

Community Liaison Group Meeting

Eastland Port Office

5.30pm Monday 8 May 2017

Apologies:

Ron South, Alison Burrows

Present:

A Gaddum, M Bayley, J Gordon, J Moroney, R Blake, H Redpath (EPL)

Patrick Willock (*Chairperson*)

Sarah Hunter, Lois Easton, Dennis Crone (GDC) Dave Hadfield, Helen Harris (Tairāwhiti Roads)

Pele Paenga (Parau St resident)

Larry Foster (Kaiti Beach resident)

Ian Graham (Harbourview Body Corporate chairman)

Nick Tupara (Ngati Oneone)

With many new people introductions were made.

Environmental

Community complaints + correspondence

Since we last met we have received three complaints and correspondence from the public and GDC:

1. Parking complaint from public. Port users parking on grass area opposite Scaling Shed. Issue taken to port users and Tairāwhiti Roads.
2. Noise complaint from upper log yard on 18 Jan. Contractor found and made to withdraw machine from the yard. Reversing lights and not reversing beeps now used.
3. Discharge complaint from GDC for Upper & Wharfside log yards on 8 Feb. Regular sampling was undertaken that day which was handy and the samples came back compliant.

Upper Log Yard performance

- Received a complaint of reversing beeper in January which was resolved
- WET (whole effluent toxicity) testing was under taken and results received in October as per consent conditions 24-27. Testing met conditions. Retest in 5 years time.
- Two rounds of sampling were under taken during the last period on the 8 Feb (same day of complaint from GDC), and 10 March. 8 Feb testing showed elevated total nitrogen. 10 March showed elevated total nitrogen, BOD, Dehydroabetic Acid, and colour indicators. We struggle with the colour-related consents but have a solution for the upper log yard.

Upper Log Yard improvements

We are still working to continue to improve our storm water systems.

- A second rain garden has been installed. Might take around 12 months to settle and start working optimally.
- Pilot work has started to chemically treat stormwater discharges which will hopefully sort the colour issues.
- Laboratory tests have been undertaken. Next step is to test in yard which will take place in May/June.

- Sampling: Nitrogen elevated but is consistent with background samples up stream, BOD & Dehydrdoabetic Acid elevated in Feb, photos confirmed a change in colour beyond mixing zone in March

Debarker stormwater capture

Stormwater capture tanks have been installed for J Block. 2x 30,000L tanks now capture 90% of all events under 13mm. Town water supply has been substituted in treatment process. This was a solution from one of the debarker staffers and has been a real success. Since this installation, copper has been well compliant through the yard for the 3 sampling rounds since.

Southern Log Yard performance

Revised consent has been issued and is now in place. Water sampling processes & operating procedures have been updated accordingly. Three rounds of sampling under these conditions now taken with compliant results: February, March and April 2017.

Dredging sediment monitoring

Conditions 8 + 9 of dredging consent are: *Annual testing of metals and metalloid (arsenic) within sediments to be dredged and once every 3 years arrange for elutriate test of metals.* All tests complaint and have been since testing started in 2006.

Projects

Wharfside Log Yard redevelopment

Closed to storage of logs from 30 June as per agreement with GDC. Consents to undertake works gained in February 2017. Currently working through several conditions regarding stormwater. Construction planned to begin in November 2017.

Twin berth project

Twin berth development plans were outlined stressing the need for more space at the port to meet customer's needs. The Community Liaison Group is one of the first stakeholders to learn about the plans and can expect to see it in the media and out in the wider community by Wednesday 10 May.

Consultation booklet circulated and the resource applications explained.

There were questions on potential for container trade and coastal shipping, and what the reclaimed land might be made of. It might include material from Waioeka Gorge.

Port staff said they will be happy to come along to iwi, community, and organisational meetings to present on the twin berth development plans.

Nick Tupara took a copy of the booklet to a kaumatua meeting earlier this week and expects there'll be some feedback. He asked who else had been invited to tonight's meeting. All relevant iwi and groups.

Nick said development and beautification of the retaining wall at the far end of the yard might help offset some of the work being proposed for the twin berth development.

He noted kaumatua currently fish at wharf 6. Andrew said the area will be closed to the public and not just because of the twin berth development work - the area has become a target for vandalism and is too dangerous to be in when forklifts and diggers are operating.

Andrew said reclamation was not something the port took lightly. The Port has worked to refine the plans of the early 2000's which had several berths required and many hectares of reclamation required. Patrick Willock said the port can be commended for being upfront and open so early on in the process.

Other items

Nick Tupara said artefacts unearthed during Wharfside log yard development archaeological survey are being registered by the museum. Ownership is to be assigned so a discussion between Ngati Oneone and EPL was required and a place for the items to be held (probably to the museum). While not hugely valuable the artefacts are indicative of activity in the area and include fragments of obsidian flakes, and bits of tools.



The port has engaged four mechanical engineering students to look at an artificial rock lobster reef as part of the twin berth development structures. They're completing a literature review with information to be disseminated to Tairāwhiti *Rock Lobster* Industry Association Chair Gordon Halley, Ngati Porou Fisheries and TROTAK, for input. Eastland Port is looking to protect rock lobster puerulus that come into the port area but can't influence their arrival. The rock lobster are perceived as rare because their arrival is sporadic. In fact they're found throughout coastal waters of New Zealand and fluctuate due to seasons and climate.

Pele Paenga, resident of Parau St, asked if residents were in danger of logs crashing through the upper log yard wall during an earthquake and tsunami. Andrew Gaddum explained the way the logs "run in the yard" and the engineering specifications of the bookends in which they are housed, mean the risk is very low.

Ian Graham, Chairman of the Harbour View Body Corporate asked whether the port had control over which ships were noisy to load. Andrew explained loading noise is related to on port operators and not the ship or the ship's captain. Also, engine noise is out of the port's hands as ships are selected by exporters. Newer ships are being used more often which might decrease the noise associated with older vessels. The port is always working on noise mitigation. Newer residential properties were built with covenants around their proximity to a commercial port.

Chair Patrick Willock said during the lifetime of the committee the port had worked hard on noise mitigation.

Larry Foster asked what work could be expected on patching up Kaiti Road. Dave Hadfield, Tairāwhiti Roads, says it's in the programme for interim repairs soon, with more work expected on it next year.

Larry Foster reported that the rubbish alongside Kaiti Road was an ongoing issue. John Gordon will follow up with the port group rostered for the next rubbish pick up.

Next meeting Monday 7 August 2017.

