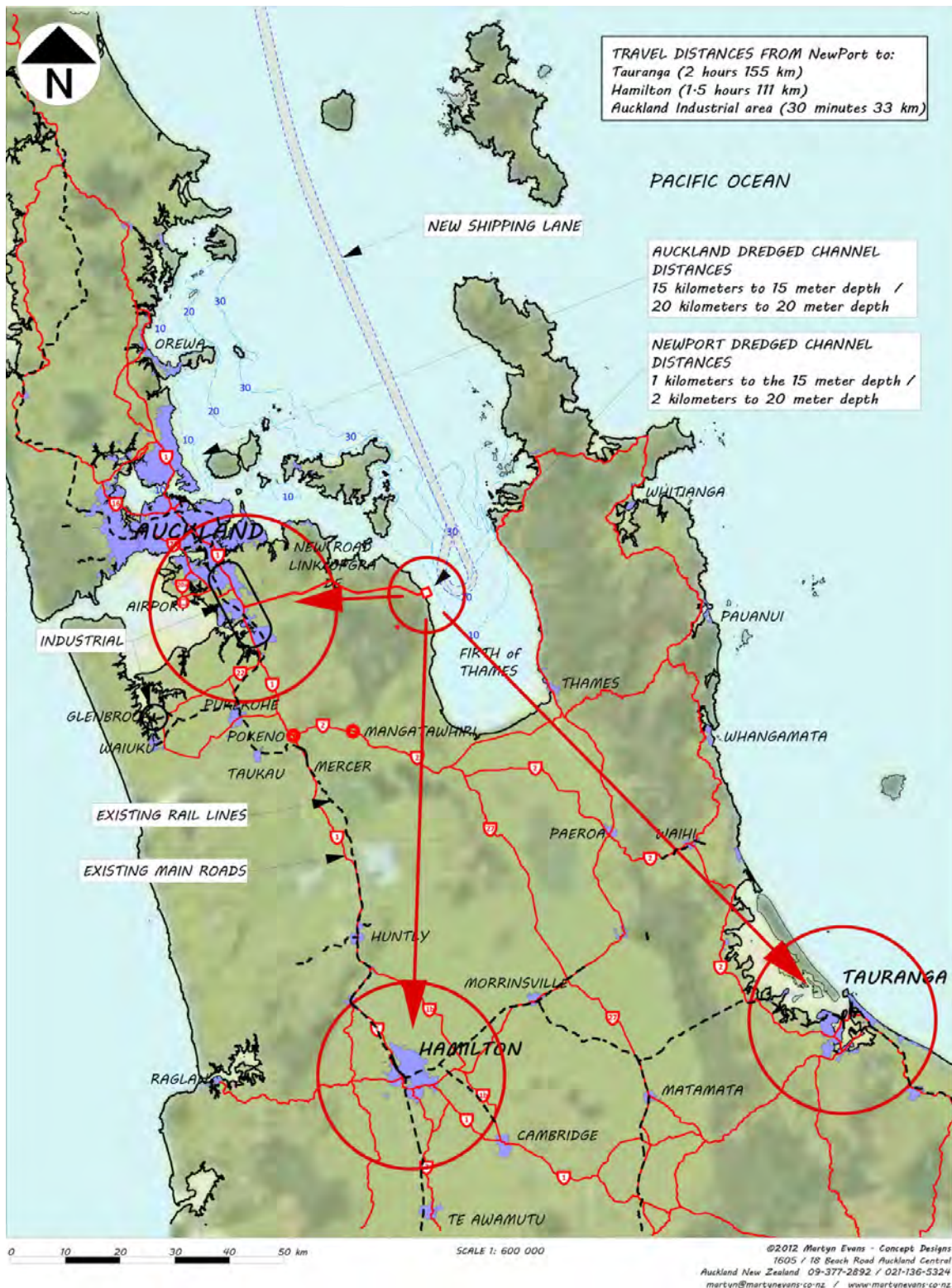
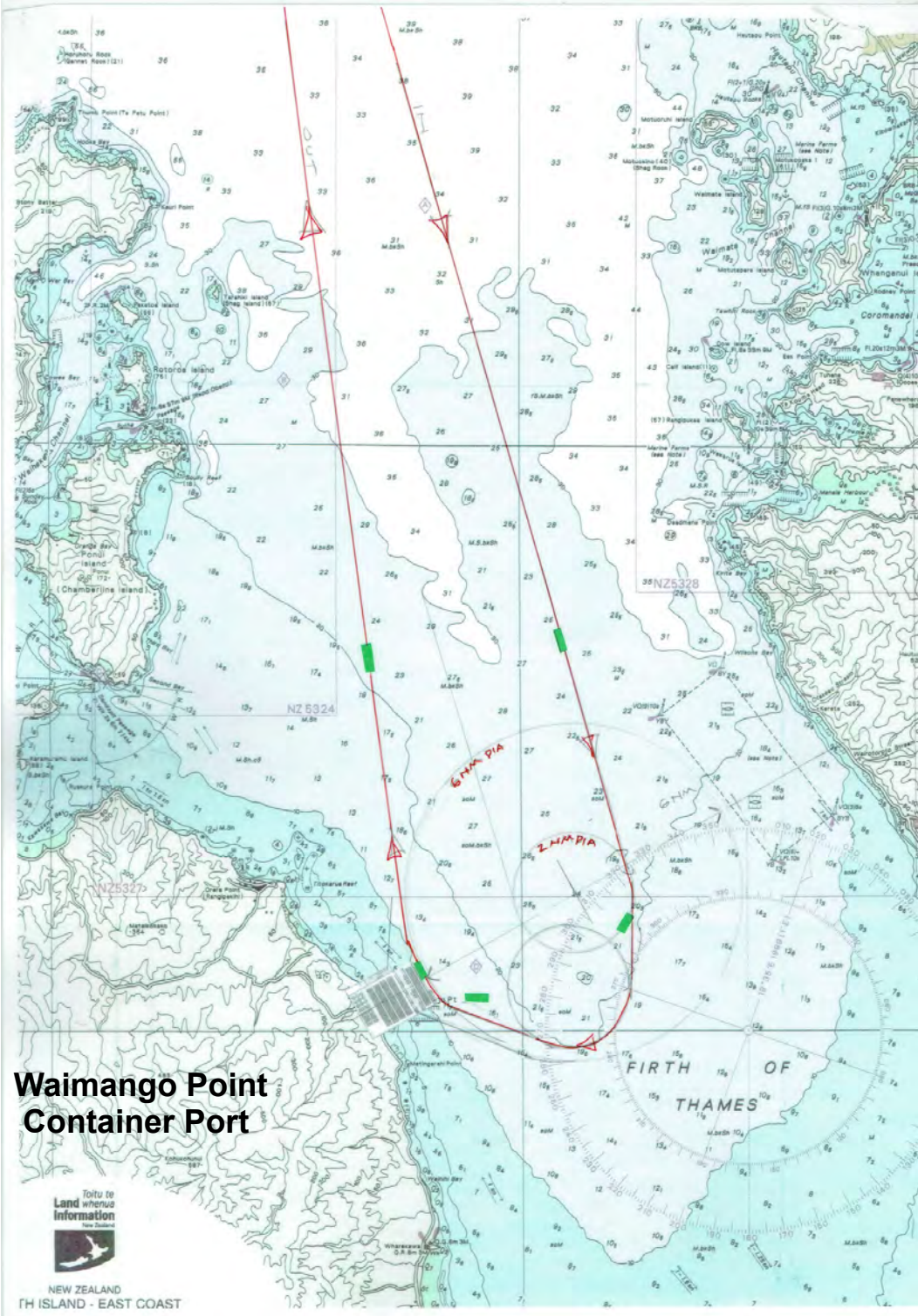


Illustration showing the new shipping lane with easy direct from the open Pacific Ocean, direct to Waimango Port and illustrating the central position of the NewPort to the cities of Auckland, Hamilton and Tauranga.

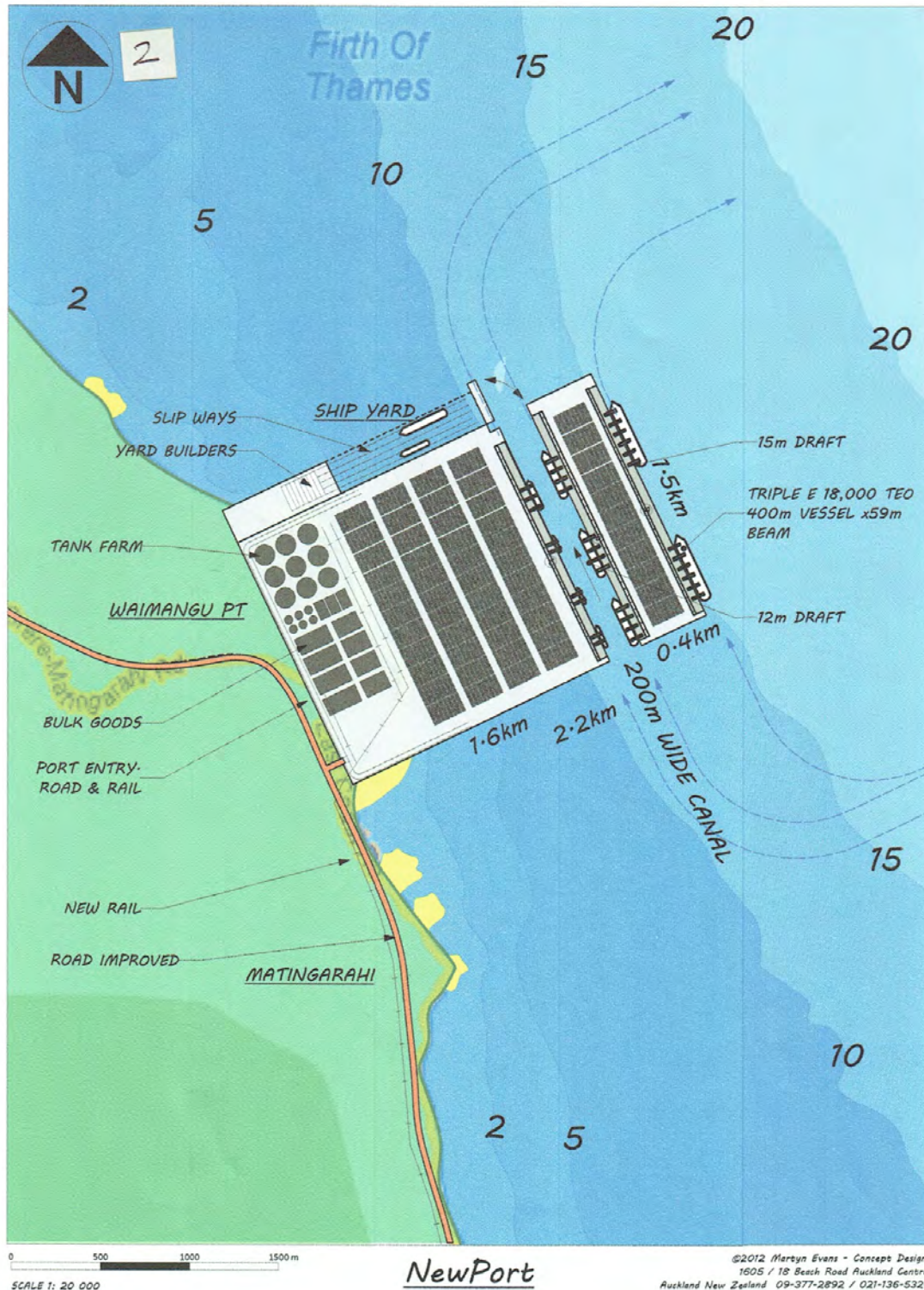


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Detail plan of Waimango Pont illustrating ampel water deepth close to the existing shore line. Port would have auto container stacking, logistics park, car import wharf, oil storage facility and a ship slipway and or dry dock. The design illustrates a canal system used to contain spillages linked by floating bridge ends



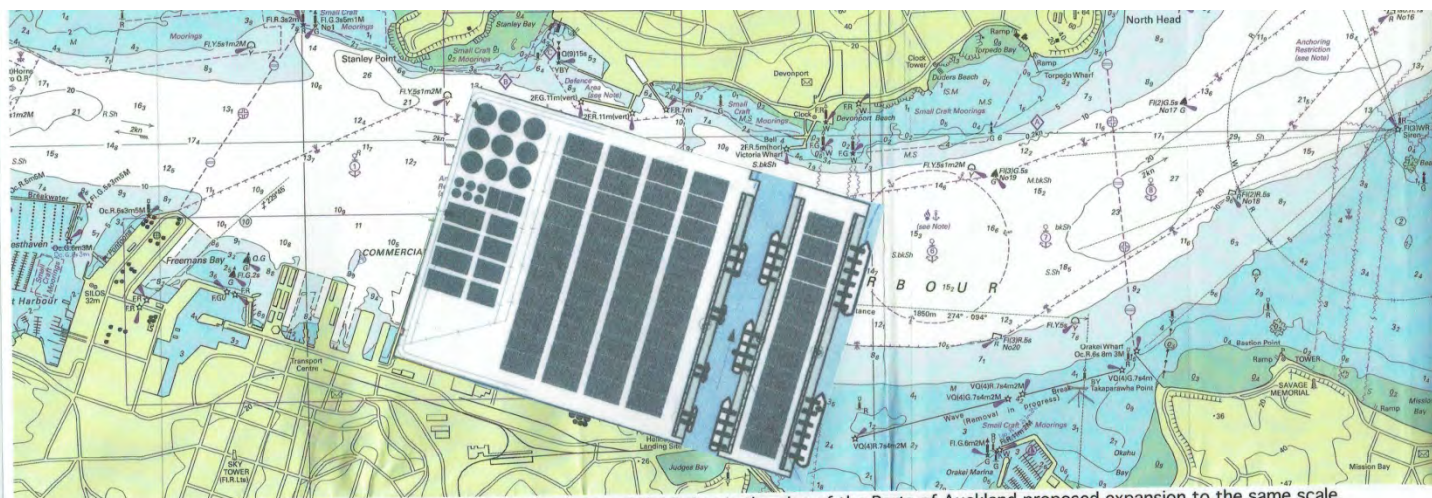
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Plans showing the proposed new motorway from Takanin to Waimango Point.
Top plan from Waimango Point to Clevedon lower plan Clevedon to Takanini



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The new proposed container port at Waimangu Point superimposed on the Ports of Auckland chart, to the same scale. The new port would have over 4.4 kilometers of wharf length with efficient auto container stacking, compared with POA wharf fractured length of only 2 kilometers.

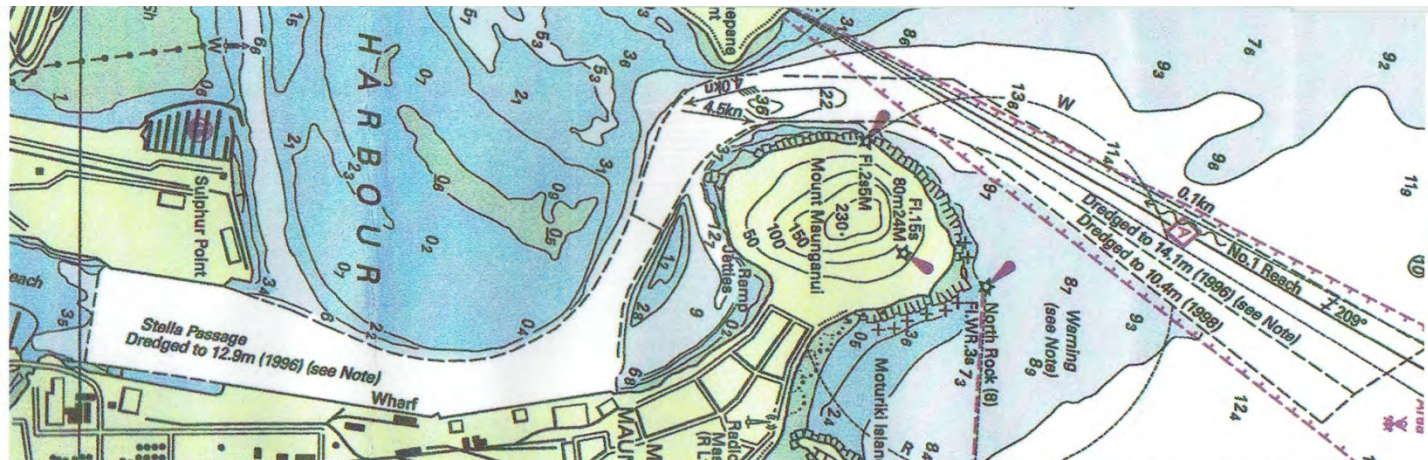


The above is the new proposed port at Waimangu Point Matingarahi and the below is the plan of the Ports of Auckland proposed expansion to the same scale.
The proposed Waimangu Point Port would have 4.5 km of wharf length and compared with the POA 2.33 km wharf length.

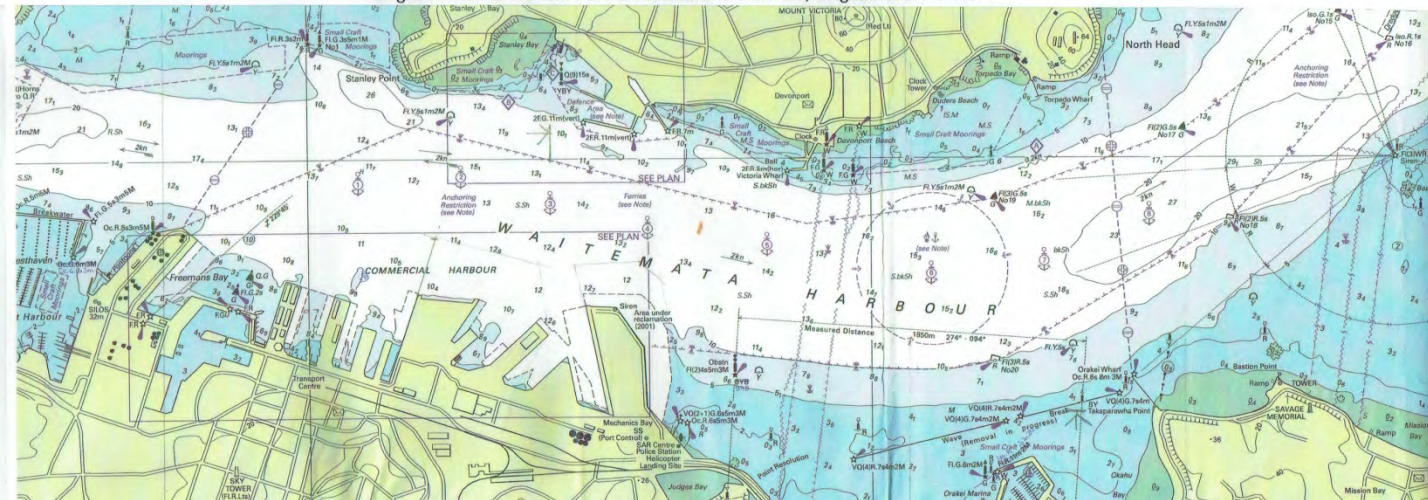


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Comparative plans of the Ports of Auckland and the Port of Tauranga to the same scale. Note the long straight container wharf lengths of Tauranga plus short channel to the open sea, compared with POA 15 kilometers channel to the open sea and constricted container wharves



The above plan shows the existing Port of Tauranga to the same scale as the existing Port of Auckland. Note wharf available at Port of Tauranga is 2.825 km and longest wharf is 1.8 km. Port of Auckland is 2.33 km, longest wharf is 0.57.



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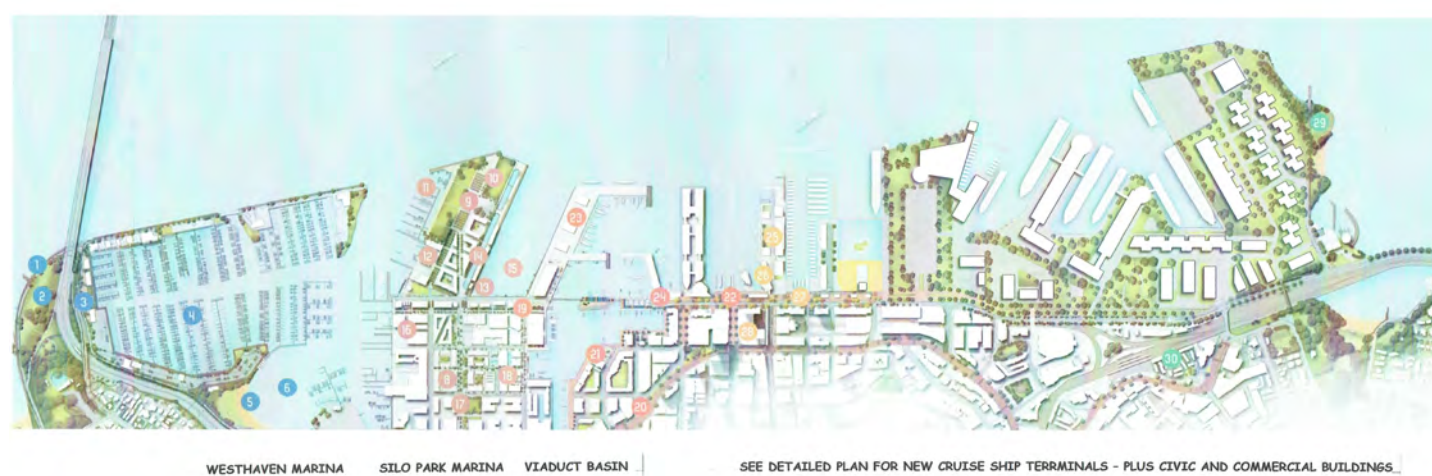


t of Auckland in comparison to the bottom plan of the Port of Wellington to the same scale. Note the black line in the plans and how close the two ports are in water frontage. Note the efficient rectangular layout of the Ports of Wellington in comparison to the Ports of Auckland irregular and inefficient layout.

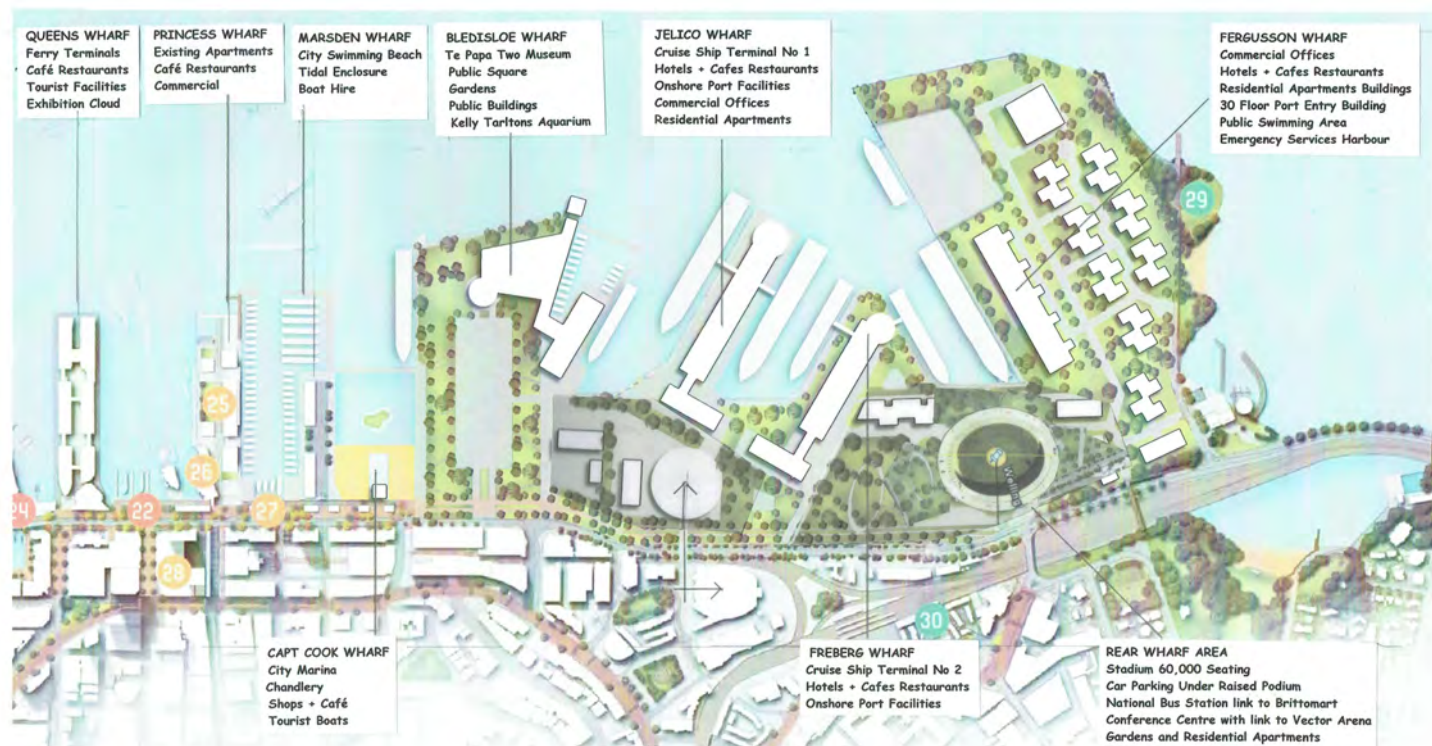


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Proposed Auckland New Waterfront Plans, the upper plan shows the overall proposal and lower plan shows the detail plan of the eastern end of the waterfront.



PROPOSED AUCKLAND NEW WATERFRONT PLAN



DETAIL PLAN OF CRUISE SHIP AREA PLUS CIVIC AND COMMERCIAL BUILDINGS

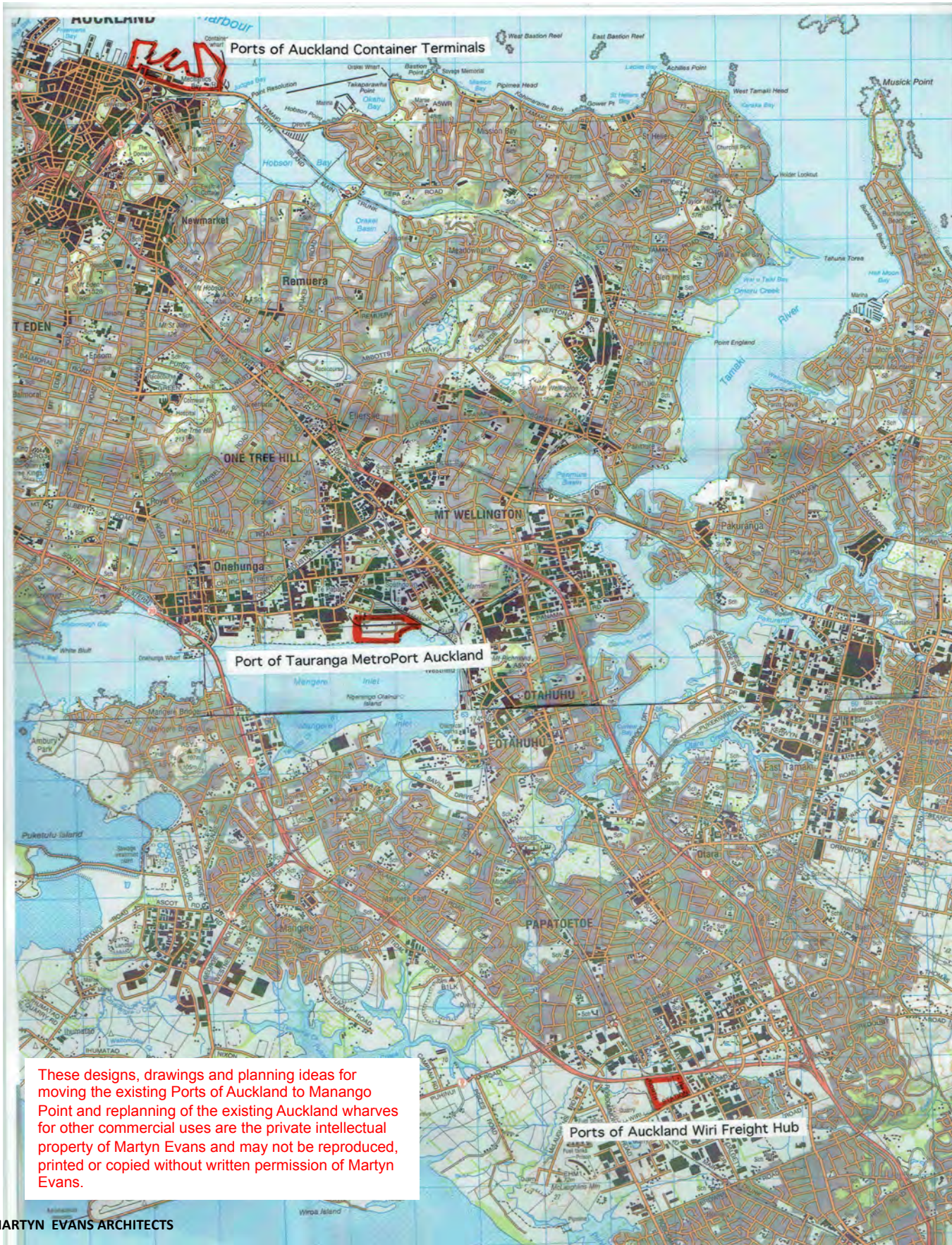
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The Rangitoto Channel leading into Auckland Port. The drawing illustrates a Triple C container ship marked in green, its actual size of 400 meters (long) by 59 meters (width) 16 meters (draft) turning circle at 24 knots is 1.5 kilometres (0.81 nm) which is the diameter of the circle drawn onto the chart below and is the diameter and curve of the shipping channel



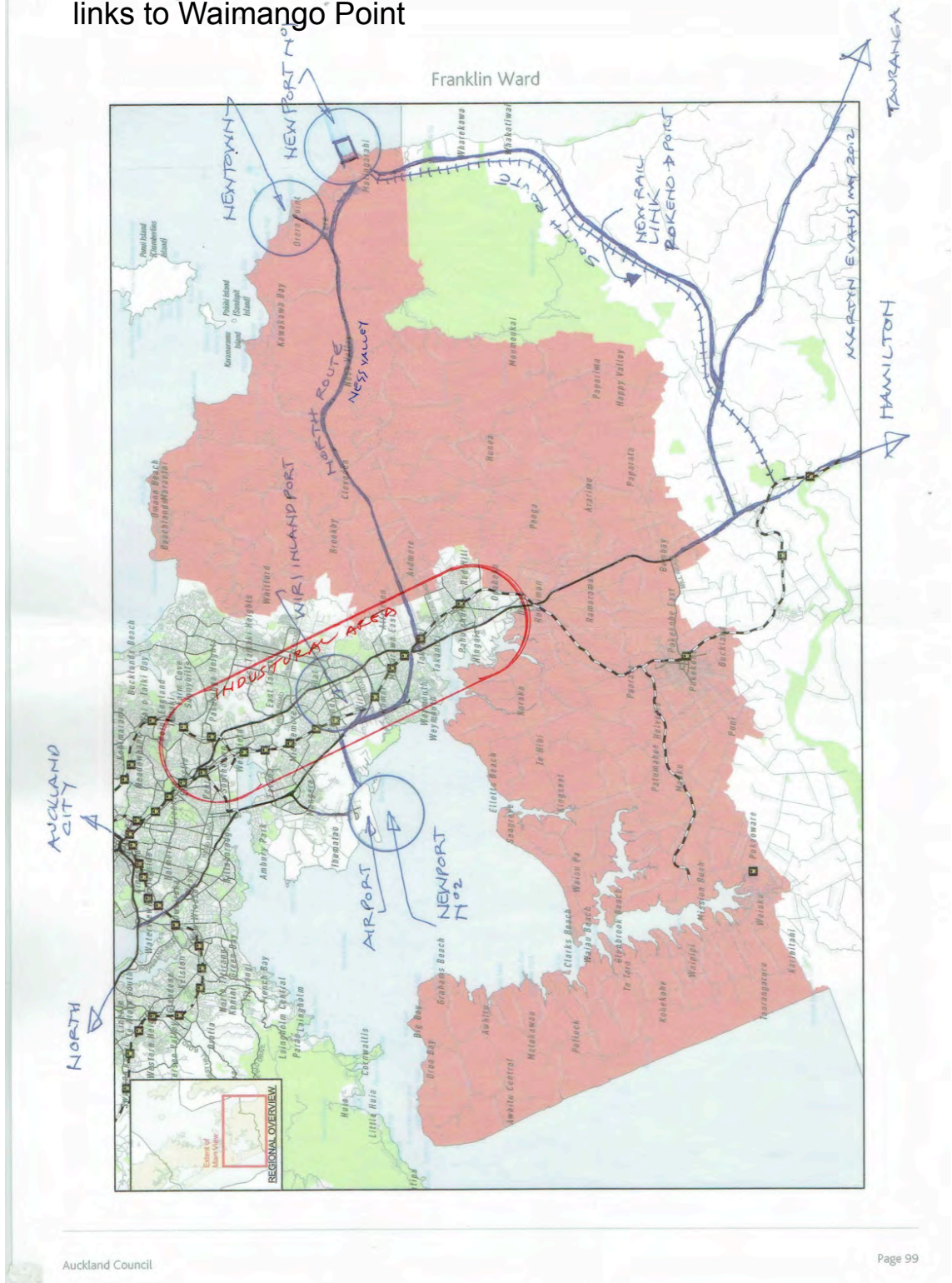
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Auckland showing industrial areas in black and also the two inland ports Ports of Auckland at Wiri and Port of Tauranga at Metroport Neilson Street.



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Map of Franklin Ward illustrating that the NewPort Waimango Point is within the Auckland City Boundaries. Also showing the South and North Routes considered for roads and rail links to Waimango Point



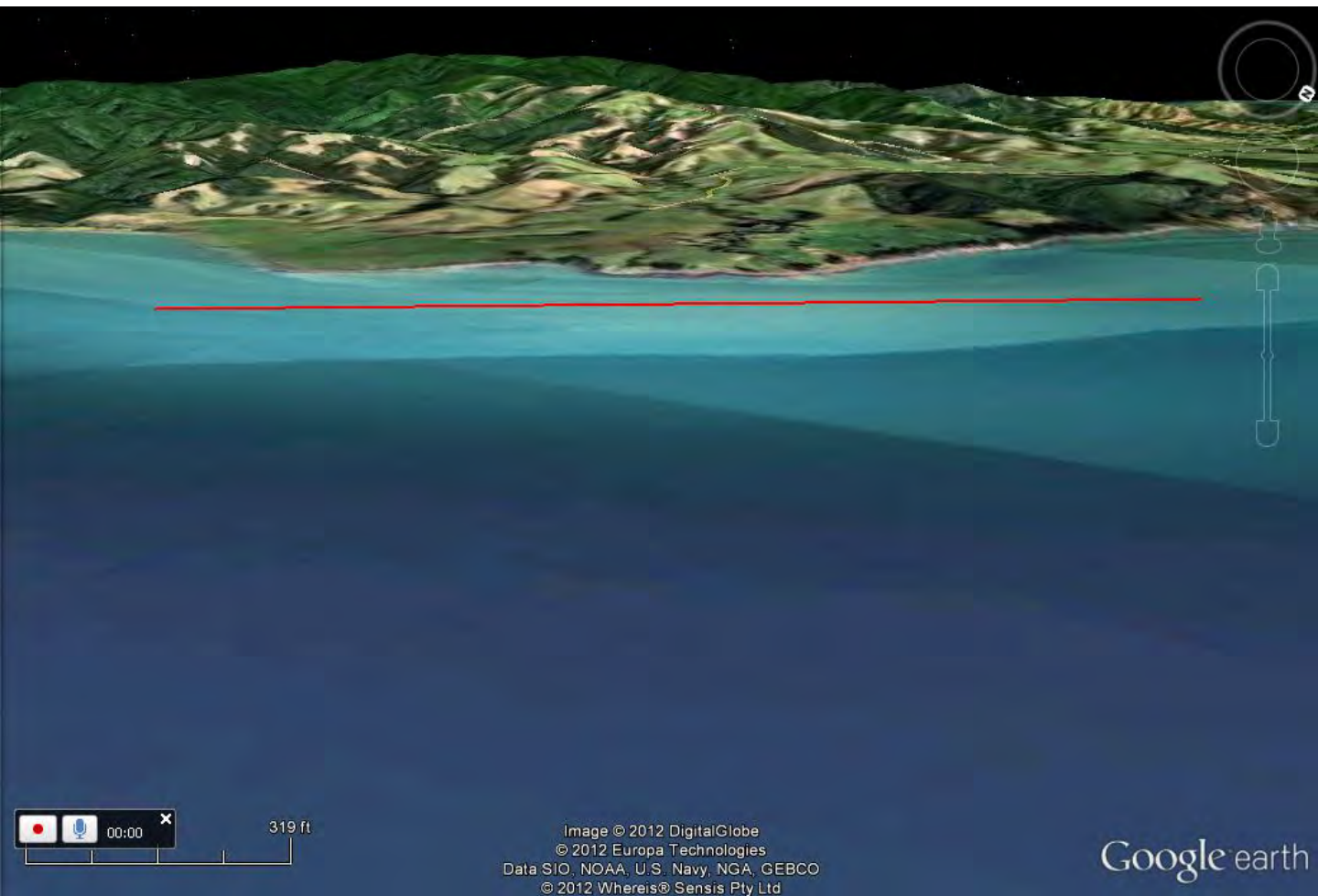
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The Captain Stokes RN of HMS Acheron & Pandora survey of Auckland Harbour 1848-55 laid over a 2015 plan of the Auckland City Waterfront. It dramatic illustrates narrowing of the navigable channel from 1848 to the present 2015 of over half the original channel width, hence the increase in tidal speeds and making exit and entry into the port more hazardous today than in 1848. The proposed increase in wharf length of 100 meters across the harbour, will only worsen the current situation, visually and physically destroying natures gift to us and for our future generations.



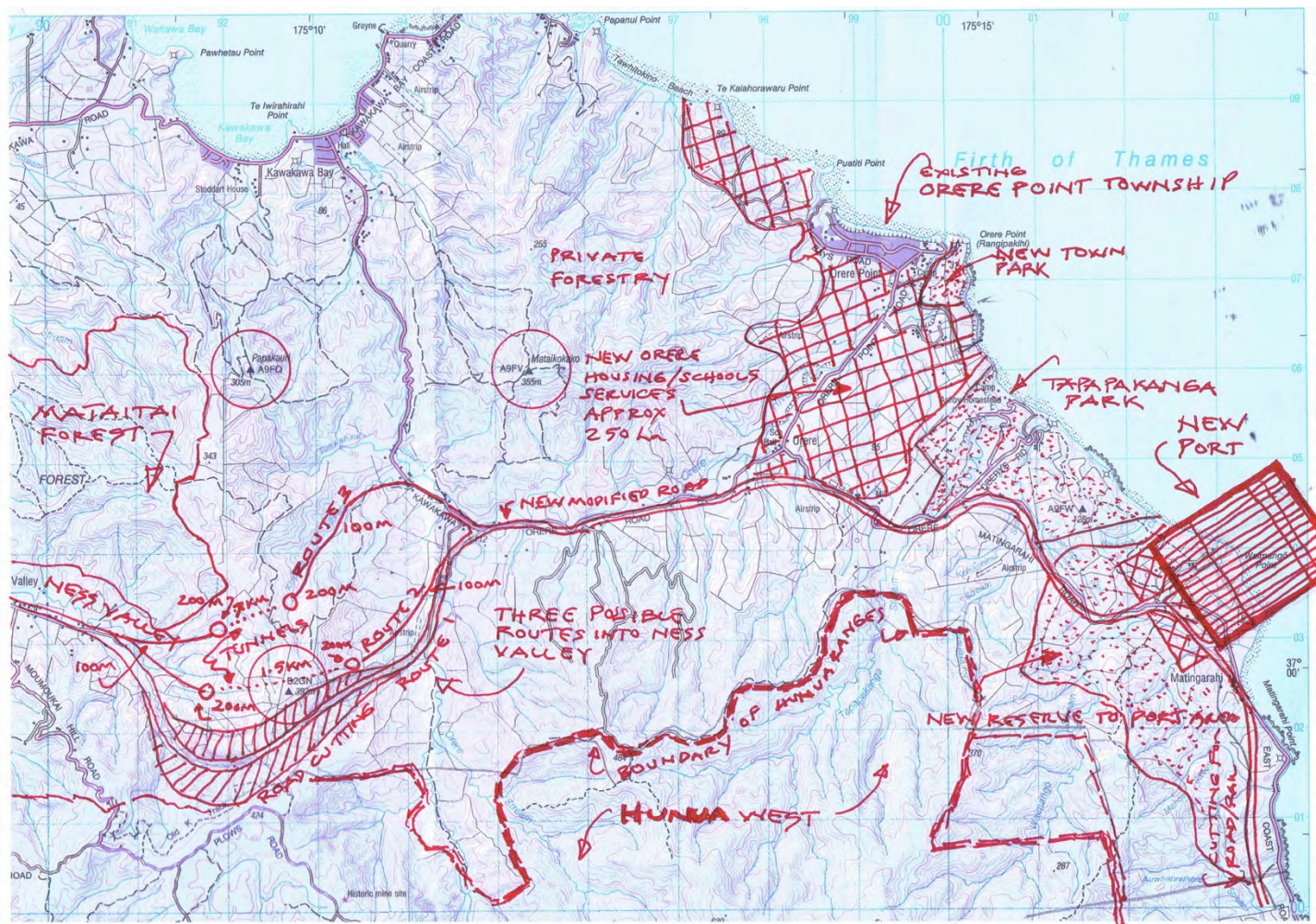
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Arial view from the east looking back at Waimango Point, Illustrating the large surrounding flat to easy going hinterland to the proposed port. The Red Line indicates the seaward edge of the new port



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Plan of the Orere Point new expanded service town for the NewPort at Waimanga Point. The town and port are surrounded by reserves to create a true 'Green Port'. The Ness Valley to Takanini new motorway could be in a tunnel or a high cut, all the material would be used in the NewPort base fill, so only short distances to transport the fill from the cut to NewPort structural base. The base would be built to 1.5 meters higher than required to take into account rising sea levels, thus future proofing the ports life for a 100 years or more.



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One of the world longest and biggest container ports is Eurogate Breerhaven Germany (4.7 kilometers long and handling over 5.5 million TEU)



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London Gateway Container Port with a 2.5 kilometer wharf frontage



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