
Written Statement of Paul Bennett

As residents of One Tree Point we are opposed to the current application to construct a 'high-density Container Terminal' at Northport.

I have read through all submitters for the consent, each person minimises the impact it is going to have on the environment, Marine Ecology, noise, light, water pollution, and Traffic movement.

My submission to oppose is broadly based on our current road infrastructure.

Firstly, I believe North Port is not being open about the reasons for expansion. Wayne Brown Mayor of Auckland has expressed his desire to reduce and scale back container facilities and have all car and vehicle deliveries gone from Auckland Ports.

If a container ship comes in to Northport is it unloading 1000, 2000 or 3000 containers and other goods. That is going to create a lot of truck movements between Ruakaka and Auckland.

Also what are the numbers of new cars and vehicles. Will they be coming into Northport? Is it between 1000, 2000 or 3000. All these vehicles need to be shifted on our national highways.

Northport has approval for a 3 berth.

The 4th berth hasn't been constructed.

This application is for a bigger 5th berth.

Approximately 1.72 million cubic metres proposed to be dredged from the harbour.

Where is all this dredged material going to be carted to?

How much hard fill needs to be trucked in?

Staff numbers will increase from 300 to 400 total. This feels like a mystery figure. How many crane drivers are needed. What is the role of all these employments?

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Traffic Impact Assessment

Traffic impact Assessment TIA states minor Increase Traffic.

One Tree Point is experiencing a rapid increase in residential properties.

This is going to naturally increase traffic volumes on regional and local roads.

SH 15 intersection with McCathie and One Tree Point. Currently we consider this to be a highly dangerous intersection. It is a 4 point turning intersection. Within the last years there has been 2 separate vehicle accidents where cars have been towed away. I am able to give the name of one person. A friend and work colleague. There is no mention of these incidents. With the establishment of age rest homes in adjacent properties and greater areas

of OTP. Elderly people are not the sharpest of drivers. TIA assesment states that there clear 250 metre view in both direction. This is false. Having two truck and trailer travelling in convey, there is restricted views of any car following. Waka Kotahi NZ Transport need to establish a round about before any serious accident happens.

SH1/SH15

This roundabout has seen increase in traffic volumes especity at peak times. It needs to be double lane turning.

SH15/Salle road. There needs to a safe turning lane

Big Tomato There is no mention of this. There is no safety margins here. Trucks exiting the car park have no view of cars travelling west. Cars are having to reduce speed from 100 down to less than 40 to allow truck and trailers turning right.

Wider impact on SH 1 roading Whangarei to Auckland

This is a major concern. It has been well publised, the current problems with state this highway. It might be outside this region but a four lane road needs to establised before any resourse approaval.

Months of road closures on the Brynderwyn and Dome Valley puts intense pressure by-pass local roads. Any car/ vehicle serious accidents immedately traffic is detoured off the road.

Rail Network Improvements

Rail Spur from Oakleigh to Northport is going to be a major cost. The establishment of this railway line should be paid by North Port. Not the NZ Tax Payer. North Port will be earning large profits by handling extra freight they can share the cost of lying down train tracks.

Whangarei to Auckland Railway Line

This is a single track line which is over a 100 years old. Kiwi rail are having major problems maintaining and keep the north network open. No mention of the carrying capacity, number of carriages been towed. Frequency of trains. Limited sidelings for trains to pass. Bottle neck of passenger and freight trains going through Auckland. This is not going to Work.

Rail crossing OTP road. This is going to be a lengthy delay for cars while trains pass through. No mention of traffic build-up. It takes 7 minutes for a herd of cows to cross OTP road. This creates a build up of cars, sometimes 20 cars trying to pass through.

Cruise Ships

Six cruise ships are scheduled for first quarter of 2024. We disapprove of visitors disinbarking at this berth. That means a large number of buses are require to transport visitors along SH 15 and SH1. Probably to Whangerei township putting more pressure on roading network. At one time, Port Whangarei had the ability to berth Log export shipping. This berthing facities need to be re-establish so cruise can sail up the beautiful harbour and disembark at Port Road.

In conclusion we are totally oppose to North Port Wharf extention.