additional 20% (1 car park minimum).

(e) **Recreational Activity**

(i) Outdoor

(a) 1 car park per 750 m².

(ii) Indoor

(a) 1 car park per 20 m² public floor area or 1 car park per 10 seats, whichever is the greater.

(b) Staff requirement of an additional 10%.

(f) **Garden Centres**

(i) 1 car park per 25 m² gross floor area.

(ii) 3 car parks per 100 m² of outdoor display area.

(iii) Staff requirement of 1 car park per 100 m² gross floor area.

(g) **Industrial Tourist Activity**

(i) 1 car park per 3 people the activity accommodates over a 30 minute period of operation.

(ii) 1 coach parking space per 50 people the activity accommodates over a 30 minute period of operation.

(iv) **Loading and Access**

- (a) For the following activities there are no loading requirements. Access requirements shall comply with the performance standards in Section 20 (Transportation):
- (i) Permitted activities in Rule 11.6.1 (i) to (vi), (ix) to (xi), (xiii) and (xiv).
- (b) For the following activities loading and access shall comply with the performance standards in Section 20: Transportation.
- (i) Industrial Activity and Service Activity with building gross floor area 50 m² or less.

Loading shall be provided for on the following basis:

Minimum Size: 6 m long x 3.5 m wide x 2.6 m high.

Manoeuvre Area: To accommodate a 99 percentile design motor vehicle as shown in Appendix 20C. [Amended by Plan Change 10, 18/1/11]

- (c) For the following activities loading and access shall comply with the performance standards in Section 20(Transportation).
- (i) Industrial Activity and Service Activity with building gross floor area greater than 50 m² but less than 2500 m².
- (ii) Garden Centres.

Loading shall be provided for on the following basis:

Minimum Size: 8 m long x 3.5 m wide x 3.8 m high.

Manoeuvre Area: To accommodate an 8 metre rigid truck as shown in Appendix 20D.

- (d) For the following activities loading and access shall comply with the performance standards in Section 20 (Transportation).
- (i) Industrial Activity and Service Activity with building gross floor area 2500 m² or greater.

Loading shall be provided for on the following basis:

Minimum Size: 20 m long x 3.5 m wide x 4.4 m high.

Manoeuvre Area: To accommodate a B Train truck as shown in Appendix 20E.

(v) **Noise**

Refer to the performance standards of the Environmental Issues Section.

(vi) **Glare and Lighting**

All exterior lighting shall be designed, installed and maintained so that there is no direct light spill beyond the boundary of the Port 2 Zone.

(vii) **Electrical Interference**

All activities shall be established and managed so that there is no electrical interference with television or radio reception beyond the boundary of the Port 2 Zone.

(viii) **Wind Blown Matter**

All stored materials shall be stored so that they shall not escape and contaminate any off-site area.

(ix) **Signs**

Refer to the Signs Section.

Rule 11.6.3 Discretionary Activities (Restricted)

The following activities are discretionary activities (restricted):

- (i) Any permitted activity which does not comply with the conditions in Rule 11.6.2. The Council's discretion is restricted to the condition or conditions with which the activity fails to comply.
- (ii) Service Stations:
The Council's discretion is restricted to traffic issues, plus car parking, access and loading, and to conditions in Rule 11.6.2.
- (iii) Emergency Service Activity:
The Council's discretion is restricted to traffic issues, plus car parking, access and loading, and to conditions in Rule 11.6.2.

Rule 11.6.4 Non-Complying Activities

Any activity not specifically identified as permitted, controlled or discretionary by the rules in this zone or in the rules of Sections 17 to 22 of this Plan is non-complying. This rule does not apply to activities identified as permitted, controlled or discretionary in the rules of Sections 13 to 16 of the Plan, regardless of where in the zone those activities are undertaken.

11.7 Assessment of Resource Consent Applications

In assessing any application, in addition to the matters contained in the Fourth Schedule of the Act, the Council will have regard to, but not be restricted by, the following matters:

11.7.1 Sustainability

The objectives and policies of the Sustainability Section.

11.7.2 Manawhenua

The objectives and policies of the Manawhuna Section.

11.7.3 Residential Areas

Proximity to residential areas.

11.7.4 Bulk and Location

The bulk and location of buildings associated with the proposed activity and their effects on the amenity values of the environment in which they are located and the environment of surrounding areas.

11.7.5 Amenity Values

The impact on amenity values generally.

11.7.6 Signage

The proposed signage associated with the activity.

11.7.7 Noise

Refer to the Environmental Issues Section.

11.7.8 Glare and Lighting

The impact of glare and lighting generated by the activity.

11.7.9 Odour and Dust

The impact of odour and dust generated by the activity.

11.7.10 Cumulative Effects

The actual or potential cumulative effects on the environment as a result of allowing the activity.

11.7.11 Alternative Locations

Any alternative locations for the activity.

11.7.12 Intensity of Operation

The scale, frequency and hours of operation of the activity.

11.7.13 Safety

The need to restrict access by the public to areas adjoining the coast to protect public health and safety.

11.7.14 Impact on Other Activities

The impact of potential adverse effects on permitted activities in the Port Zones.

11.7.15 Archaeological Sites

The effect that the activity will have on any archaeological site.

11.7.16 Trees

The objectives and policies of the Trees Section.

11.7.17 Indigenous Vegetation and Fauna

The cumulative effect of the incremental loss or modification of areas of indigenous vegetation and habitats of indigenous fauna.

11.7.18 Hazards

Whether or not the application relates to a site that the Council has good cause to suspect may be prone to a natural or technological hazard.

11.7.19 Transportation

The objectives, policies and assessment matters of the Transportation Section.

11.8 Anticipated Environmental Results

The anticipated environmental results are:

11.8.1

The protection of the natural and physical resources that are applicable to port areas in a manner that enables people and communities to provide for their economic and social wellbeing.

11.8.2

The provision of port areas adequate to serve the future needs of port users.

11.8.3

The avoidance, remedying or mitigation of the adverse effects of activities in port areas.

11.8.4

Protection of the existing character of Careys Bay.

