



Eastland
Port

Te Tai Uru hui

Eastland Port offices 23 February 2022



Agenda

- Project updates
 - Wharf 7 Rebuild
 - Wharf 1 tug berth and dredging
 - Twin berth stage 2
 - Penguin Response
 - Piers 4 and 5 redevelopment
 - Slipway consolidation
- Updates from hapu
 - Cultural Values & Relationship Framework
- General matters arising

Project updates

Wharf 7 rebuild



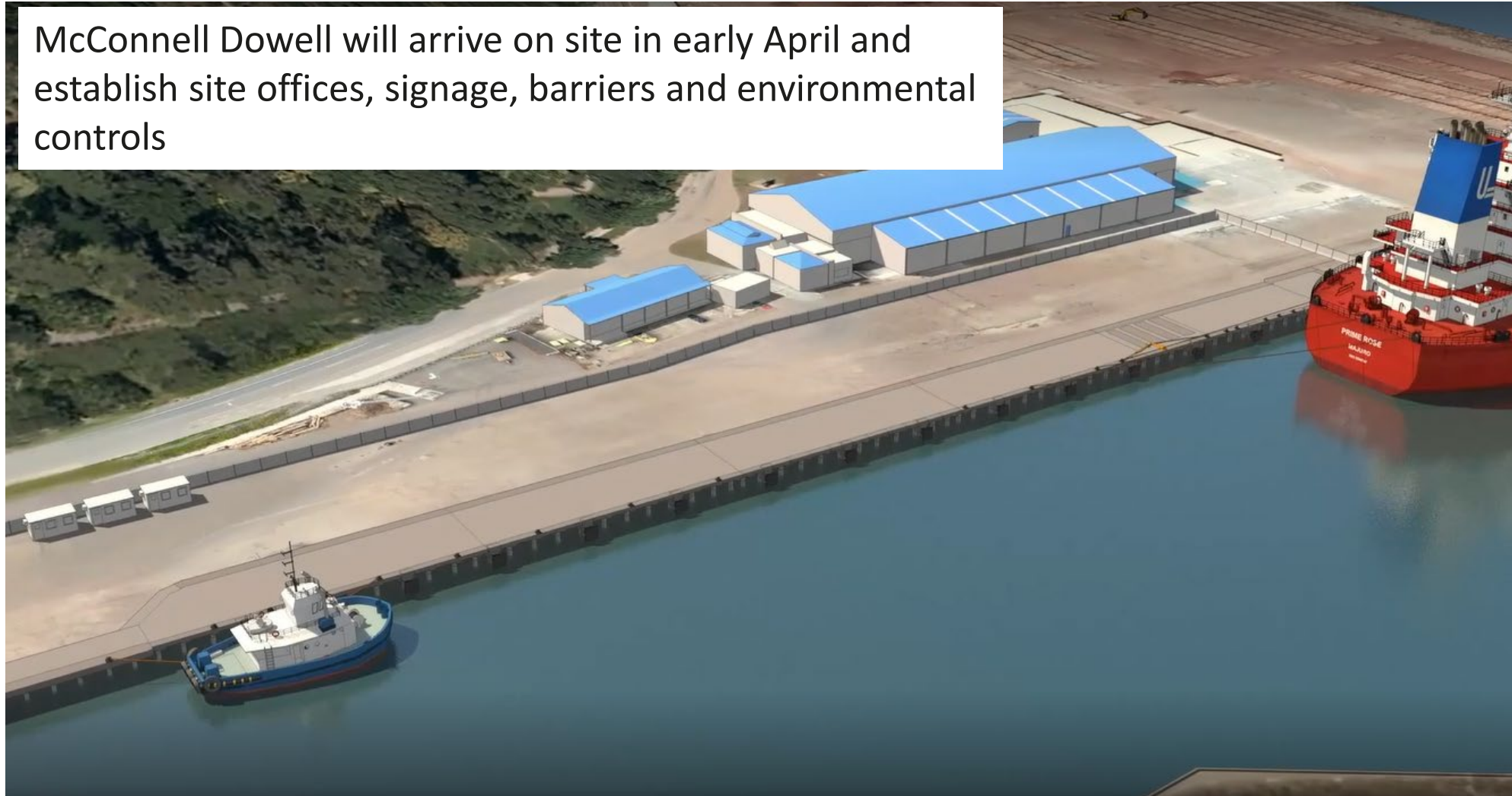
- Wharf 7 Rebuild is the first construction project of the wider Twin Berth project
- Thank you for reviewing the project management plans. These have now mostly been approved by GDC
- McConnell Dowell are aiming to be established on site in
 - April 2022 and aiming to be on site for 17 months completing the project in
 - August 2023



Wharf 7 rebuild



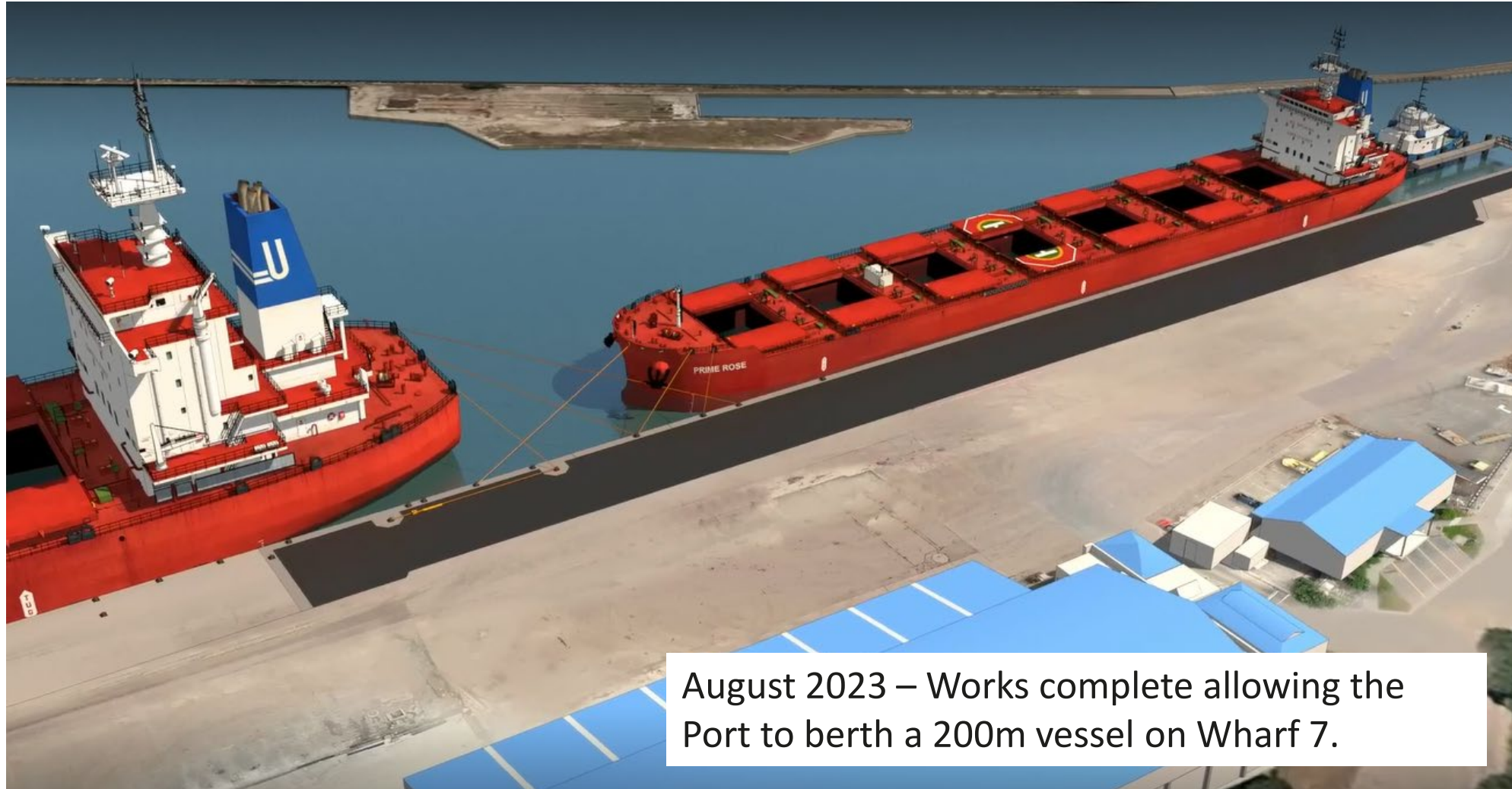
McConnell Dowell will arrive on site in early April and establish site offices, signage, barriers and environmental controls



Wharf 7 rebuild

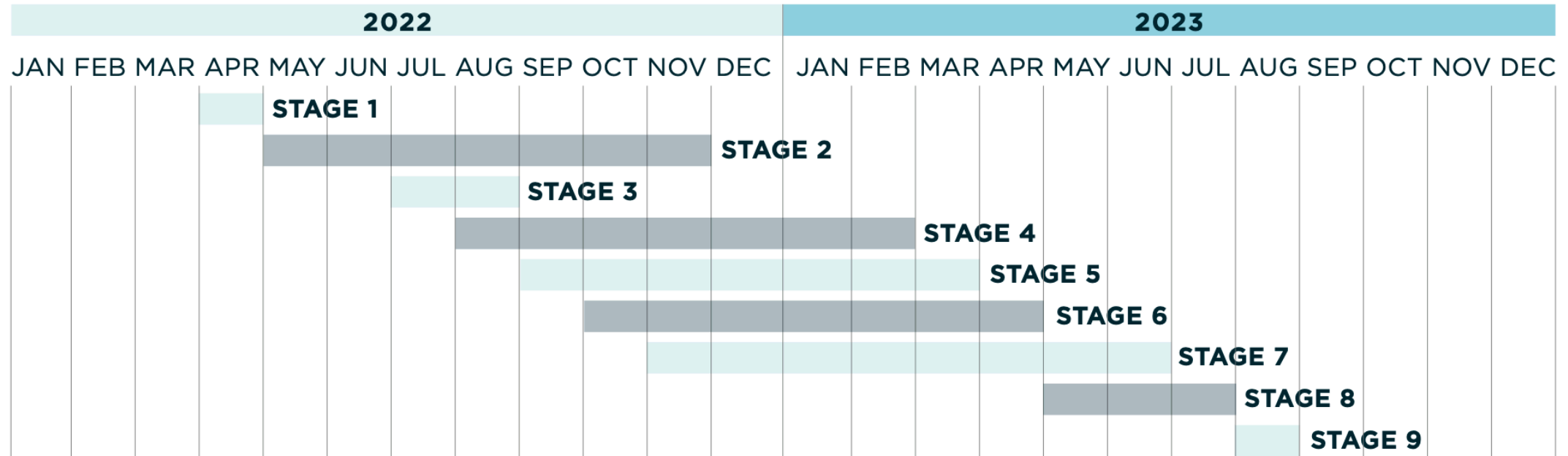


Mid May 2022 – Large shipment of steel piles will arrive directly into Eastland Port. These will be stored on site prior to installation



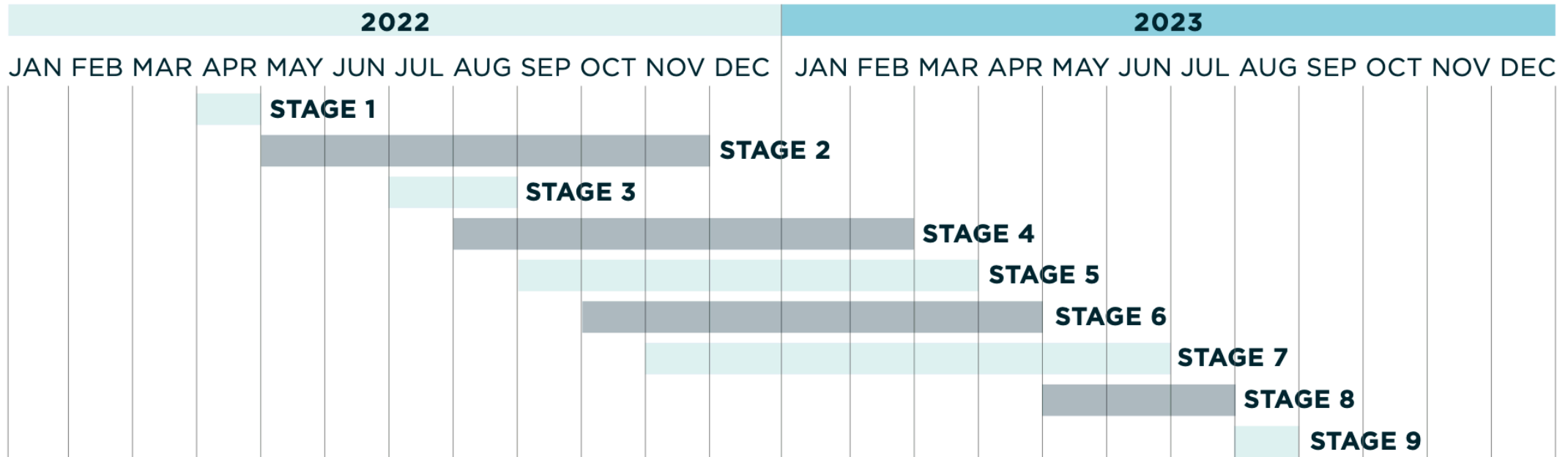
August 2023 – Works complete allowing the Port to berth a 200m vessel on Wharf 7.

STAGE 1 - CONSTRUCTION ACTIVITY



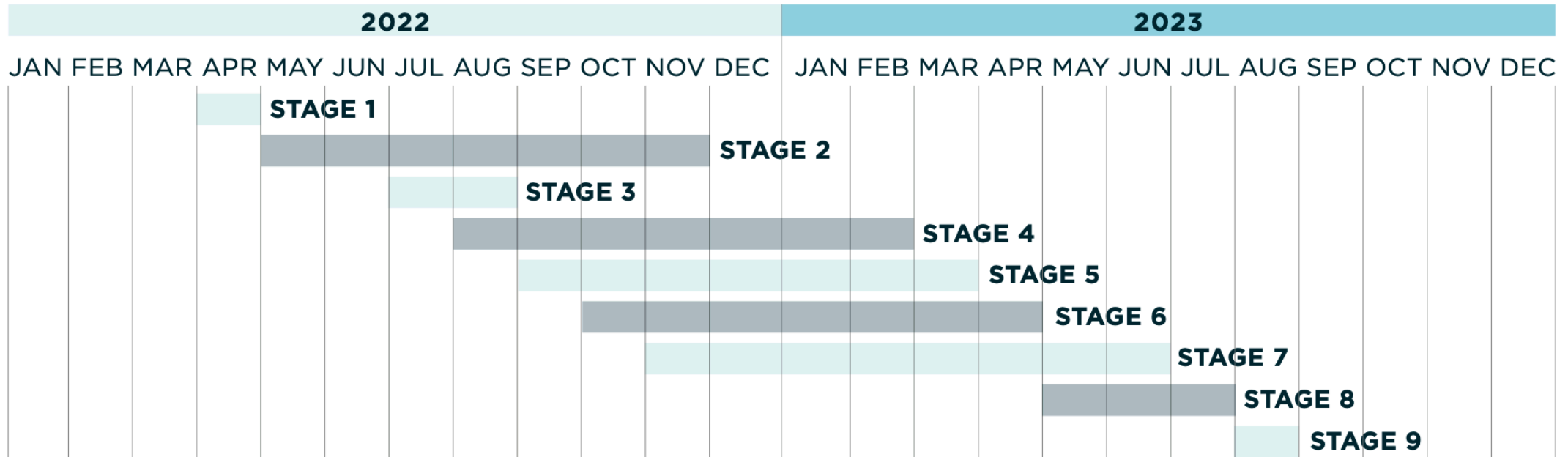
- **STAGE 1: ESTABLISHMENT.** McConnell Dowell will establish their site offices, erect site signage, and install any environmental controls before they start any works.
- **STAGE 2: PILING.** The front of the existing wharf deck will be removed and holes cut through the rest of the deck to make way for new steel piles. Once complete the new piles will be installed.
- **STAGE 3: DEMOLISH WHARF 6.** Part of Wharf 6 will be demolished completely by removing a portion of the existing deck and piles at the south-west end to make way for the new build.

STAGE 1 - CONSTRUCTION ACTIVITY



- **STAGE 4: DEMOLISH WHARF 7.** The entire wharf deck and piles of the wharf 7 will be removed. All concrete from the project will then be taken to our Matawhero site for recycling into our future projects.
- **STAGE 5: PILE PLUGS AND HEADSTOCKS.** Once the steel piles are installed the top of each pile will be plugged with reinforced concrete to support and connect with the concrete headstock beams that will run between the piles to support the new wharf deck.
- **STAGE 6: INSTALL PRE-CAST CONCRETE DECK PLANKS.** Pre-cast concrete planks will be cast onsite. Once manufactured these will be lifted into place to form the bottom portion of the new wharf deck.

STAGE 1 - CONSTRUCTION ACTIVITY



- **STAGE 7: POUR CONCRETE WHARF DECK.** Reinforced concrete will be poured on top of the installed pre-cast deck planks once they are all installed to complete the new deck slab.
- **STAGE 8: INSTALL FENDERS, BOLLARDS AND UTILITIES.** All the purchased parts needed to complete the wharf will be installed these includes new bollards and fenders for the ships to moor, as well as firefighting pumps, stormwater collection pipes, and electrical services.
- **STAGE 9: DEMOBILISE FROM SITE.** With Wharf 7 complete it will be time for the contractor to remove all site offices and environmental controls.

Wharf 7 rebuild

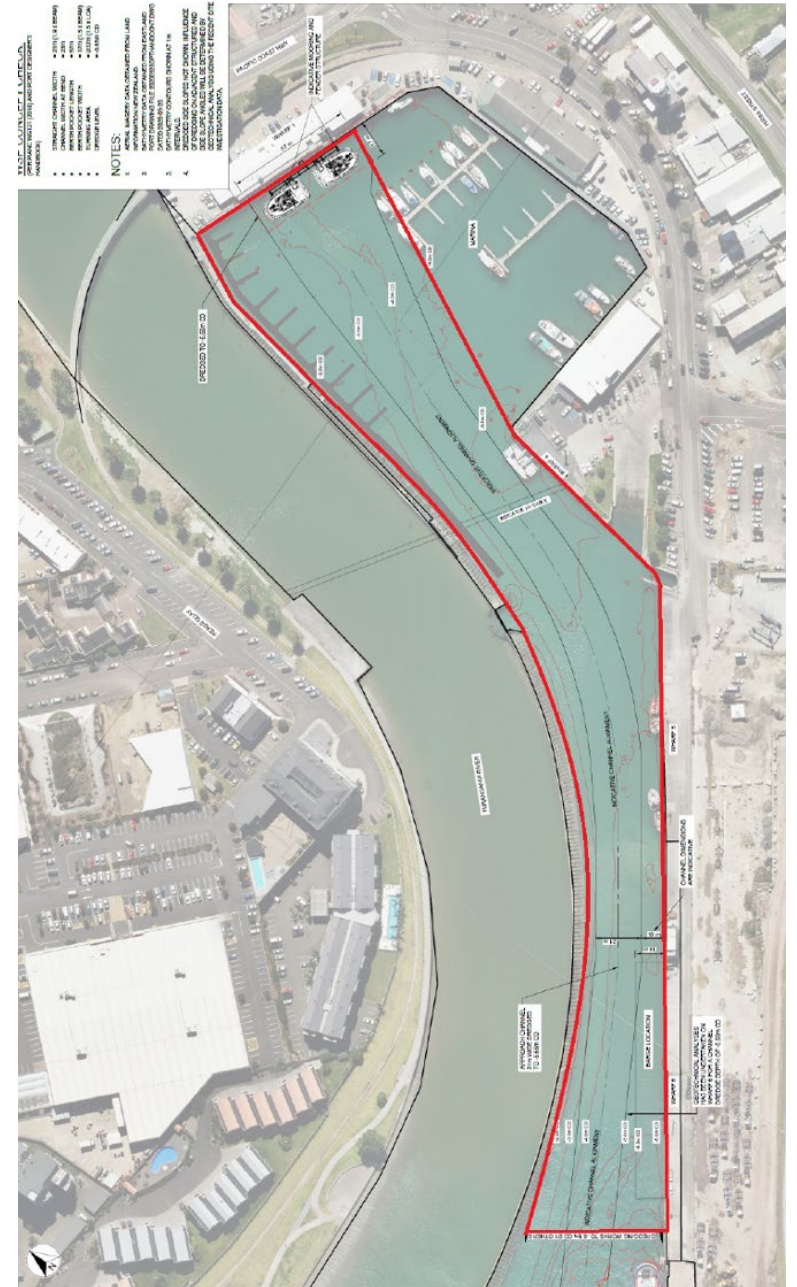


- Site blessing to be arranged with McConnell Dowell in conjunction with Ngati Oneone
- Site visit once construction commences at future Te Tai Uru meeting



Wharf 1 tug berth & dredging

- Activities
 - Construction of a pile mooring and platform at Wharf 1
 - Dredging of the inner channel adjacent to Wharves 4, 5, 6 and the inner harbour basin to Wharf 1
- Consenting process
 - Application was lodged on 29 September 2021
 - Limited Notification closed on 17 December 2021. No submissions were received
 - Council working towards finalising decision
- Due to time delays now it would not be possible to complete works before the tugs arrive from China in May
- Modifications will be made to Wharf 6 to accommodate tugs until works for Wharf 1 are completed



Twin berth Stage 2 application

- The application is progressing to be lodged in late March
- The application will come direct to Te Tai Uru members at the same time it is lodged
- The hapu CVRF have been delayed in arriving with us for direct incorporation into this application. However, through the active participation in Te Tai Uru EPL is hopeful we have captured the matters that are important to hapu and considered these in our application



Stage one

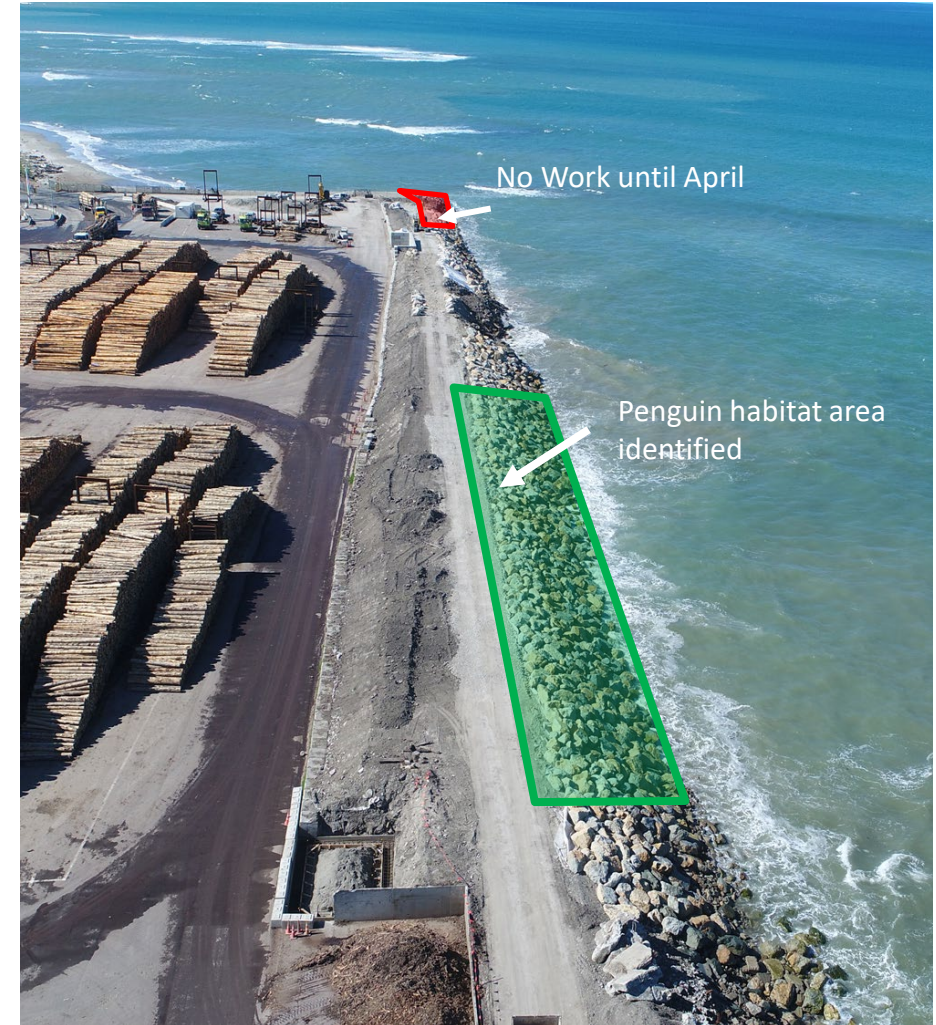
- 1 Slipway reconfiguration
- 2 Wharf 7 rebuild 200 LOA, -12.5m

Stage two

- 3 Wharf 8 extension 185 LOA, -11.1m CD
- 4 1.5ha reclamation
- 5 Breakwater repairs
- 6 Outer channel -11.6m CD
- 7 Inner channel -11.1m CD
- 8 Turning basin -10.6m CD

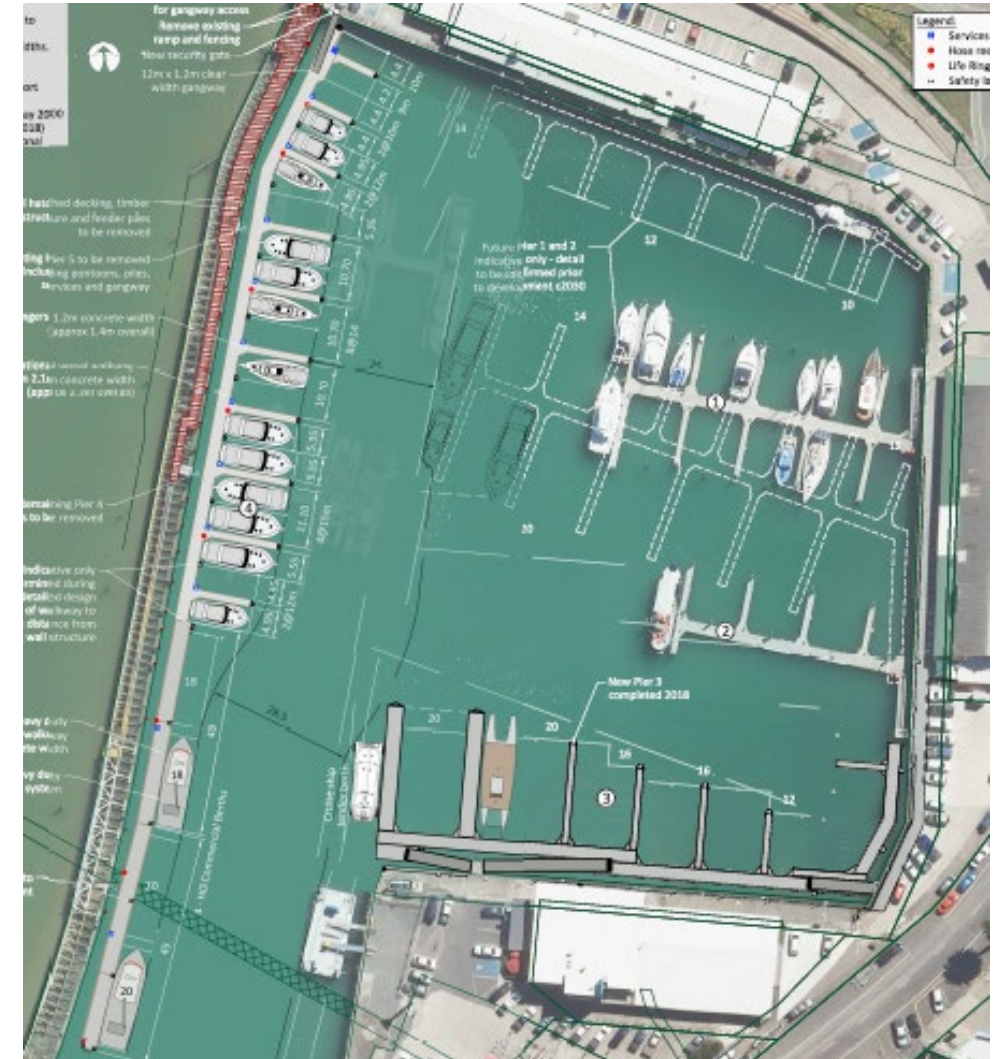
Kororā response

- A Penguin Management Plan is being developed by local Steve Sawyer from EcoWorks and will encompass
 - Establishment of new penguin habitat area on the seawall
 - Establishment of penguin boxes
 - Plantings the area shelter birds
 - Provision of better penguin access to and from the water to the habitat area
 - Predator control programs
 - Securing the new habitat away from public access in particular dogs
 - Relocation plan
 - Preparation of a Section 53 Wildlife Act permit to authorise the “disturbance and/or handling” of kororā
- The draft Penguin Management Plan will be circulated to Te Tai Uru for comment before it is approved and implemented



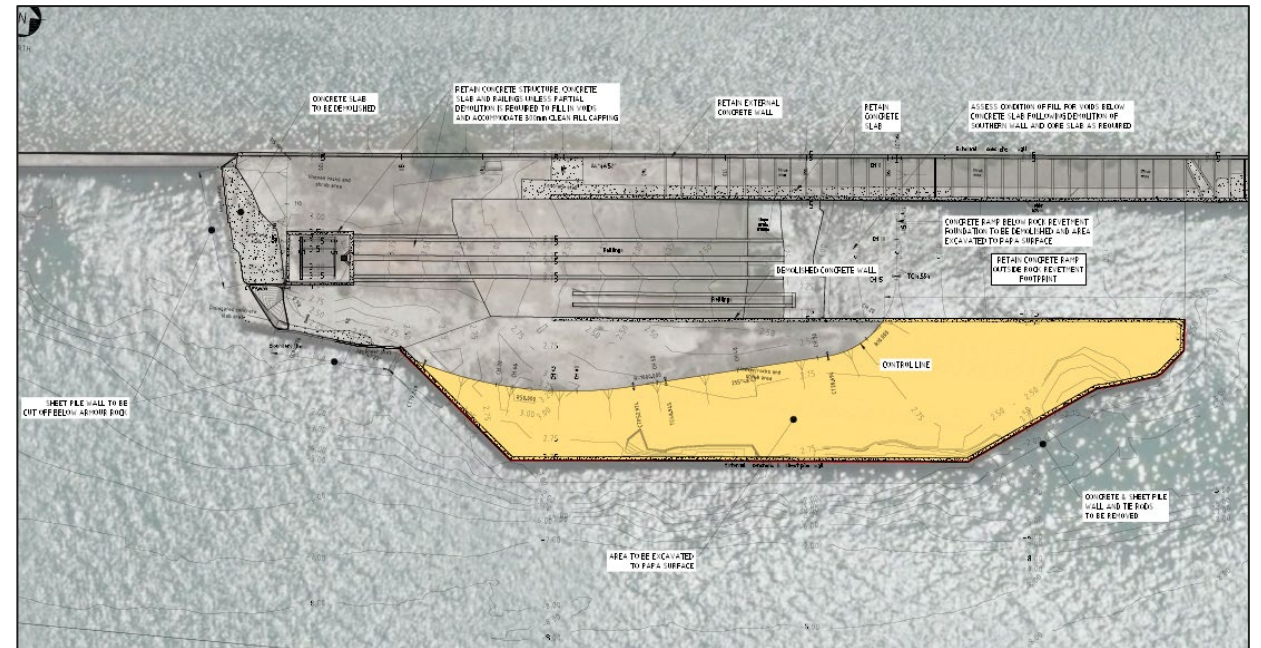
Piers 4 & 5 Redevelopment

- Activities
 - Pier 4 is reserved for 20 recreational moorings accommodating vessels having a length of up to 15 metres
 - New Pier 5 (now located further to the south) provides a more robust berthing facility for 4 commercial vessels moored parallel to the walkway. The walkway incorporates a heavy-duty fender system to better protect against side impacts
- Consenting process
 - The application was lodged March 2020 but was put on hold until late 2021
 - The application was taken off hold and notified on 14 December 2021 and no submissions were received
 - Council is working on finalising the decision



Slipway consolidation

- The slipway requires modifications to its shape to enable the berthing of larger ships at the Wharf 7
- To ensure future stability of the modified slipway structure rock armour will be placed on 3 sides of the modified shape (East, South, West)
- We are also taking the opportunity to undertake maintenance works to the river training wall that forms the remaining side (North side) of the slipway
- Works will start in the second half of 2022



Update from hapu

Cultural Values & Relationships Framework



- Hapu Cultural Values & Relationships Framework updates

General matters arising

