

SUMMARY STATEMENT OF GREG BLOMFIELD

My name is Greg Blomfield. I am the Terminal Facilities Manager at Northport Limited. My role includes the management of the mobile and fixed infrastructure at the Northport facility, including the management of the port's consenting requirements.

I have been involved with the Project since its inception in 2010. More recently, I have been appointed to a project management capacity, which has included:

- engagement with stakeholders around the design specifications;
- management of the communication strategy, including the Vision for Growth website;
- engagement and management of experts; and
- representation of Northport throughout the community consultation and engagement process.

Consultation

Northport has invested significant time, resources and effort into effective and meaningful consultation on the Project. The overarching purposes of consultation have been to understand who is likely to be affected by the Project, ensure they are made aware of and understand the Project and have been afforded an opportunity to be involved; and to carefully consider and where appropriate respond to feedback received.

The general approach to public consultation has been to actively engage with parties in a manner that is genuine, transparent, and open; and to allow sufficient time for parties to consider substantive issues and respond. To achieve this, throughout the various stages of the Project, Northport has utilised a range of methods to engage with different parties - including a dedicated website, in person meetings, phone calls and emails, attending public events, as well as holding several community information sessions and hosting tours of the port.

Feedback and input received during consultation has assisted greatly in understanding others' views and potential areas of concern. This enabled Northport to prepare an informed and comprehensive resource consent application.

Consultation has continued in the post-lodgement period. This has included further community-based meetings in response to several submissions which raised noise

concerns. Northport has proposed, through consent conditions, a framework to address these concerns.

In addition to consultation with key stakeholder groups and the public generally, Northport has put considerable focus into consultation with iwi/hapū in recognition of their relationship with, and the special status they hold as kaitiaki of, Whangarei Harbour. This engagement remains ongoing and Northport is committed to continuing to build its relationship with iwi/hapū.

Design considerations and alternatives

Northport developed a series of core operational requirements to inform its consideration of alternatives. The design development and evolution of the Project has occurred gradually since 2010. It has drawn on Northport's previous experience with dredging, reclamation and construction.

As part of design development, Northport considered various options and alternatives to achieve the overall objective of expanding the container port. The eastern expansion of the existing footprint was chosen as the preferred option for a number of reasons including:

- (a) It concentrates the Port development within the existing industrial setting of the current facilities.
- (b) Naturally deep water exists at the berth face, minimising dredging requirements.
- (c) Noise sensitive receptors are further from the eastern location.
- (d) The development can be built without significant disruptions to existing port operations.
- (e) The same quay line is maintained, minimising further protrusions into the harbour with the resulting changes in hydrodynamics and coastal geomorphology, and minimising effects on other harbour users.

Construction

The final design and construction methodology of the wharf structure will be a critical component. Generally, the methodology for the construction of the reclamation will be influenced by the wharf construction, which in turn influences the methodology for the dredging.

Any construction works will need to work with existing commercial port operations. This not only includes Northport commercial shipping operations, but will include those undertaken at the Channel Infrastructure facilities and those heading further up the harbour, such as Golden Bay Cement vessels and Port Nikau destined vessels. Recreational users on the harbour will also need to be considered, with appropriate notification and management in place to allow for these users. Northport has proposed conditions addressing these matters.