Submission on

Resource Consent Application

Form 13

Under Section 96 of the Resource Management Act 1991.



A copy of your submission must also be given to the resource consent applicant as soon as possible. All information provided in your submission is available to the public (on request).

1. Person making submission	
Name in full: McIndoe Rodney	
Surname: First Address:	Name(s)
222 Wheatstone Road	
No. Street/Road	Suburb
Gisborne Town/City	4010
Mobile: 021859883	Postcode Other phone:
Email: rodney.mcindoelogging@yahoo.co.nz	
2. Submission on	
	22 111267 00 / CD 2022 111060 00 / CO 2022 111260 00 / U
Name of applicant: Eastland Port	2-111367-00 / CR-2022-111368-00 / CO-2022-111369-00 et all
	NECC 1/4
Type of resource consent applied for: Coastal Permit, Discharge to wa	ter/Construction/Dredging/Occupy space NES Soil/Land use
Brief description of proposed activity: Upgrade and expand the port	
I support the application I oppose the application I Clearly state which parts of the application you support or oppose of	am neutral to the application (neither support or oppose)
The reasons for making my submission are (briefly describe the rea	sons for your views, attach further pages if necessary):
Please see attached supporting letter.	
Office use only	
Received date: Suppor	Oppose W.T.B H N.B.H

Approve the entire Twin Berth project	nd all related resourse consents to allow the project to go ahead.	
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Supporting letter for Eastland Port Twin Berth expansion

We at McIndoe Logging definately support the entire expansion of the Eastland Port to help allow our whole region and the Families that live and earn in it to capitalise on the massive growth of Export products that are and will be produced in our region.

As we are involved in the Forestry industry we know the expansion will have major economic benefits for Forest owners and associated Forestry related Companies and all the families involved within the industry for years to come by allowing faster movement through the Port of Export Logs which flows on to lowering costs, Less congestion, better utilisation of Shipping and Road Transport service providers to get product onto and off the Port which are currently a major cost issue to the industry.

Given the struggle that other industries like our Local Squash producers have had having to truck all of their product out of town to containerise and Export through other Ports and the massive growth that has occurred within the permanent Horticulture industry (Kiwifruit and Apples) in our region the opportunity for our region to capitalise on extra revenue streams all stems back to having the option to be able to export product through our Local Port therefor the Twin Berth extension is the only way forward to provide these options for Producers and associated Businesses.

Rodney McIndoe