

22 March 2021

Todd Whittaker
Gisborne District Council
PO Box 747
Gisborne

2 Crawford Road
PO Box 1048
Gisborne 4040
New Zealand
Tel 06 868 5129

Dear Todd

Re: Current Port Maintenance Dredging & Disposal Resource Consent Applications

Further to our recent discussions regarding the current resource consent applications for maintenance dredging, it will now be necessary to undertake additional dredging within the harbour to provide for berthing of the new tugs at wharf 1. Currently, the applications provide for maintenance dredging at wharves 4 to 8, the vessel turning basin and the port navigation channel. The proposed dredging depth for wharves 4 and 5 is -4.8m CD. To accommodate the new tugs, it will be necessary to dredge to -6.0m CD through wharves 4 and 5 extending to the berth pocket at wharf 1, which will also include an area of the inner harbour basin.

It would be preferable to have all the dredging covered in the one application, particularly with the overlap in the wharves 4 and 5 area, but we understand that any increase in the scope of the proposed works would not be a straightforward matter at this late stage of the current application. We will therefore look to prepare and lodge a new application for maintenance dredging for the areas of wharves 1, 4, 5 and the inner harbour basin. At this stage the expected volume of dredging will be approximately 30,000m³. It is anticipated that the disposal of the dredge material can be covered by the current disposal application, provided that the combined annual volume will not exceed 140,000m³, which includes a permitted volume of 50,000m³.

In terms of the current application we have been working closely with Rongowhakaata Iwi Trust and whilst progress has been made, we are waiting for them to complete a Cultural Impact Assessment (CIA) report. This process has become somewhat delayed with the application of the Te Tai Uru Protocol that requires a Cultural Values Relationship Framework first and then subsequent development of the CIA. We have been concerned about the delay and have been in regular contact with RIT regarding timeframes. However, with the good working relationship that has been developed with RIT we have not wanted to appear too forceful on this matter. This will mean though that we will need an extension of the suspension period. RIT are aware that this has taken longer than expected and based on earlier correspondence were supportive of a time extension should the need arise.

Yours sincerely



Daniel Kingsford
Environmental Manager