



16 March 2018

Todd Whittaker  
Planning Consultant  
Gisborne District Council  
PO Box 747  
Gisborne 4010

1 Kaiti Beach Road  
PO Box 1048  
Gisborne 4040  
New Zealand  
Tel 06 868 5129  
[eastland.nz](http://eastland.nz)

Dear Todd

**RE Eastland Port Ltd. Wharves 6 & 7 Redevelopment and Slipway Redevelopment. Resource Consent Applications. Response to Submissions and Further Information on Port Operational Matters**

Further to our recent discussions and the 4Sight letter of 15 March responding to the submissions. The following additional information and response is provided to offer operational context, and an update on the consultation underway with the stakeholders who have submitted on the resource consent applications. This letter also outlines mitigation methods that have been discussed with stakeholders and are under investigation by Eastland Port (the Port). This letter responds to all eight submissions, except that by Mr Moreton. This submission only raises planning procedural matters that are addressed in the 4Sight letter.

**1. Bayview Apartments Body Corporate**

This submission focuses on construction noise and noise from vessel loading but also matters outside of the application regarding the condition of roading infrastructure and road traffic.

Construction noise is managed by the Tairāwhiti Resource Management Plan (TRMP) and by the conditions put forward in the application. The extra traffic associated with the construction activities as outlined in the application is to be managed by this. Similarly, a Noise Management Plan is proposed to manage noise from port operational activities including loading which will be consistent with the TRMP.

Although the Port is confident with these measures in place the conditions put forward will be met, noise is clearly an issue some stakeholders are not satisfied is being managed well. To resolve this the Port will have a permanent noise monitor & cameras installed by the end of March 2018. This is being installed atop of the Portside Hotel to provide consistent monitoring of this item.

Other items raised in this submission relate to road traffic and the condition of roading infrastructure. The submission doesn't specify but it is inferred these items are linked to the activities proposed. Irrespective the condition of public assets is an item to be raised with those asset owners/managers in this case Tairāwhiti Roads. Similarly, the condition of truck units is a matter for NZ Transport Agency which is achieved through the regulations imposed via the Warrants and Certificates system which manages the roadworthiness of vehicles.

## **2. D Ramsey**

This submission is written by the same author as the submission from Bayview Apartments Body Corporate, and has exactly the same items, so is considered answered above.

## **3. M Callahan**

This submission is very similar to the previous two submissions described above with items regarding the condition of road infrastructure and road traffic. These items are considered answered above.

M Callahan raises some additional items as well though regrading driver behaviour, infrastructure safety, and human health risk. The Port installing a noise monitor & cameras will help with this behaviour within the vicinity being monitored being the port area. Excessive horn use can be managed within the bounds of the Port but if this activity is occurring off port, ultimately this is a matter for the NZ Police if it is deemed to be excessive and unnecessary. Horns are a safety mechanism for vehicles and required by law.

There are several areas of road specifically identified with questions regarding safety asked. As highlighted by M Callahan this is a state highway so a NZ Transport Agency or Tairāwhiti Roads responsibility. The construction and operational effects of the projects will be relatively minor so no mitigation measures are proposed directly. Nevertheless, the Port is an active stakeholder working through the Integrated Transport Priority Plan with Tairāwhiti Roads and has pushed, and will continue to do so, some of these projects highlighted in the submission to improve safety particularly the length of State Highway 35 from Childers Road to Hirini Street.

Diesel exhaust contamination is again an item managed through the regulations imposed by the NZ Transport Agency vehicle warrants and certificates system for vehicles travelling on public roads. On port, vehicles and plant are required to be adequately maintained and regularly serviced by the Noise Management Plan to mitigate excessive noise emissions. This will assist in reducing diesel exhaust fumes on port are kept as low as possible.

## **4. Gisborne Rail Action Group**

The Rail Action Group submission highlights items that fall outside the scope of this project. The use of rail to move freight into the Port is an item that is independent of the subject resource consent applications. The applications are directed at fixing the ageing port infrastructure, and creating space for safer shipping movements. They do not consider how freight is moved onto port to be ready for export, nor do they limit any of these options.

Irrespective, the Port has had been in discussions with the Rail Action Group conjointly with a rail operator since September 2017 regarding the use of rail. The Port is awaiting an acceptable proposal to be tabled to potentially see short haul rail utilised for moving logs onto Port.

## **5. Harbourview Apartments Body Corporate**

Harbourview Apartments Body Corporate (HVBC) has requested noise and dust monitors be installed on their property to monitor emissions. Most likely unbeknown to HVBC the Port is currently installing the noise monitor and cameras on Portside Apartments thus this request is being met. Portside Apartments was chosen being the closest building providing elevation over the port and its activities. The monitoring results from this will be provided to the Port's Community Liaison Group, of which HVAC is a participant.



Dust is an issue the Port is aware of and has further steps in place to address. The most significant is the hard surfacing on the final log yard on port. Not a part of the Wharf 6 & 7/slipway works, but the Wharfside Log Yard Redevelopment has been awarded to a contractor who is to begin works in April 2018 for 11 months to completion. This will be a major step towards reducing this issue.

A mitigation the Port is willing to explore is the provision of sprinklers or water bubblers as a part of the Wharf 6 & 7 project construction. This would need careful consideration though for several reasons, they would need to be practically located for health & safety and operational reasons, and the converse of dust suppression is that it could create a discharge issue. The Port is willing to explore the practicalities of this though and see if there is a practical mitigation available.

Similarly, monitoring dust at HPVC would not be that practical. It would be problematic to identify its source as it is at most locations away from sites of origin. The dominant wind of Poverty Bay is the northwester which would keep dust away from HPVC<sup>1</sup>. Other sources such as the road are likely to be contributing to dust issues at these addresses across the river more so than the Port.

#### **6. Toitu te Mauri o Te Toka A Taiau (Ngati Porou Seafoods Group, Te Runanganui o Ngati Porou, Ngati Oneone, Te Aitanga a Mahaki, Te Runanga o Turanganui a Kiwa)**

The group Toitu te Mauri o Te Toka A Taiau has submitted on items which are in general broader than the specific projects put forward for consent. The group makes the following three requests:

- Demonstrate regard to protecting and restoring the mauri of coastal resources.
- Assess actual or potential effects of the discharge on the environment
- Work actively to engage, collaborate and implement a cultural impact assessment framework

The Port has begun collaboration on these matters with the group since receiving the submission. The Port is endeavouring to implement a cultural impact assessment tool and framework for ongoing monitoring as per these discussions. For this to function and deliver positive outcomes a cultural assessment tool will need to include all iwi stakeholders (both this group and others), be independent, based on good science, and well documented cultural values. The Port is willing to implement a framework to monitor the harbour waters and the vicinity of Te Toka A Taiau. This will cover an area broader than those projects in the application so the applicant is not looking to have this as a condition of this consent.

The stormwater from the redeveloped Wharves 6 & 7 is to be treated to nationally recognised standards before discharge into the harbour. The Port has undertaken many reports and testing regimes including regular sediment sampling from the harbour, whole effluent toxicity testing of its discharges, and regular sampling and chemical analysis of discharges from its log yards that assess the effects of the discharge on the marine environment. These should be used for inclusion in the cultural impact assessment.

Outside of items specifically requested in the submission from the group further work on the location of Te Toka A Taiau was discussed. A map illustrating the interpreted underlying rock within the harbour has also been supplied to the group for it to identify possible locations of Te Toka A Taiau and remnants post these discussions. Physical recognition of the rock of Te Toka A Taiau was planned to be made upon the developed slipway which was made available to the Councils Tairāwhiti Navigation Project. This

---

<sup>1</sup> Chappell, P.R. 2016. The climate and weather of Gisborne. 2<sup>nd</sup> Edition. NIWA science and technology series. Number 70. NIWA



opportunity has since not been taken up by the Tairāwhiti Navigations project team but the Port, along with GDC, is willing to discuss options for this further with submitters.

## 7. Rongowhakaata Iwi Trust

The submission from Rongowhakaata Iwi Trust (RIT) is very similar to that from the Toitu te Mauri o Te Toka A Taiau group. The Port has met with RIT since receiving this submission to begin working through the themes of this submission.

RIT would like a cultural impact assessment undertaken also. The Port will look to implement a cultural impact assessment tool and framework for ongoing monitoring for the harbour. A collaborative cultural assessment will need to be undertaken with the Toitu te Mauri o Te Toka A Taiau group. As above this will need to include all iwi stakeholders, be independent, based on good science, and well documented cultural values, for this to be effective.

RIT was invited to be a member of the Eastland Port Community Liaison Group since October 2017 when it was clarified RIT wanted to represent themselves on Port matters independent of Te Runanga o Turanganui a Kiwa which has been the communication channel prior. This invite still stands and it was clarified during discussions who this invite should go to now. It has now become standard practise of the Port to invite any submitter to any consent to these meetings.

There are several technical and construction matters RIT have raised from the application which information will be provided to RIT to review. A table of mitigations & remedies against the items where relief is sought will be compiled and sent to RIT with accompanying information.

RIT have raised noise as a concern that require more investigation. The installation of the noise monitor will help with this concern.

RIT ask what will happen to the slipway site and if it can be restored to natural character and public space. Physical recognition of the rock of Te Toka A Taiau was planned to be made upon the developed slipway which was made available to the Councils Tairāwhiti Navigation Project. This opportunity has since not been taken up by the Navigations project team but the Port, along with GDC, is willing to discuss options for this further with submitters.

We trust the above response is of assistance and look forward to discussing the matters further at the planned pre-hearing meeting.

Yours sincerely



Martin Bayley

**Ports Infrastructure Manager**

