

FORM 13 SUBMISSION ON APPLICATION

Important Note:

Please ensure that all sections of this form are completed and that the **NORTHLAND REGIONAL COUNCIL RECEIVES THIS SUBMISSION** before the closing date specified on the notification.

To: Consents Department
Northland Regional Council
Private Bag 9021
Whangārei Mail Centre
Whangārei 0148

or: Hand deliver to any
Northland Regional Council office
Email: info@nrc.govt.nz
Fax: 09 470 1202

1. Submitter's details

Full Name Employers and Manufacturers Association

Address for Service 145 Khyber Pass Rd, Grafton, Auckland

Post Code 1142

Email Address for Service alan.mcdonald@ema.co.nz

Contact Person Alan McDonald, Head of Advoacy and Strategy

Telephone **Mobile** 0278094398

Note: Upon request, we are usually required under the Local Government Official Information and Meetings Act 1987 to make all written or electronic submissions available to the public, including the name and address of the submitter. If you consider there are compelling reasons why your contact details and/or some part of your submission should be kept confidential, you should contact the Council.

2. Application to which submission relates

Name of Applicant Northport Limited

Proposal The expansion of Northport to increase freight storage and handling capacity.

NRC Application Number APP.005055.38.01

3. Attendance and wish to be heard at consent hearing

I/we **do not** wish to be heard in support of my submission
(This means that you cannot speak at the consent hearing. However, you will still retain your right to appeal any decision made by the Council.)

I/we **do** wish to be heard in support of my submission
(This means that you wish to speak in support of your submission at the consent hearing.)

If others make a similar submission, I/we will consider presenting a joint case with them at the hearing I/we **do** require a Te Reo interpreter at the hearing

4. General nature of submission (tick one box)

I support the application I oppose the application I am neutral regarding the application

5. The specific parts of the application this submission relates to are:

The whole application (*tick box*), or the following parts of the application:

(Attach additional sheet if necessary)

6. My submission is (*give details*):

see attached.

(Attach additional sheet if necessary)

7. I seek the following decision from the Council

To grant consent

To refuse consent

If Consent is granted, the conditions I seek are:

Note: You do not have to suggest conditions, particularly if you seek that consent be refused.

(Attach additional sheet if necessary)

8. Hearing by Commissioner if requested by Submitter

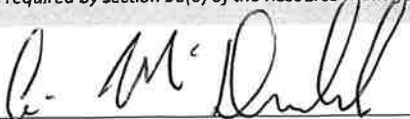
If you tick the box below, **you will be required to meet or contribute to the costs** of the hearing commissioner or commissioners.

Pursuant to section 100A of the Resource Management Act 1991, I request that you delegate your functions, powers, and duties required to hear and decide the application to one or more hearing commissioners who are not members of the Council.

9. Signature

I/we have served a copy of this submission on the applicant
(This is required by section 96(6) of the Resource Management Act 1991)

Signature:*



(Person making submission, or person authorised to sign on behalf of person making submission.)

Date: 13 / 12 / 2022

Note: *A signature is not required if you make your submission by electronic means.



Submission Supporting Northport's Expansion

From the Employers and Manufacturers Association

December 2022

The Employers and Manufacturers Association, EMA, wholeheartedly supports Northport's application for expansion.

The EMA is the largest employer organisation in New Zealand with our membership base of 7500 businesses stretching from Taupo to Kaitaia. In addition, we partner with the Whāriki business network of more than 3000 Māori owned business entities. Our members employ more than 25 percent of New Zealand's workforce.

The planned expansion of Northport will be of significant economic and social benefit to the Whangarei/Marsden Point area with that positive influence also being felt throughout Northland and across the wider New Zealand economy.

Northport has already shown its importance as an alternative shipping hub for the Upper North Island as Ports of Auckland struggled with capacity and staff shortages during the recent pandemic. Northport was able to step in to ease those constraints demonstrating an additional resilience in the system - a resilience, which is likely to grow in need, not diminish.

Both Auckland and Port of Tauranga are facing constraints, either through land use and/or their social licences to operate, that enhance the need for more capacity at the Upper North Island's third major port at Northport.

The creation of up to 1500 new jobs in and around the port will add much needed new opportunities for employment in the region, in more diverse fields, and soak up some of the job losses from the recent shift in focus at the refinery.

Northland is also one of the few regions in New Zealand that is experiencing natural population growth as well as internal (New Zealand) migration growth so new opportunities for a future workforce have a greater weighting in the north.

An expanded port facility at Northport, will also add other employment opportunities in other supporting sectors in and around the port.

A larger port provides more opportunities for an already thriving marine industry cluster and creates the need for additional warehousing, distribution, and transport sector capacity. A larger workforce creates more demand for food and beverage and other services required by that workforce and of course creates demand for housing and other social infrastructure.

Yet to be decided plans to locate a new floating dry dock in the area and perhaps move some of the naval training facilities from Auckland's Devonport to the Port area further enhance the opportunities for employment and the service sector to create a vibrant industrial hub centred on a growing port.

An expanded port facility also strengthens the case for much needed greatly improved transport links between the Whangarei/port area and Auckland.

The expansion plan takes account of the rail spur idea – if that ever goes ahead – and improved roading links.

A larger port further increases the demand/need for a four-lane State Highway One between Whangarei and Auckland, a need also generated by the ongoing growth in the horticulture sector north of Whangarei and the time-sensitive cargoes of that sector.

Unlocking the corridor from Auckland to Whangarei gives the region a more important role in what is called the Golden Triangle of New Zealand's economy.

That area is currently bounded by Auckland, Hamilton and Tauranga but a growing port and enhanced transport links, driven by that port, enable Whangarei and further North to play a stronger role in that economic region.

We note Northport continues to work with Mana Whenua on issues connected to the planned expansion and expansion plans are also acutely conscious of environmental impacts in the area.

Planned reforms of the Resource Management Act should not slow this consenting process as expansions of this nature are complex and time consuming and should be expedited under current legislative settings.