

Northport Notification Executive Summary

Overview

Northport Limited (Northport) have applied to the Northland Regional Council (NRC) and Whangārei District Council (WDC) for resource consent to construct, operate, and maintain an expansion of the existing Northport facility located at Ralph Trimmer Drive, Marsden Point.

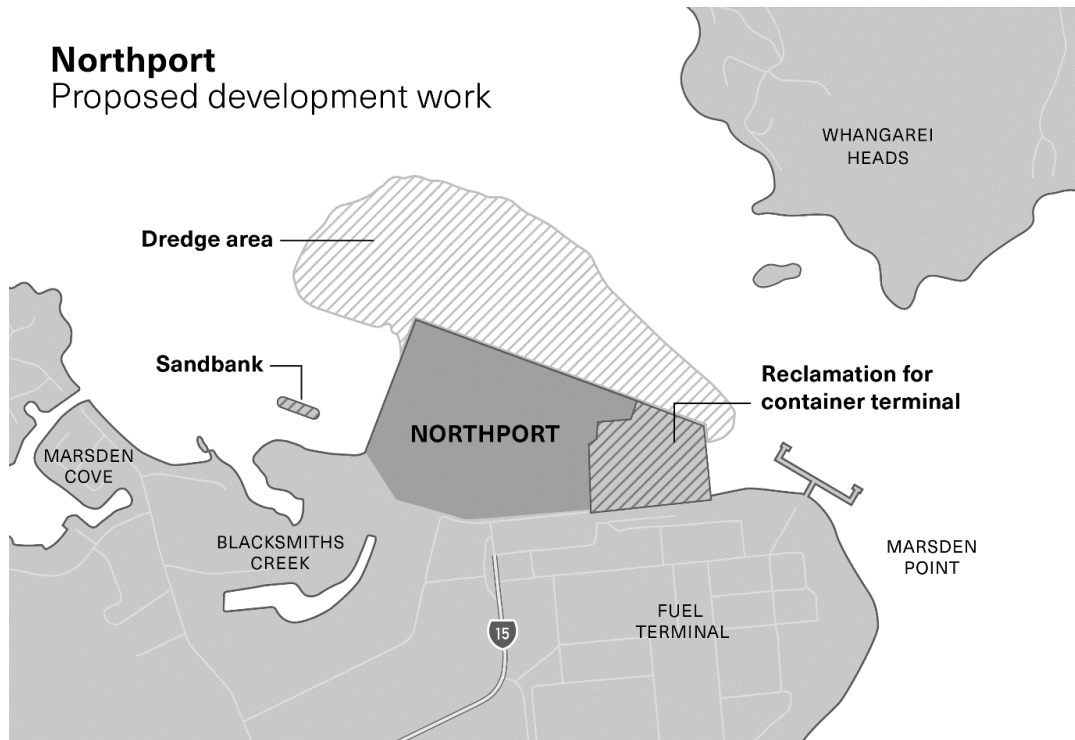


Figure 1: Plan showing the location and basics of the proposal (source: Northport).

The proposal seeks to enable the expansion of Northport’s existing facilities to increase freight storage and handling capacity. Specifically, to support Northport’s transition into a high-density container terminal.

It also includes amending existing consent conditions for Landscaping and Noise controls on the existing port, and some of the consents sought apply to the existing port area and operations as well as the proposed reclamation area.

A detailed description of the proposal is set out within Section 3 of the Assessment of Environmental Effects (AEE) entitled “*Application for resource consents for the expansion of Northport*”, prepared by Reyburn and Bryant, dated 6 October 2022 and the supporting 29 accompanying plans and technical assessments prepared in support of the application.

Construction of Berth Five and Container Terminal

The existing Northport facility consists of three berths (Berths 1 – 3), with a fourth berth (Berth 4) consented but not yet constructed. The proposed expansion seeks to construct a fifth berth (Berth 5) to adjoin Berth 4, which involves:

- Reclaiming approximately 11.7ha of Coastal Marine Area to form land for the proposed berth and container terminal (the area seaward of the blue line in Figure 2);

- Extending the existing wharf for a further 250m along the northern face of the reclamation; and
- Undertaking bulk earthworks within an area of approximately 2ha above mean high water springs (MHWS), including over the existing Esplanade Reserve (area in blue in Figure 2).

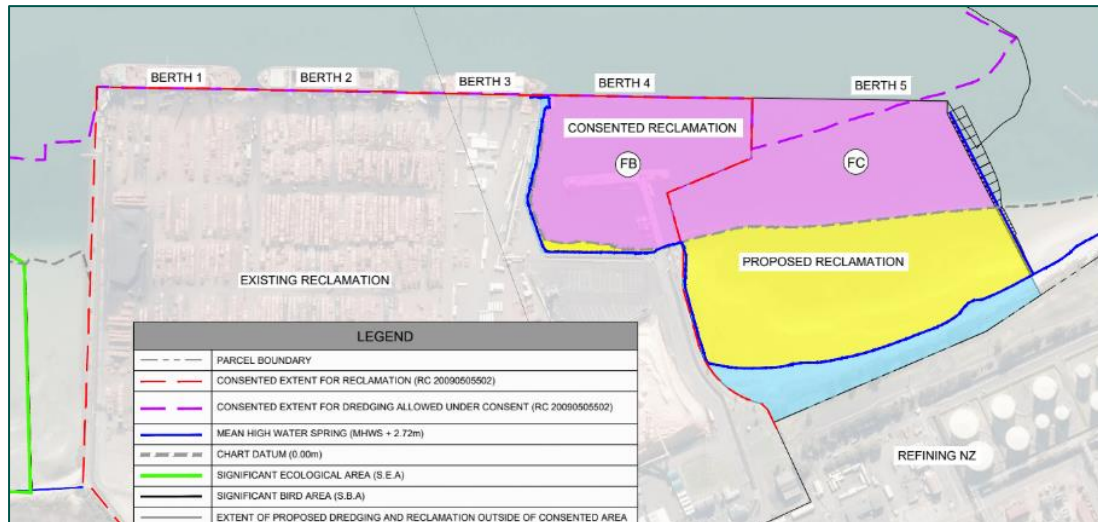


Figure 2: Plan showing existing Northport facilities (Berths 1 – 3), the consented but not yet constructed Berth 4, and the proposed Berth 5 (*source: Appendix 3: Design Drawings*).

The reclamation will be constructed from dredged spoil and will proceed eastward from the edge of the existing port area in a staged manner. To protect the eastern edge of the reclamation a rock seawall will be constructed. In isolated locations, the edge of the reclamation may require the construction of a vertical seawall. The finished wharf level will match the existing wharf at 5m above Chart Datum.

Construction activities will include:

- Reclamation, using the dredge spoil, and discharge of decant water;
- Dredging, excavation, placement of material, and compaction;
- The construction of seawalls and abutments (above and below MHWS);
- Staging of construction equipment, including piling to create work platforms and install pile gates;
- Pile-driving, using methods including vibro and top-driven impact hammers - this will involve cranes (shore based and/or mounted on jack-up barges), excavators and power packs (generators and hydraulic pumps);
- Placement of formwork, tying reinforcing steel, and laying of ducts and pipework;
- Pouring of concrete for the port deck and discharge of concrete curing water;
- Construction of pavement surfaces;
- Installation of wharf furniture (bollards, fenders etc); and
- Installation of services and other infrastructure on the reclamation area.

Construction is expected to take approximately 3.5 years, including 9 months of dredging and two years of pile installation.

Dredging

Dredging is proposed to increase the area and depth of the existing swing basin (enabling vessels to manoeuvre and dock at Berths 1 – 4), to extend the existing swing basin to serve proposed Berth 5 and to deepen the berthing and associated manoeuvring area of the tug berth facility. The proposed dredging extent is shown below in Figure 3.

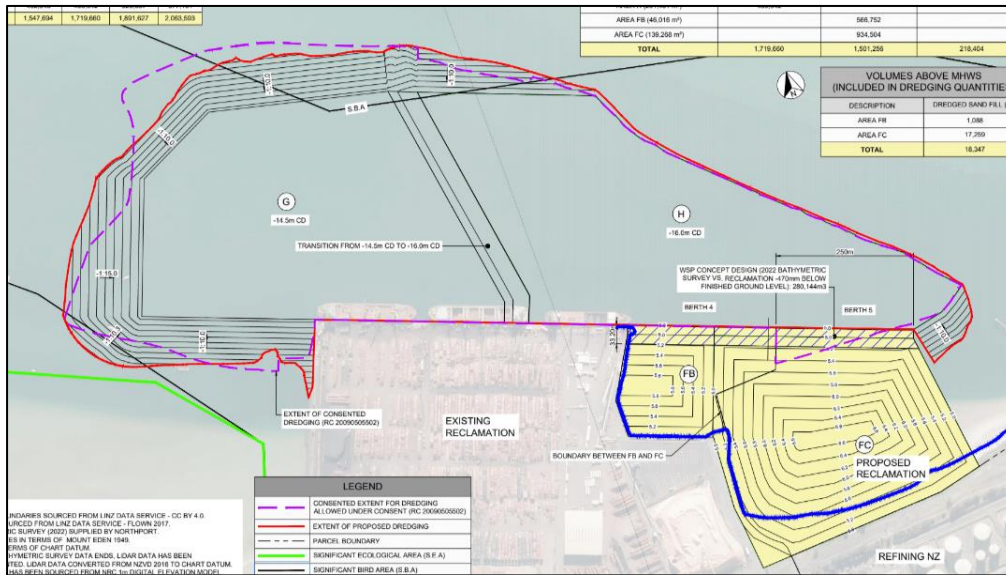


Figure 3: Plan showing extent of consented dredging areas (dashed purple line) and proposed dredging areas (red line).

The existing swing basin will be deepened to -14.5m below CD at the western end and up to -16m below CD at the eastern end. Approximately 1.72 million m³ of material is proposed to be dredged and used to construct the reclamation.

Operation of the Container Terminal

While Mobile Harbour Cranes will be used in the short to medium term, longer term Ship to Shore Gantry Cranes are proposed across the port area and these have a height of approximately 83m when in use, and approximately 117m when not in use (similar to Ports of Auckland).

The proposed maximum heights of buildings and major structures on the container terminal are as follows. These matches the heights permitted on the existing port area:

- 20m - Building height.
- 60m - Public utilities, light towers, silos, aerials, tanks.
- 30m – Containers.
- 85m - Operational height for cranes.
- 20m - Storage/stockpiles.

The existing canal and pond-based stormwater collection and treatment system is proposed to be retained and utilised to capture and treat runoff from the proposed expansion area.

Northport seeks to change how operational port noise is managed for activities undertaken on Berths 1 – 4, and for future activities undertaken on proposed Berth 5. The proposal is to manage Noise in accordance with the New Zealand Standards for Port Noise (NZS Port Noise) rather than the Noise provisions of the Whangarei District Plan.

The relevant existing and proposed maximum port noise levels are shown below.

Proposed NZS Port Noise Limits		Existing WDP Noise Limits	
Day-night (Long Term)	Night-time (Short Term)	Day time (0700 – 2200 hours)	Night time (2200 – 0700 hours)
55 dB L _{dn} (5-day)	53 dB L _{Aeq} (9 hrs)	55 dB L _{Aeq}	45 dB L _{Aeq}
61 dB L _{dn} (1-day)	58 dB L _{Aeq} (15 min)		
	75 dB L _{AFmax}		75 dB L _{AFmax}

Tug Berthing, Water Taxi / Fishing Pontoon, Public Spaces and High Tide Roost

A new tug berthing facility for tugs, work boats, and pilot vessels is proposed to replace the existing tug wharf at the eastern end of the reclamation. A replacement water taxi berth and public fishing pontoon is also proposed in the same area. Access to the pontoon will be incorporated with a new public park with carpark and toilets, to mitigate loss of the existing Marsden Bay beach and esplanade reserve area. Refer Figure 4 below.

To mitigate loss of high tide bird roosting habitat in Marsden Bay, a high-tide seabird roosting sandbank located in the inter-tidal area, to the west of the existing port facility is proposed. This is shown as the ‘sand bank’ in Figure 1.

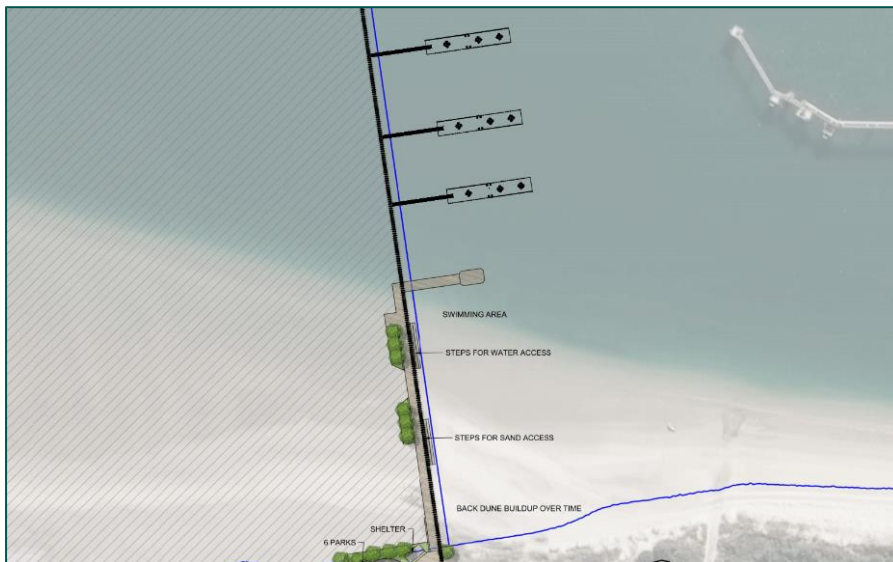


Figure 4: Plan showing proposed ancillary features to the east of the proposed reclamation (source: Northport Letter dated 25 October 2022).