

28 November 2017

Todd Whittaker  
Planning Consultant  
Gisborne District Council  
PO Box 747  
Gisborne 4040

Dear Todd,

**Re: Eastland Port Ltd: Slipway Redevelopment: Resource Consent Applications**

Further to your letter of 10 November and our subsequent telephone discussion. We provide the following response to the requests for further information.

**1. Noise Emissions from the Redeveloped Landing**

This request is a little hard to follow as it references noise questions raised in the Council's request regarding operational port noise arising from the Wharf 6 and Wharf 7 redevelopment project. As outlined in Sections 2.5 and 3.15 of the 4Sight AEE the redeveloped landing (decommissioned slipway) will not be used for any port related activities and as such generate any operational noise.

The landing is simply being grassed and/or sealed for possible future Council use as a landing associated with the proposed pedestrian bridge across the Turanganui River expected to be developed in the next couple of years as part of the Council's Tarawhiti Navigations and Inner Harbour Project. In this regard, the slipway redevelopment project is quite different to the Wharf 6 and 7 redevelopment project, which is port activity based and has some associated port operational noise effects. We will provide further information on this project as requested in a separate response letter.

We set out in Section 3.15 of the AEE our expectation that the Council will, as part of the resource consent application package for the pedestrian bridge, assess the noise related effects associated with public use of the redeveloped landing. We are of the view that these future activities will comply with the Port Management B rule on noise emissions from 'non-essential port activities'.

**2. Site Contamination**

We note that no further information is required on this matter and the comment about consent conditions associated with the Site Management Plan (currently in draft form). We have provided suggested consent conditions on this matter in relation to item 5 of your letter.

**3. Marine & Coastal Area Act Consultation Responses**

We have not had any responses from the three iwi and whanau organisations we contacted before lodgement of the applications with the Council.

We have recently sent the organisations a reminder email, along with advice that the Council will be publicly notifying the applications, a copy of which is attached.

#### **4. Construction and Operational Traffic**

Worley Parsons advise that the estimated 440 return trip truck movements (880 movements in total) associated with the removal by a barge of the excess material from the reduced size landing (as recorded in their engineering report and your letter) is expected to be spread over a period of 4-8 weeks. This is expected to involve 1-2 barge movements a day and the equivalent of 10-30 return trip movements (20-60 total) a day. As noted in Section 5.4.1 of the Worley Parsons engineering report the material will be removed from the barge at Wharf 4 and then trucked along the Esplanade to Wainui Rd.

The Esplanade is not used by logging trucks, which access the port via Rakaiatane Rd/Kaiti Beach Rd further to the south. As such there will be no associated effects on port related traffic efficiency or safety. The Wainui Rd intersection has a traffic island that caters well for traffic entering and exiting to the east and west.

We are not aware of any Council traffic count information on the Esplanade. The Esplanade has a well maintained two-way sealed carriageway, along with associated roadside parking and pedestrian footpath facilities. It is well able to accommodate the construction traffic over the short period of time involved. The adjacent properties are of a commercial and light industrial nature with a good standard of vehicle crossings and not expected to be adversely affected in terms of traffic safety or efficiency.

The proposed Construction Management Plan (CMP) will have a traffic management component. It will include a requirement to liaise with the Esplanade property/business owners and the Council regarding the expected use of the road during the construction traffic period. It will also highlight the need to put in place any necessary temporary traffic management measures, such as signage, as a result of this liaison.

#### **5. Proposed Conditions**

Attached are a set of proposed conditions, as requested. The conditions cover all of the matters listed in Section 6.10 of the AEE. They are drawn primarily from other Eastland Port resource consents and in this regard hopefully fairly self-explanatory. We are happy to discuss any aspects of them with you.

#### **6. Notification and Joint Processing of Applications**

Marty and I are comfortable with the expected notification of the applications and their expected joint processing with the Wharf 6 and Wharf 7 redevelopment applications. We would appreciate a copy of the notification decisions for our respective records when they are available. The joint notification and processing of the applications will be much more cost effective.

We trust the above response covers everything. If you have any queries please contact me.



**Max Dunn**

Principal Planning and Policy Consultant  
**4Sight Consulting**

Attachments

Follow up email to iwi and whanau  
Applicants proposed consent conditions

Copies –by email

Marty Bayley  
David Aubourg  
Malcolm Hunt  
Mark Poynter  
Nigel Mather