



10/02/2023

File ref: LA010

EASTLAND PORT LIMITED,  
P O Box 1048,  
Gisborne,4010

Tene koe Marty,

**FOLLOW UP RESPONSE TO MATERIAL PROVIDED FROM GISBORNE PORTS LIMITED TO HERITAGE NEW ZEALAND POUHERE TOANGA, POST THE HNZPT SUBMISSION.**

1. Eastland Port Limited, is seeking approval for a bundled, discretionary resource consent, to allow for the upgrade and extension of the Gisborne Port. The location of the proposed works includes existing wharf side areas, the port basin, and the coastal marine area, and proposes the following activities:
  - Extension of Wharf 8 to accommodate concurrent berthing of 200m and 185m shipping vessels.
  - Reclamation of the Coastal Marine Area next to the southern log yard and the Boat Harbour.
  - Rebuilding the outer breakwater.
  - Upgrading stormwater treatment infrastructure in the Southern log yard.
  - Capital and maintenance dredging with disposal of dredged material to the Offshore Disposal Ground.
  
2. The HNZPT submission advised:
  - HNZPT opposes in part the proposed works that could have adverse effects on cultural and archaeological values. HNZPT is not opposed to the proposed activities subject to appropriate and ongoing consultation and avoidance and mitigation measures as required to minimise any adverse impacts on cultural and archaeological values.
  
  - HNZPT opposes in part the proposed works that could have adverse effects on historic heritage values. HNZPT is not opposed to the proposed activities subject to the appropriate ongoing management of historic heritage including avoidance and mitigation measures as required to minimise adverse impacts on historic heritage values. Specifically, HNZPT raised concerns regarding the effects of the proposal on the historic heritage place known as the Boat Harbour and the Boat Harbour's connection to the Puhī Kai Iti/ Cook Landing Site National Historic Reserve and Monument.

3. The construction proposal will include works to the seabed, dredging, dredge spoil dumping and works related to the construction of a reclamation and a wharf extension, both latter work near an historic heritage place known as the Boat Harbour, and adjacent to the HNZPT listing, listing 3473 which includes the national reserve and monument. Therefore, **the future operation** of parts of the port will continue in greater proximity to the Boat Harbour.
  
4. Following on from the HNZPT submission you have considered that the HNZPT submission "*missed some of the proceeding information/assessments*"<sup>1</sup> and provided the following material to HNZPT, being:
  - a. Assessment of Heritage values of the Boat harbour, Kaiti Beach, Insitu Heritage, 20 Dec 2017, a report already known to HNZPT,
  - b. Other support material already received as part of the notified application, and,
  - c. A multi beam survey of the reef off the southern log yard. With regard the multi beam data HNZPT would like to know if this information had been provided to the author of the applicants Assessment of Heritage Values report?
  
5. The Assessment of Environmental Effects (AEE) and associated Assessment of Heritage Values<sup>2</sup> have canvassed the matter of the impacts on historic heritage, and proposed mitigation measures, which include an Accidental Discovery Protocol and the following proposed condition 2:
 

*2.No construction activity, dredging sediment or debris deposition should be permitted to occur within this identified area of the Boat Harbour or the identified 5 metre buffer between the Reclamation Area and the Boat Harbour.*<sup>3</sup>
  
6. HNZPT continues to seek that both Eastland Port as the applicant and GDC as the consenting authority **ensure** the ongoing conservation of the historic place known as the Boat Harbour, at the time of the proposed works (as envisaged through the above condition) and into the future. Therefore, HNZPT considers if the application is approved, that regard must be given to an additional condition that seeks to maintain the 5m setback post the development works. The condition will need to include how this will be achieved.
  
7. These conditions need to be developed to ensure that the impacts are acceptable on the historic heritage and cultural values. HNZPT considers that there would be considerable benefit in any proposed conditions relating to the protection of the Boat Harbour both during and post development, being reviewed for their appropriateness by a suitably qualified maritime heritage professional.

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<sup>1</sup> Email Marty Bayley, Eastland Ports to Carolyn McAlley, HNZPT, Thursday 1 December 2022

<sup>2</sup> Appendix J, InSitu-Eastland Port Ltd, Twin Berths Project, Archaeology and Heritage Effects Assessment, 5<sup>th</sup> July 2022

<sup>3</sup> Appendix J, InSitu-Eastland Port Ltd, Twin Berths Project, Archaeology and Heritage Effects Assessment, 5<sup>th</sup> July 2022, Page 31

8. HNZPT does not wish to be heard in support of our submission.

Yours sincerely

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A handwritten signature in black ink, appearing to read 'SHERRY REYNOLDS', with a stylized flourish at the end.

Sherry Reynolds  
Director Northern Region

CC- Gisborne District Council