

## 25 Marsden Point Port Environment

### 25.1 Significant Issues

Conflicts between the effects of activities at the Marsden Point Port and nearby activities.

### 25.2 Overview

The Marsden Point Port is an important physical resource and contributes a significant social and economic benefit to the people and communities of Whangarei and the Northland-Region. Due to the industrial nature of activities at the Port it is necessary to manage conflicts between this land use and nearby activities.

### 25.3 Objectives

#### 25.3.1

The avoidance, remediation or mitigation of the adverse effects of activities on the environment at Marsden Point during the development of land for a deep water port.

*Explanation and Reasons: The new deep water port at Marsden Point is a significant physical resource which contributes to the social and economic well-being of the people and communities of Whangarei and the Northland-Region. The objective seeks to ensure the continued existence, expansion and development of this resource, while at the same time ensuring that the adverse effects of activities on the environment at Marsden Point are avoided, remedied or mitigated.*

### 25.4 Policies

#### 25.4.1 Port Operations

To recognise and provide for the operation requirements and effects of the Marsden Point Port.

*Explanation and Reasons: The Port's operational requirements and effects will change in character and intensity over time, in line with the changing nature of the sea and land transport industries. It is important to the continued viability of the Port that its operational requirements and effects are provided for.*

#### 25.4.2 Adverse Effects

To avoid, remedy or mitigate adverse effects of the operation or development of activities in the Marsden Point Port Environment.

*Explanation and Reason: Despite the regional and national significance of the Port, this does not justify gratuitous degradation of the environment. Port*

*development should be sensitive to the possibility of adverse effects and should ensure, as far as possible, that these do not occur.*

## **25.5 Methods**

### **25.5.1 Regulatory Methods**

- Identification of the Marsden Point Port Environment on the Planning Maps (Policy 25.4.1).
- Environment rules relating to provision of car parking, signs, types of activities, and building design, bulk and location in the Marsden Point Port Environment (Policy 25.4.2).
- Environment rules relating to the bulk and location of buildings, types of activities, and standards for the protection of amenity values in the Marsden Point Port Environment (Policy 25.4.2).
- Subdivision rules relating to allotment size, shape and provision of utility services such as water supply, electricity, sewage and stormwater disposal (Policies 25.4.1 and 25.4.2).
- Resource consent conditions (Policies 25.4.1 and 25.4.2).
- The roading hierarchy (Policies 25.4.1 and 25.4.2).

### **25.5.2 Other Plans and Legislation**

- The Building Act 2004 (Policy 25.4.1).

### **25.5.3 Information, Education and Advocacy**

- Liaison with the Northland Regional Council regarding the effects on the coastal environment (Policies 25.4.1 and 25.4.2).

### **25.5.4 Economic Instruments**

- Financial contributions, as required by the Plan (Policies 25.4.1 and 25.4.2).

### **25.5.5 Council Works and Services**

- Maintenance and development of public infrastructure services, recovering costs from users, as appropriate (Policies 25.4.1 and 25.4.2).
- Development of a Coastal Management Strategy (Policy 25.4.1).

## **25.6 Anticipated Environmental Results**

The following results are expected to be achieved by the foregoing Objectives, Policies and Methods. The means of monitoring whether the Plan achieves the expected outcomes are set out in the Whangarei District Council Monitoring Strategy.

- The continued efficient and safe operation of the Marsden Point Port, with provision for controlled growth in the future.
- Adverse effects of the Port on natural, cultural and historic heritage are avoided, remedied or mitigated.

- Effects of the Port (including noise) on surrounding amenity values are controlled to a level deemed acceptable in the District Plan.
- The continued operation of the Port is not hindered by future land use and development proximate to the Port.

