

Eden Edwardson

From: Thomas Keogh <thomas@reyburnandbryant.co.nz>
Sent: Tuesday, 3 December 2019 1:03 PM
To: Eden Edwardson
Subject: Additional information for MMH submission - answers to commissioner queries from hearing

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Good afternoon Eden,

The purpose of this email is to provide the commissioners with a response to the queries that were raised at the hearing for Marsden Maritime Holdings Limited. Please see the relevant information below.

Clarification around Marsden Maritime Holdings Limited (MMH) policy on providing leases

- Context: it is noted that 'Port Activities' are defined in the Proposed District Plan, and are provided for as a permitted activity in the Port Zone. Industrial Activities are afforded a restricted discretionary activity status. Commercial activities are afforded a non-complying activity status.
- Outside of those caught by the definition for 'Port Activities', MMH believe that there are other Industrial and commercial activities that are related to, and either support or are supported by Port Activities that are appropriate to establish within the Port Zone – these are referred to as 'port appropriate activities' for the remainder of this email. The permitted activity status sought as part of the MMH submission is to allow greater flexibility with regards to those 'port appropriate activities' that could establish within the Port Zone. Industrial and commercial activities that are not 'port appropriate' will not be supported by MMH.

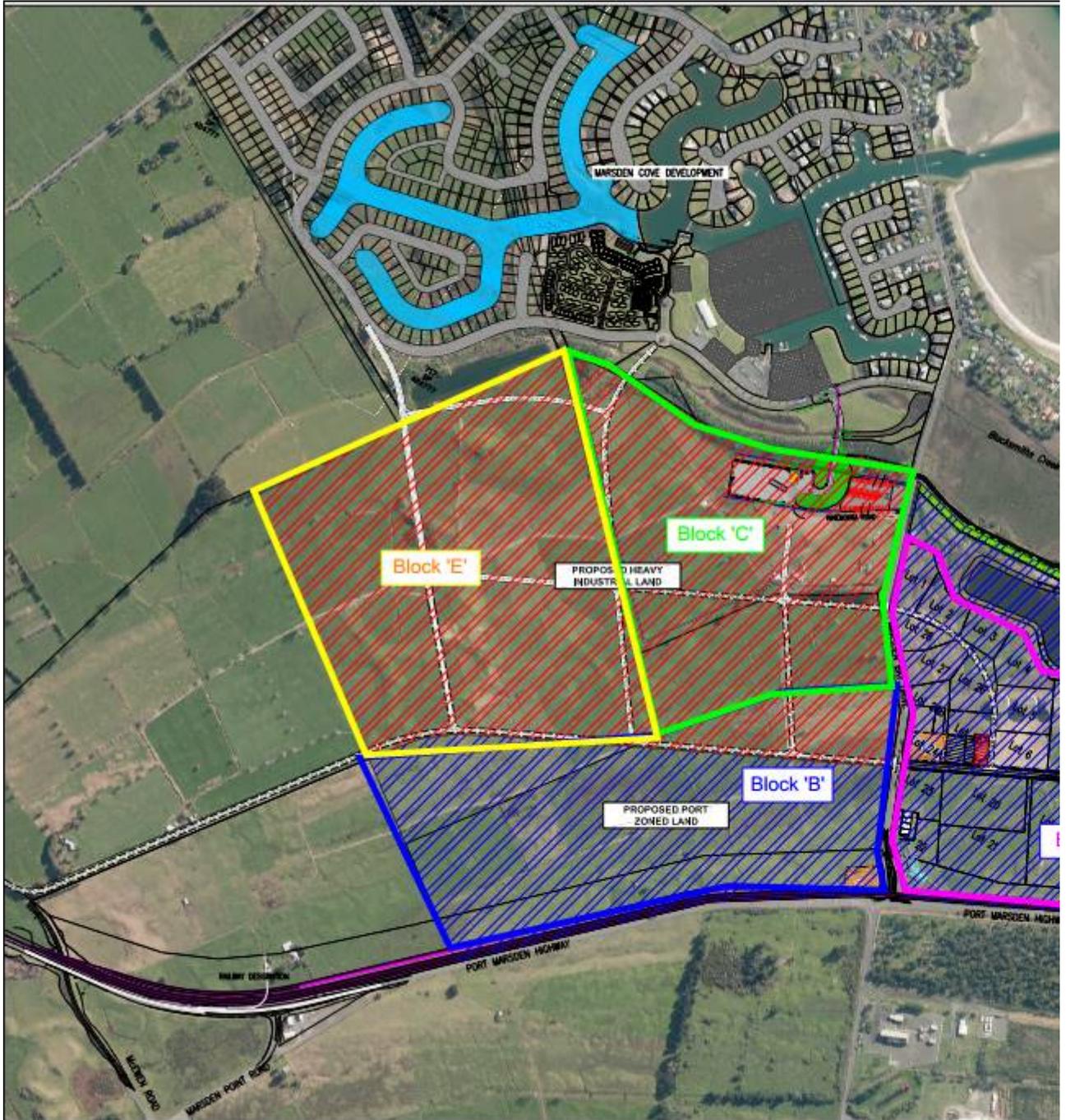
Brief summary of MMH business structure and their purpose

- As a public listed company, MMH is run as a commercial business with the mandate to maximise not revenue, but shareholder value.
- As a registered port company under the Port Companies Act 1988, MMH are required by law to operate profitably.
- As a 50% shareholder in Northport, MMH are committed to supporting the growth of Northport. The port is the company's biggest asset and income earner. MMH's purpose as a company is therefore to safeguard, foster and actively advance the growth of Northport. This purpose is also continuously fortified by MMH's majority shareholder, the Northland Regional Council, who take a keen interest in the development of Northport. To summarise, facilitating the ongoing growth of Northport is how MMH maximises shareholder value.

Summary of existing industrial/commercial activities located within the Port Zone

- While the Operative District Plan is permissive and notwithstanding the flexibility sought through the submission, MMH have been very selective and intend on continuing to be very selective in terms of deciding who they provide a lease to within the Port Zone. Out of the 55ha of land available, 11ha of the land is currently leased to the following developments/entities:
 - The scaling shed for Northport. A 2ha area with a large shed utilised for the scaling of incoming logging trucks prior to unloading on the port.
 - A sawmill. This is not currently operating.
 - Eastland de-barker. A debarking logging unit.
 - 6 bulk storage sheds, varying in size from 1,500m² – 7,400m² storing products that are either exported (LVL, Veneer) or imported (fertilizer, animal feed).

- The remaining balance of leases on Block "A" are taken up by a number of laydown areas for different companies that are mostly port appropriate (i.e. Genera is storing tarpaulin used for fumigation, Culhams Steel has used large areas for steel preparation for shipping to Auckland, and SPI are currently assembling pontoons that are too large for transport via the roads. All of these are short-term leases (12 months), so the land remains available for Port Related Activities long-term.
- There are a couple of instances where MMH have granted a lease to a company, where they would not provide the same lease again. This relates to a plastics extrusion company and concrete batching plant, which MMH say they would now locate on Block C land further away from the port, as they are not port related or port appropriate activities.
- Both MMH and Northport are community minded and are conscious of the impact that large scale heavy industrial activities have along main public transport routes. The intention of the 60m wide strip along Marsden Bay Drive where commercial activities would be permitted is to create a buffer between the public and adjoining heavy industrial activities.
- It is intended that all internal roads on MMH land will remain private restricted access roads that are not open to the public. This is to safeguard against heavy machinery operation that could take place on these roads.
- The current Blocks A, B and C are shown on the below image.



If you could pass this information on to the commissioners that would be greatly appreciated. Please feel free to contact me if there are any queries or concerns.

Kind Regards,

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Planner



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