




HBRC – Port of Napier Limited consent submission

Which consent does your submission relate to: *	• CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O
Person Making the Submission *	James Drummond
Address *	 22 Severn street Pandora Napier, Hawkes Bay 4114 New Zealand
Contact Person (if different to above, or if submitter is an organisation)	james drummond
Phone Number *	0275972516
Mobile Number	
Email *	james.drummond@c3.co.nz
Are you a trade competitor for the purposes of section 308B of the RMA 1991 *	No
IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition *	No
*	I/We support the above application
The specific parts of the application that my submission relates to are (please enter the relevant number)	
My submission is: (you may attach submission detail to this form) * Include the reasons for your views	
I seek the following decision from the Hawke's Bay Regional Council: * Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought	
I wish to be heard in support of my submission *	No
If others make a similar submission, I will consider presenting a joint case with them at the hearing *	No
I wish to attend any pre-hearing meeting that may be convened. *	No




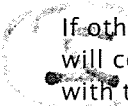
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Created 10 Apr 2018 1:50:57 PM	203.97.7.158 IP Address	Updated 10 Apr 2018 1:52:06 PM
PUBLIC		PUBLIC
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HBRC – Port of Napier Limited consent submission

Which consent does your submission relate to: *	• CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O
Person Making the Submission *	Chris Hart
Address *	 33 The Esplanade Westshore, Napier 4110 New Zealand
Contact Person (if different to above, or if submitter is an organisation)	
Phone Number *	0220415176
Mobile Number	
Email *	chrishart79@hotmail.com
Are you a trade competitor for the purposes of section 308B of the RMA 1991 *	No
IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition *	No
*	I/We support the above application
The specific parts of the application that my submission relates to are (please enter the relevant number)	All
My submission is: (you may attach submission detail to this form) * Include the reasons for your views	I will support the application for the proposed new wharf, provided the sand material which is dredged from the new deep water channel be deposited (in the water) in and around Westshore beach providing further protection from coastal erosion. And that sand material from future dredging activities in regard to maintenance of the channels be deposited (in the water) in and around Westshore beach.
I seek the following decision from the Hawke's Bay Regional Council: * Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought	I would like clause amended: To dispose of dredged material from capital and maintenance dredging within an offshore area shown in the application;
I wish to be heard in support of my submission *	No
	No



If others make a similar submission, I will consider presenting a joint case with them at the hearing *

I wish to attend any pre-hearing meeting that may be convened. * No

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Created 11 Apr 2018 4:38:54 PM PUBLIC	202.56.37.49 IP Address	Updated 11 Apr 2018 4:54:01 PM PUBLIC
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HBRC – Port of Napier Limited consent submission



Which consent does your submission relate to: * • CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Person Making the Submission * jeremy dunningham

Address *  21 Burns road Hospital Hill
Napier, Hawkes Bay 4110
New Zealand

Contact Person (if different to above, or if submitter is an organisation)

Phone Number * (06)8356797

Mobile Number 0220867298

Email * jeremydunningham@yahoo.com

Are you a trade competitor for the purposes of section 308B of the RMA 1991 * No

IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition * No

* I/We support the above application

The specific parts of the application that my submission relates to are (please enter the relevant number) CL180011E

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views

while we support the extension of the Napier Port with the new wharf, accepting that it will be important in the near future for the efficient continuation of trade and visitor vessels, we have a concern with the disposal of the dredged material. We understand that there will be two main substances extracted in the dredging, some form of rock/sandstone, and loose sand of good quality. It is what is proposed to happen with the loose sand that concerns us, as the plan seems to indicate that it will be disposed of in the same areas as the other material, out to sea some kilometres. It seems a great shame that such a resource cannot be dumped near to the beach at Westshore, which has occurred with previous more minor dredging of channels and entranceways. There does not seem to be an issue about separating the two substances, and it would surely be less distance for the barges to travel, if the loose sand were to be dumped off Westshore. There is little doubt that previous such dumpings have had a beneficial effect on not just Westshore beach, but other local beaches at Ahuriri.

we understand that there is some concern about tidal and wind direction forces moving the sand away from Westshore, and perhaps affecting Te Pania reef to the south, but the evidence does not support this concern, and from simple local knowledge, concern about strong westerlies for hours on end at a certain strength is unfounded.

We strongly oppose the planned dumping of the loose sand material out to sea.

I seek the following decision from the Hawke's Bay Regional Council:
 * Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

Amend the plan to dump the loose sand extracted from the new wharf site with the other material out to sea. amend the plan condition to dump the loose sand off Westshore Beach.

I wish to be heard in support of my submission * No

If others make a similar submission, I will consider presenting a joint case with them at the hearing * No

I wish to attend any pre-hearing meeting that may be convened. * No

Attach a File

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 16 Apr 2018
 12:17:24 PM

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Updated
 16 Apr 2018
 12:31:18 PM


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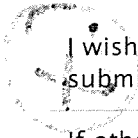
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Complete



HBRC – Port of Napier Limited consent submission

Which consent does your submission relate to: *	• CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O
Person Making the Submission *	Chris Morris
Address *	 2/6 Myers Place Tamatea Napier, HB 4112 New Zealand
Contact Person (if different to above, or if submitter is an organisation)	
Phone Number *	0212537925
Mobile Number	
Email *	chris@surfcaster.co.nz
Are you a trade competitor for the purposes of section 308B of the RMA 1991 *	No
IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition *	No
*	I/We oppose the above application
The specific parts of the application that my submission relates to are (please enter the relevant number)	5341-SHT415-RevD
My submission is: (you may attach submission detail to this form) * Include the reasons for your views	<p>This is not far enough offshore. The inshore areas around Napier are already severely depleted due to shellfish beds being covered with silt from our rivers and in the case of WestShore and Whirinaki, dredging spoil dumped in the hope of retaining beach frontage. Whatever is dumped in there just kills off any shellfish trying to grow there before being carried away north towards Whirinaki by the currents.</p> <p>Adding more spoil so close to the port will kill off what little remains of the sea-life on Pania reef.</p>
I seek the following decision from the Hawke's Bay Regional Council: * Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought	Dump the spoil much further out to sea.
	No



I wish to be heard in support of my submission *

If others make a similar submission, I will consider presenting a joint case with them at the hearing * Yes


I wish to attend any pre-hearing meeting that may be convened. * No

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Created 18 Apr 2018 9:52:16 AM PUBLIC	202.56.54.241 IP Address	Updated 18 Apr 2018 10:02:52 AM PUBLIC
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HBRC – Port of Napier Limited consent submission



Which consent does your submission relate to: *	• CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O
Person Making the Submission *	Alex Jones
Address *	 43b Le quesne road Bay View, Hawkes Bay 4110 New Zealand
Contact Person (if different to above, or if submitter is an organisation)	
Phone Number *	0211129062
Mobile Number	
Email *	jones.ajj83@gmail.com
Are you a trade competitor for the purposes of section 308B of the RMA 1991 *	No
IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition *	No
*	I/We oppose the above application
The specific parts of the application that my submission relates to are (please enter the relevant number)	5341-SHT415-RevD
My submission is: (you may attach submission detail to this form) * Include the reasons for your views	To make the offshore dumping area further out to sea. Beyond drop off.
I seek the following decision from the Hawke's Bay Regional Council: * Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought	The proposed offshore dumping of dredge materials is too close. The bay already suffers for excess sediment levels. Propose that dumping of dredging be made much further out to sea (beyond drop off) where impact will be reduced through greater dispersal of materials.
I wish to be heard in support of my submission *	No
If others make a similar submission, I will consider presenting a joint case with them at the hearing *	No
I wish to attend any pre-hearing meeting that may be convened. *	No



Attach a File

Created
18 Apr 2018
2:34:01 PM

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IP Address

Updated
18 Apr 2018
2:39:54 PM


PUBLIC

PUBLIC

Complete

HBRC – Port of Napier Limited consent submission



Which consent does your submission relate to: *	• CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O
Person Making the Submission *	David Shipp
Address *	 3 James Street Napier, Hawkes Bay 4110 New Zealand
Contact Person (if different to above, or if submitter is an organisation)	
Phone Number *	06 8449609
Mobile Number	021 278 3758
Email *	dkshipp48@gmail.com
Are you a trade competitor for the purposes of section 308B of the RMA 1991 *	No
IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition *	Yes
*	I/We oppose the above application
The specific parts of the application that my submission relates to are (please enter the relevant number)	Part 5
My submission is: (you may attach submission detail to this form) * Include the reasons for your views	
I support the general concept of the project however I oppose any dredged material containing significant amounts of fine sand being deposited at a new site 5 km from the shore off Marine Parade.	
There are benefits to the sand material being deposited off the beach opposite the Surf Club.	
1. There is already a consented area for deposition at the Surf Club location and the previous dumping of sand there recently is already having a beneficial effect on the beach.	
2. Restoration of a popular beach amenity to the public of Napier.	
3. Pushing the waveline further out from the coastline would have a positive effect on the rate of erosion as outlined in the recent Coastal Strategy.	
4. Dumping the sand at Westshore requires no further treatment on the dredge and must be cheaper and quicker than placing it on the new site off Marine Parade.	

I seek the following decision from the Hawke's Bay Regional Council:
 * Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

Amend Part 5 to continue to allow dumping of sand at Westhore

I wish to be heard in support of my submission * No

If others make a similar submission, I will consider presenting a joint case with them at the hearing * Yes

I wish to attend any pre-hearing meeting that may be convened. * Yes

Attach a File

Created 20 Apr 2018 12:34:25 PM	163.47.237.43 IP Address	Updated 20 Apr 2018 12:45:50 PM
PUBLIC		PUBLIC
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Office Use

Application No: CL180008C, CL180009E, CL180010E,
CL180011E, CD180012W, CL180013O
Submission No _____

7

Submission on Resource Consent Application

(Form 13 Resource Management Act 1991)

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

Person Making Submission

Full name: Aaron Duncan

Postal address: 67b Ferry Road

Clive

Post code 4102

Property address, if different: _____

Contact person (if different to above, or if submitter is an organisation): _____

Telephone Number: _____

Cell: 021375013

E-mail: aaron@freenergy.co.nz

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

Details of the Proposed Activities:

- To construct a new wharf (Wharf 6) and undertake associated activities;
- To undertake Stage 1 capital dredging beneath the proposed new wharf, in the inner port area, swinging basin and part of the Deep Water Channel;
- To undertake Stages 2 to 5 capital dredging within the inner port area, swinging basin, in and near the existing three channels and to form a new channel;
- To undertake maintenance dredging within the areas for which capital dredging permits are sought (Stages 1 to 5);
- To dispose of dredged material from capital and maintenance dredging within an offshore area shown in the application; and
- To occupy the common marine and coastal area for existing Port activities (replacing the existing coastal permits held by Napier Port to occupy an area for port purposes), the proposed new wharf, the adjacent berth pocket including the areas on both sides of the dolphins, and the new swinging basin, as shown in the plan attached to the application.

Submission close Date: 5.00 pm on Tuesday 1st May 2018



Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If yes: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition Yes No

I/We support the above application

I/We oppose the above application

I/We neither support nor oppose the above application

The specific parts of the application that my submission relates to are: _____

Dredging and spoil disposal

My submission is: (you may attach submission detail to this form)

* *Include the reasons for your views* _____

See attached

I seek the following decision from the Hawke's Bay Regional Council:

* *Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought* _____

I wish to be heard in support of my submission

I **DO NOT** wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at the hearing

I wish to attend any pre-hearing meeting that may be convened Yes No

Signature of submitter:  _____ Date 22 / 14 / 2018
(or person authorised to sign on behalf of submitter)

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant **Port of Napier Ltd**
PO Box 947
Napier 4140
New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz



Submission on Resource Consent Application

Application No: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Proposed Wharf and Dredging Project Resource Consent Applications and Description and Assessment of Effects on the Environment

22/04/18

To Whom it may concern,

I understand the economic drivers to expand the PON for future cargo growth.

We are NOT opposed the PON wharf extension proposal but have some concern around the location of the proposed offshore dredging dump site.

My concern is the degradation of Pania and Town reef as a recreational and kai-moana gathering area and the importance of this reef system for the HB juvenile fish stocks.

We understand the actual dredging process is going to have an effect on Pania Reef, this is more difficult to control, but my main concern is what can be controlled, the disposal site for the dredges material.

We have held formal meeting with senior PON staff on two separate occasions, 13/12/16 & 18/05/17 along with representatives from Legasea HB and HB Dive club.

We understand the spoil dump location is 2.16nm East of the port. This is also 1.6nm East of Pania and Town reefs. With a total projected volume of 3,222,000 m³/cu

Appendix C- 6 Wharf Development: 3D Geological Model and Dredge Volumes – Table 5.1

We have studied the numerous reports in the resource consent application and it appears although there has been significant effort made in the collection of data, there are still several points I would like to raise:

- I believe the dredge disposal site is too close to the recreational and ecological sites of Pania and Town reef.
- Although a lot has been mentioned about Pania reef, I cannot find reference to town reef and the importance of this for crustaceans and juvenile fish stocks.
- My reading indicates that the dredge plume modelling for the offshore site was conducted off current samples taken from 9/12/16 to 16/01/17. As a regular recreational user of Pania reef I am aware the current direction and velocity can vary throughout the year. Ref: *Appendix F - Napier Port Proposed Wharf and Dredging Project – Post-Disposal Fate of Dredged Sediments. Table 2-2*

- The current monitoring was based on Hydrodynamic ADCP readings taken to the west of the channel, SW of Pania Reef. We do not believe this is a true reflection of current flow across the reef
- The current monitoring modelling was taken with primarily westerly winds, we do not believe this is a true reflection of the annual wind direction for the area.
- I cannot find it detailed what monitoring will take place along Pania Reef during dumping. Who will perform this monitoring and what is the time frame and course of action should the plume effect the ecology and recreational access to the reef.
- Monitoring and management receives one small section for the entire Benthic Ecology report, we believe this to be of major importance to this project and a detailed monitoring and action plan be submitted.
- Our research indicates other NZ ports, capital and maintenance dredging projects dump their dredge spoils in deep water, a long way away from any recreational or ecologically important reef systems.

Outcome:

- We could like to see the dredge disposal site moved significantly further offshore, to the edge of the drop-off. Approximately 37nm east of the PON, an area of approximately 500m depth where ocean currents will disperse the plume.
- We would like to see detailed independent & transparent monitoring and an action plan for Pania Reef at numerous sites, this will protect the reef from not only the dredge dumping but also the BHD and TSHD capital and maintenance dredging activity.

Yours sincerely

Aaron Duncan

aaron@freenergy.co.nz

021375013

HBRC – Port of Napier Limited consent submission



Which consent does your submission relate to: *	CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O
Person Making the Submission *	Jamie Hunt
Address *	<input type="checkbox"/> 18 Allen's Lane clive Clive, Hawksbay 4102 New Zealand
Contact Person (if different to above, or if submitter is an organisation)	
Phone Number *	0223711399
Mobile Number	
Email *	jamie@hec.co.nz
Are you a trade competitor for the purposes of section 308B of the RMA 1991 *	No
IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition *	No
*	I/We oppose the above application
The specific parts of the application that my submission relates to are (please enter the relevant number)	All
My submission is: (you may attach submission detail to this form) * Include the reasons for your views	I'm am very opposed to the dumping of the dredged material so close to our reefs and breeding grounds . Pania reef already has huge amounts of settlements with the new proposed amount of material will devastate any chance of a growing fish life in the hawksbay.
I seek the following decision from the Hawke's Bay Regional Council: * Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought	Move the dumping of the materials further of sure in big deep water 500 meters of water where the effects on small eco systems Close in sure are not completely destroyed
I wish to be heard in support of my submission *	No
If others make a similar submission, I will consider presenting a joint case with them at the hearing *	Yes


I wish to attend any pre-hearing meeting that may be convened. * Yes

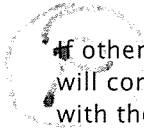
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HBRC – Port of Napier Limited consent submission

Which consent does your submission relate to: *	• CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O
Person Making the Submission *	Daniel Somerville
Address *	 4 Grant Place Greenmeadows Napier , Hawke's Bay 4112 New Zealand
Contact Person (if different to above, or if submitter is an organisation)	
Phone Number *	0276362440
Mobile Number	
Email *	somerville.daniel@gmail.com
Are you a trade competitor for the purposes of section 308B of the RMA 1991 *	No
IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition *	No
*	I/We oppose the above application
The specific parts of the application that my submission relates to are (please enter the relevant number)	The dumping zone 5341-SHT415-RevD
My submission is: (you may attach submission detail to this form) * Include the reasons for your views	A proposed alternative dumping zone with no impact on Pania and City reefs Dumping of sediment will have an effect on the sea life of these reefs. I am a regular recreational diver in this area and the sediment that settles is already an issue. My concerns lie with the further impact this will have on the sea life and the risks it will have in visibility making diving more dangerous. We need to ensure we look after these areas for future generations
I seek the following decision from the Hawke's Bay Regional Council: * Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought	5341-SHT415-RevD The dumping zone
I wish to be heard in support of my submission *	Yes



If others make a similar submission, I will consider presenting a joint case with them at the hearing * Yes

I wish to attend any pre-hearing meeting that may be convened. * Yes

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HAWKE'S BAY

Office Use

Application No: CL180008C, CL180009E, CL180010E,
CL180011E, CD180012W, CL180013O
Submission No

10

**Submission on
Resource Consent Application**
(Form 13 Resource Management Act 1991)

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

Person Making Submission

Full name: Karl Jason Warr

Postal address: 11 Sheehan St Bayview

Napier

Post code 4104.

Property address, if different:

Contact person (if different to above, or if submitter is an organisation):

Telephone Number: 06 8365519

Cell: 027 2590059

E-mail: Chips14874@gmail.com

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

Details of the Proposed Activities:

- To construct a new wharf (Wharf 6) and undertake associated activities;
- To undertake Stage 1 capital dredging beneath the proposed new wharf, in the inner port area, swinging basin and part of the Deep Water Channel;
- To undertake Stages 2 to 5 capital dredging within the inner port area, swinging basin, in and near the existing three channels and to form a new channel;
- To undertake maintenance dredging within the areas for which capital dredging permits are sought (Stages 1 to 5);
- To dispose of dredged material from capital and maintenance dredging within an offshore area shown in the application; and
- To occupy the common marine and coastal area for existing Port activities (replacing the existing coastal permits held by Napier Port to occupy an area for port purposes), the proposed new wharf, the adjacent berth pocket including the areas on both sides of the dolphins, and the new swinging basin, as shown in the plan attached to the application.

Submission close Date: 5.00 pm on Tuesday 1st May 2018



Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If yes: Are you directly affected by an effect of the proposed activity that adversely affects the environment and does not relate to, or the effects of trade competition Yes No

I/We support the above application
I/We oppose the above application
I/We neither support nor oppose the above application

The specific parts of the application that my submission relates to are:

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views

- Environmental impact on the ecology of fisheries in the vicinity of dredge spoil dumping sites
- Light pollution causing massive predation on juvenile lifecycle stocks (marine) for our fishing areas here (moth effect)
- Irresponsible current maint dredging program -> decimation of nearshore yellowbelly flounder population

I seek the following decision from the Hawke's Bay Regional Council:

* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

- Research on impacts to marine ecosystems & environs
- consents to dump spoil
- Compensation for loss of lifestyle as an affected party.

I wish to be heard in support of my submission

I **DO NOT** wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at the hearing

I wish to attend any pre-hearing meeting that may be convened

Yes

No

Signature of submitter:
(or person authorised to sign on behalf of submitter)



Date 24 / 09 / 2018

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant

Port of Napier Ltd
PO Box 947
Napier 4140
New Zealand
Attention: Michel de Vos
michely@napierport.co.nz



Office Use

Application No: CL180008C, CL180009E, CL180010E,
CL180011E, CD180012W, CL180013O
Submission No _____



Herbi

2198476

**Submission on
Resource Consent Application**
(Form 13 Resource Management Act 1991)

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

Person Making Submission

Full name: Denis and Diane Cadwallader

Postal address: 12 The Esplanade, Westshore

Napier

Post code 4110

Property address, if different: _____

Contact person (if different to above, or if submitter is an organisation): _____

Telephone Number: _____

Cell: 021 023 22829

E-mail: deniscadwallader@gmail.com

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

Details of the Proposed Activities:

- To construct a new wharf (Wharf 6) and undertake associated activities;
- To undertake Stage 1 capital dredging beneath the proposed new wharf, in the inner port area, swinging basin and part of the Deep Water Channel;
- To undertake Stages 2 to 5 capital dredging within the inner port area, swinging basin, in and near the existing three channels and to form a new channel;
- To undertake maintenance dredging within the areas for which capital dredging permits are sought (Stages 1 to 5);
- To dispose of dredged material from capital and maintenance dredging within an offshore area shown in the application; and
- To occupy the common marine and coastal area for existing Port activities (replacing the existing coastal permits held by Napier Port to occupy an area for port purposes), the proposed new wharf, the adjacent berth pocket including the areas on both sides of the dolphins, and the new swinging basin, as shown in the plan attached to the application.

Submission close Date: 5.00 pm on Tuesday 1st May 2018

71



Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If yes: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition Yes No

I/We support the above application

I/We oppose the above application

I/We neither support nor oppose the above application

The specific parts of the application that my submission relates to are: _____

CD180012W

My submission is: (you may attach submission detail to this form)

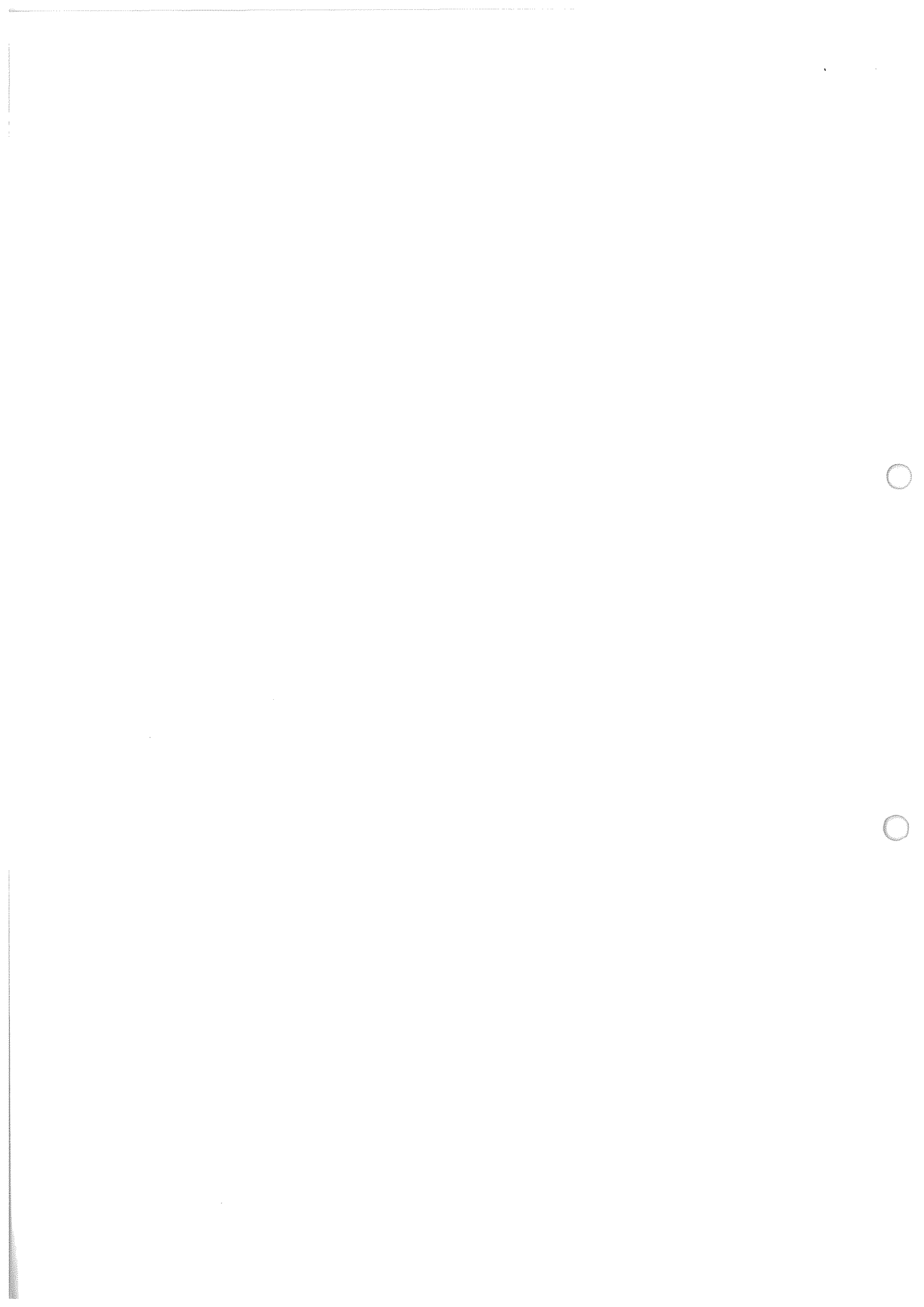
* *Include the reasons for your views* _____

As attached

I seek the following decision from the Hawke's Bay Regional Council:

* *Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought* _____

As attached



I wish to be heard in support of my submission

I **DO NOT** wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at the hearing

I wish to attend any pre-hearing meeting that may be convened

Yes

No

Signature of submitter:  _____
(or person authorised to sign on behalf of submitter)

Date 24 / 4 / 2018

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant



Port of Napier Ltd
PO Box 947
Napier 4140
New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz



My Submission is:

I support the general concept of the project; however, I oppose any dredged material containing significant amounts of fine sand being deposited at a new site 5km offshore from the Marine Parade. Table 3-2 (p.44) of Volume 1 shows that just over 1 million cubic metres of material will be dredged using a suction dredge (TSHD) from areas A and A1. The vibracore samples taken from these two areas indicate they contain a very high percentage of sand. The footnote at the bottom of Table 5.1 (p.5) of Appendix C, also states that Area A is predominantly very loose to loose sand.

The recent disposal of fine sand dredged from the shipping channel, and deposited opposite the Westshore Surf Club, is having a visible, positive effect on the beach and swimming area.


I seek the following decision from the Hawke's Bay Regional Council:

I request that a condition be placed on this Consent, that all material from Areas A and A1, dredged using a TSHD dredge, be deposited at the current disposal site off Westshore Beach known as R extended.



HBRC – Port of Napier Limited consent submission



Which consent does your submission relate to: *	• CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O
Person Making the Submission *	Denis Pilkington
Address *	 88 Charles Street Westshore Napier 4110 New Zealand
Contact Person (if different to above, or if submitter is an organisation)	DOROTHY Pilkington
Phone Number *	8356525
Mobile Number	02102218227
Email *	denis.pilkington@gmail.com
Are you a trade competitor for the purposes of section 308B of the RMA 1991 *	No
IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition *	No
*	I/We support the above application
The specific parts of the application that my submission relates to are (please enter the relevant number)	5341-SHT415-RevD Off shore disposal area

My submission is: (you may attach submission detail to this form)
* Include the reasons for your views

My submission is that I want sand dredged from the shipping channel to be discharged at the currently approved site offshore at Westshore Beach rather than in the proposed off shore area east of the Port. Up until the early 1980s the beach at Westshore was broad and sandy and a major recreational destination for the people of Hawke's Bay and many visitors from elsewhere both in New Zealand and from other countries. The beach was enjoyed by very large numbers of people which made it a major economic and tourism asset for Napier. Since the 1980s the beach has been steadily eroded away with the level of the southern end of the beach having dropped by as much as 2 metres. The beach is now much less sandy and access to the southern end of the beach is impeded by the tall shingle stop banks maintained as part of the renourishment process. The beach is no longer the attraction that it once was and can now only be described as a "mess".

There is evidence to suggest that the erosion of the beach over the last 30 – 40 years resulted from the blocking of the natural supply of replenishing sand that drifted north around the end of Bluff Hill by deeper dredging of the shipping channel at the port. As a result the large delta of sand off the Westshore beach has gradually depleted to a stage where the beach level has dropped, there is little sand on the beach and erosion of the beach front has become a problem.

The current conditions for maintenance dredging of the shipping channel into the port include a requirement that sandy material is to be dumped at Westshore. This was done during the major



maintenance dredging programme last year where a large amount of sand was dumped off the beach in the vicinity of the Westshore Surf Club. Recent aerial photographs show that the wavebreak line has moved out in this area and measurements by the Hawke's Bay Regional Council show that the water has become shallower off this section of the beach. The Regional Council's sieve analysis of the sea bed show that the sea floor in this area is sand rather than silt.

These results are very encouraging and indicate that the proposed major capital dredging programme could make a major contribution to amelioration of the effects of erosion at Westshore Beach.

The resource consent application includes a preference to dump the sand dredged from the shipping channel at an off shore site 5 kilometres off the Marine Parade. This proposal is evidently based on concern that dumping dredged sand from the Port at Westshore could cause contamination of the Pania Reef. This concern is based on analyses that this reverse flow could occur during storm conditions as shown in "APPENDIX F NAPIER PORT PROPOSED WHARF AND DREDGING PROJECT, POST DISPOSAL FATE OF DREDGED SEDIMENTS". However pictures showing this reverse sand movement indicate that these conditions apply for less than 24 hours per year and then only in certain wind direction conditions. These predictions appear to indicate that the risk of contamination of the reef from dumping sand at Westshore is very slight.

It must also be noted that the bulk of the silt dredged up is discharged in the overflow water from the dredge, and therefore never reaches, or even approaches, the dumping site.

I seek the following decision from the Hawke's Bay Regional Council:
 * Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

I am seeking that the dumping site for sand currently mandated at Westshore beach be retained and extended in the proposed capital dredging programme.

I wish to be heard in support of my submission * Yes

If others make a similar submission, I will consider presenting a joint case with them at the hearing * No

I wish to attend any pre-hearing meeting that may be convened. * Yes

Attach a File

Created 29 Apr 2018 11:09:25 AM PUBLIC	47.72.98.231 IP Address	Updated 29 Apr 2018 11:22:06 AM PUBLIC
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Complete



RECEIVED
29 APR 2018
BY: _____

13

Office Use
Application No: CL180008C, CL180009E,
CL180010E, CL180011E, CD180012W,
CL180013O
Submission No

Submission on Resource Consent Application (Form 13 Resource Management Act 1991)

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

Person Making Submission

Full name: Stephen Loughlin
Postal address: 10a Goldsmith Terrace, Hospital Hill, Napier
Post code: 4110
Telephone Number: 06 8357 287 Cell: 027 4999 578
E-mail: taslinnz@xtra.co.nz

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W,
CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

Details of the Proposed Activities:

- To construct a new wharf (Wharf 6) and undertake associated activities;
- To undertake Stage 1 capital dredging beneath the proposed new wharf, in the inner port area, swinging basin and part of the Deep Water Channel;
- To undertake Stages 2 to 5 capital dredging within the inner port area, swinging basin, in and near the existing three channels and to form a new channel;
- To undertake maintenance dredging within the areas for which capital dredging permits are sought (Stages 1 to 5);
- To dispose of dredged material from capital and maintenance dredging within an offshore area shown in the application; and
- To occupy the common marine and coastal area for existing Port activities (replacing the existing coastal permits held by Napier Port to occupy an area for port purposes), the proposed new wharf, the adjacent berth pocket including the areas on both sides of the dolphins, and the new swinging basin, as shown in the plan attached to the application.

Submission close Date: 5.00 pm on Tuesday 1st May 2018



Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

I oppose the above application

The specific parts of the application that my submission relates to are:

Consent number CD180012W Disposal of dredge material, however I support the principle of the overall project goal for the PONL to build a new wharf

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views

1. In opposition to the disposal of material without the opportunity for that "resource" to be utilised for purposes by all parties/stakeholders
2. This is from a personal recreational perspective and from involvement as a panel member of the Clifton to Tangoio Coastal Strategy 2120:
To enable maintenance and or improvement of the amenity value of the "beach" environment as recommended by the panel's chosen pathway which involves nearshore seabed re-nourishment

I seek the following decision from the Hawke's Bay Regional Council:

* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

I request a condition be placed on the consent such that appropriate "sandy" materials dredged during capital and maintenance dredging campaigns are made available for nearshore beach re-nourishment.

I wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at the hearing

I wish to attend any pre-hearing meeting that may be convened Yes

Signature of submitter:  Date 29/04/ 2018
(or person authorised to sign on behalf of submitter)

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant

Port of Napier Ltd
PO Box 947 Napier
4140
New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz



HBRC COPY

Herbi

2198848

PON sub 2018 p1 DT 68

Office Use

Application No: CL180008C, CL180009E, CL180010E
CL180011E, CD180012W, CL180013O
Submission No _____

14

Submission on Resource Consent Application

(Form 13 Resource Management Act 1991)

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

RECEIVED

RECEPTION

TIME: 9:55 DATE: 30/4/18

SIGNATURE: Charlotte

Person Making Submission

Full name: SEASCAPE ENVIRONMENT SOCIETY INCORPORATED

Postal address: PO BOX 12058 Ahuriri Napier

Post code _____

Property address, if different: 2A Breakwater Road Napier

Contact person (if different to above, or if submitter is an organisation): Sandy Y Anderson Secretary

Telephone Number: 8357190 Cell: _____

E-mail: breakwaterbeach@hotmail.com

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

Details of the Proposed Activities:

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Submission close Date: 5.00 pm on Tuesday 1st May 2018

11

11

11

11

2/3

Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If yes: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition Yes No N/A

~~I/We support the above application~~

I/We oppose the above application

~~I/We neither support nor oppose the above application~~

The specific parts of the application that my submission relates to are: _____
Defined in Attached Submission

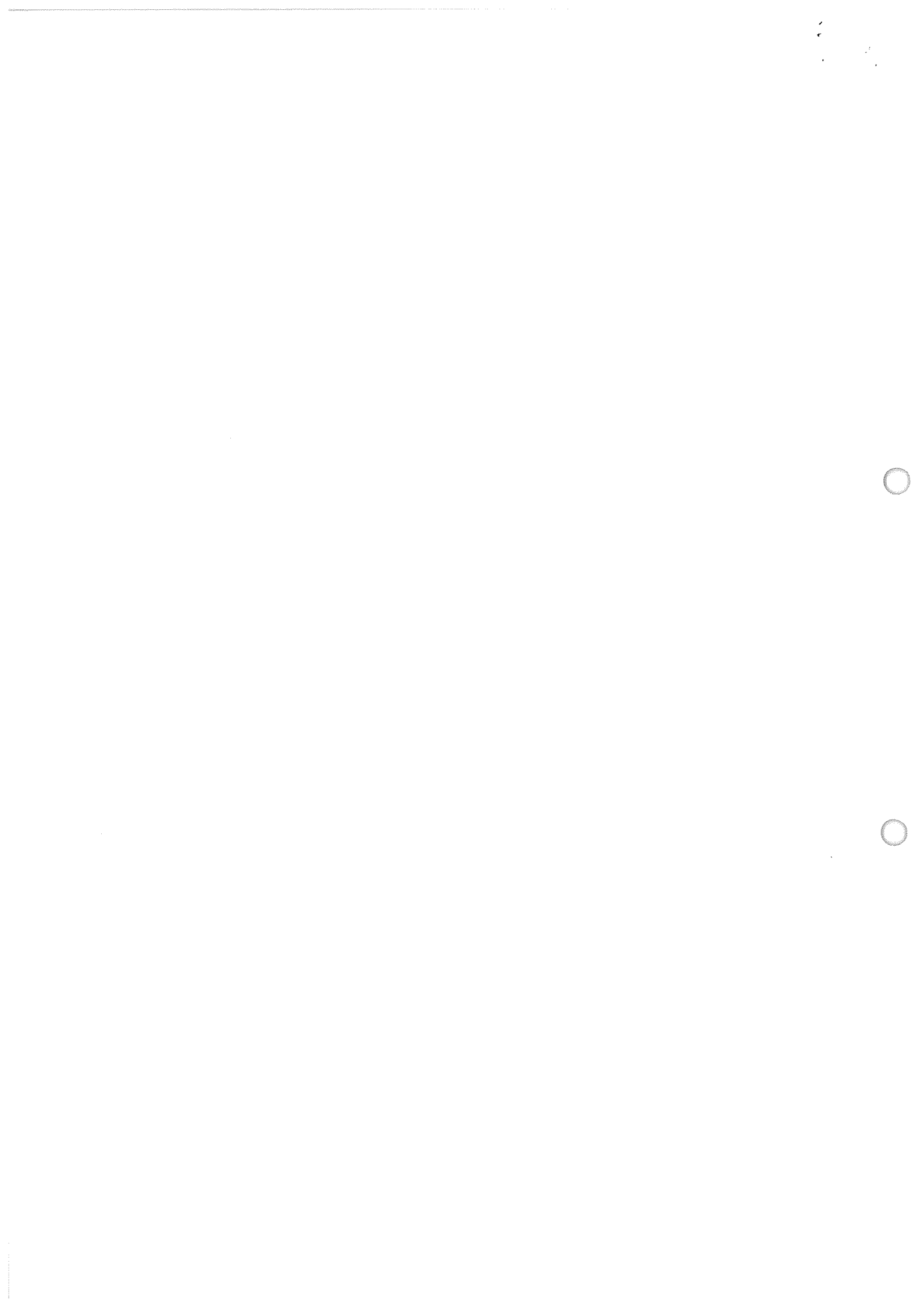
My submission is: (you may attach submission detail to this form)

* Include the reasons for your views The REASON for all attached is to reduce further
destruction of THE SEABED & LAND ENVIRONMENT for those people effected now & in the future

I seek the following decision from the Hawke's Bay Regional Council:

* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought _____

As listed in the submission



Submissions Port of Napier March 2018 DT68

Port to agree... All Future dredging's including existing consents to be dumped a minimum of 10 kilometres off shore.

Port to Agree ...All Future dredging's including existing consents to be dumped a minimum of 10 kilometres from Pania reef

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Port to Agree... Funds under existing Noise Mitigation plan to become accumulative

Port to Agree... Close Port Gates from 10 pm to 7 am the following morning to Trains & Traffic

Port to Agree... Qualifying Noise mitigation for dwellings change from 65 dBA Leq (15 minutes 10pm to 7am) on more than 3 occasions
To 55 dBA Leq (15 Minutes 10pm to 7am) on any 1 occasion

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Port to Agree ...To advocate for a courtesy speed reduction similar to Marine Parade along residential area of Breakwater Road

Port to Agree...To cease building new wharf and use the capital for out of town port

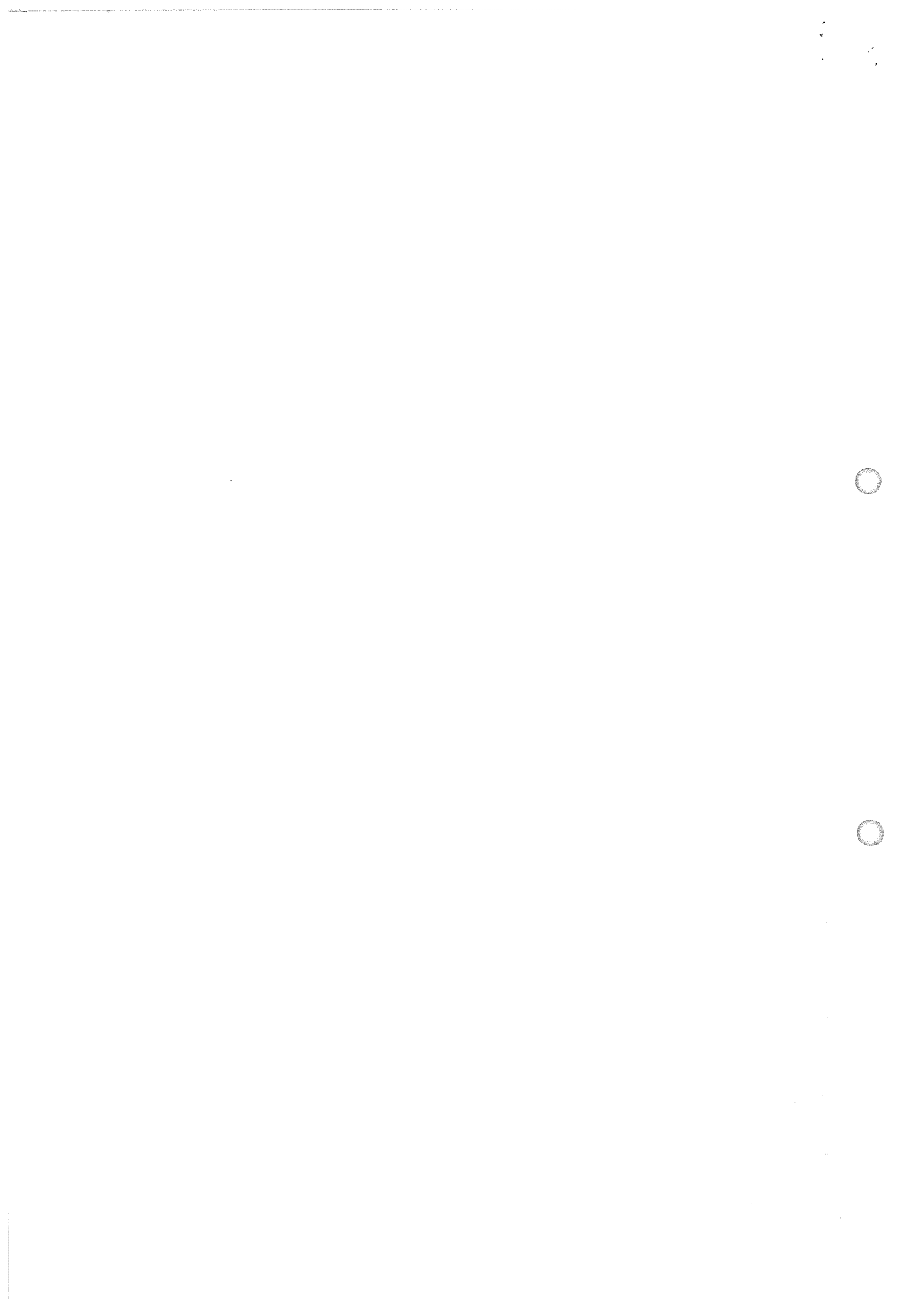
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Port to Agree...To advocate a shift of port to an out of town location, perhaps Awatoto. To avoid the detrimental effect on a residential area that existed prior to the ports invasion. Progress could be made with old port doing less and new port doing more .

The New Port could be a 24hour 7 Day operation with easy access and less noise pollution restrictions.

At the ports present rate of growth what will Napier be like in 100 years time?

To Help some references are from Environment Court order Stamped 10th March 2009 & NCC Rule 28.15 port noise



I wish to be heard in support of my submission
I **DO NOT** wish to be heard in support of my submission
If others make a similar submission, I will
consider presenting a joint case with them at the hearing
I wish to attend any pre-hearing meeting that may be convened

	<input checked="" type="checkbox"/>
	<input type="checkbox"/>
	<input checked="" type="checkbox"/>
Yes	<input checked="" type="checkbox"/>
No	<input type="checkbox"/>

Signature of submitter: *Sandy Anderson*
(or person authorised to sign on behalf of submitter)

Date 30 / 4 / 2018

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant

Port of Napier Ltd
PO Box 947
Napier 4140
New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz

1



Office Use

Application No: CL180008C, CL180009E, CL180010E,
CL180011E, CD180012W, CL180013O
Submission No _____

Submission on
Resource Consent Application
(Form 13 Resource Management Act 1991)

15

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

RECEIVED

RECEPTION

TIME: 9.55 DATE: 30/4/18

SIGNATURE: Charlotte

Person Making Submission

Full name: Laurens Wilhelmi Hasselman

Postal address: 4 Breakwater Road

Post code 4110

Property address, if different: _____

Contact person (if different to above, or if submitter is an organisation): _____

Telephone Number: 8356039 Cell: 027 4356039

E-mail: hasselman@xttra.co.nz

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

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Submission close Date: 5.00 pm on Tuesday 1st May 2018

12



2/3

Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If yes: Are you directly affected by an effect of the proposed activity that adversely affects the environment and does not relate to, or the effects of trade competition Yes No N/A

- ~~I/We support the above application~~
- I/We oppose the above application
- ~~I/We neither support nor oppose the above application~~

The specific parts of the application that my submission relates to are: _____
Defined in Attached Submission

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views The REASON for all attached is to reduce further
destruction of THE SEABED & LAND ENVIRONMENT for those people effected now & in the future

I seek the following decision from the Hawke's Bay Regional Council:

* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought _____

As listed in the submission



Submissions Port of Napier March 2018 DT68

Port to agree... All Future dredging's including existing consents to be dumped a minimum of 10 kilometres off shore.

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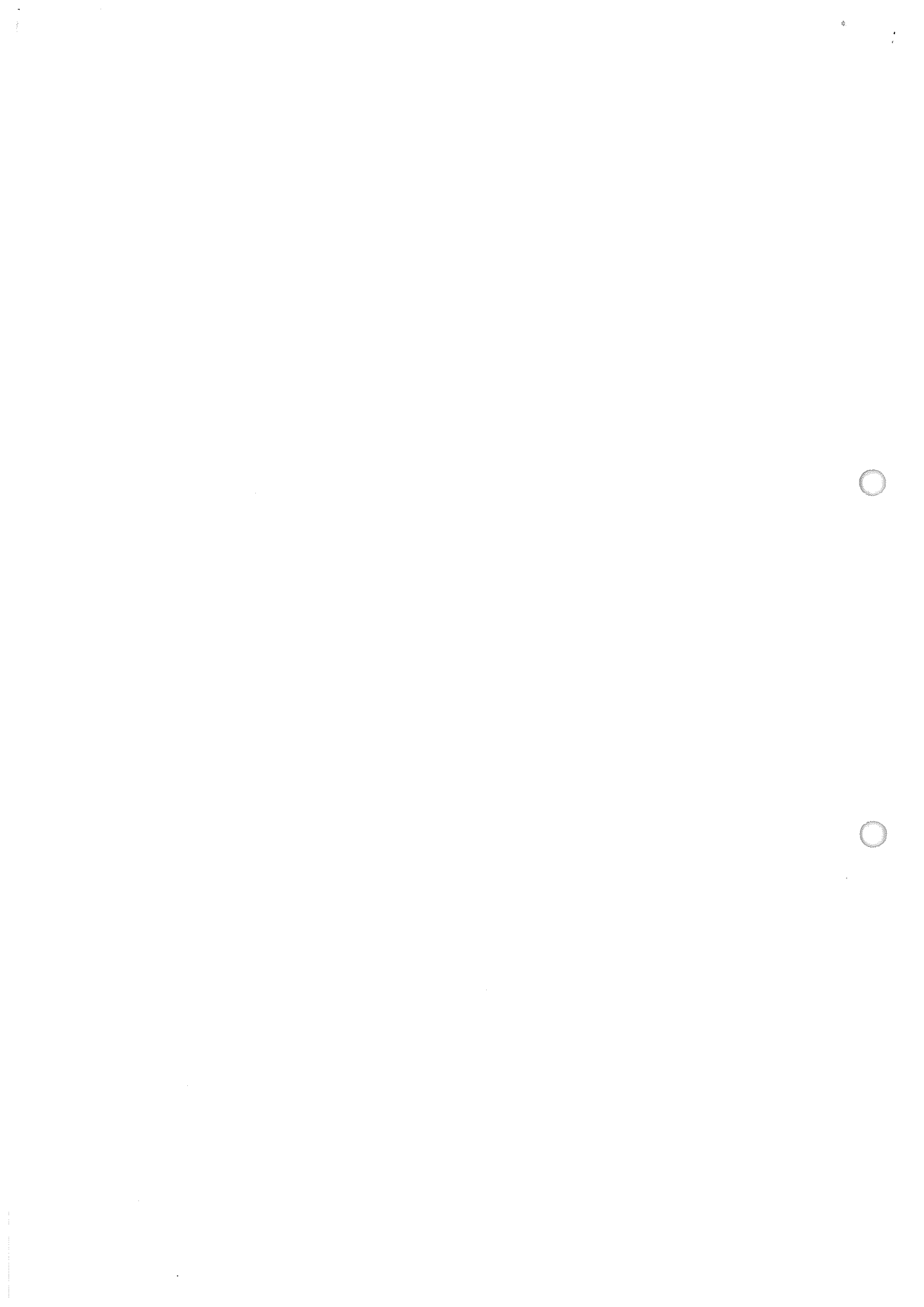
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I wish to be heard in support of my submission
I **DO NOT** wish to be heard in support of my submission
If others make a similar submission, I will
consider presenting a joint case with them at the hearing
I wish to attend any pre-hearing meeting that may be convened

Yes
No

Signature of submitter: 
(or person authorised to sign on behalf of submitter)

Date 29/4/2018

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant

Port of Napier Ltd
PO Box 947
Napier 4140
New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz



HORRE COPY

Office Use
Application No: CL180008C, CL180009E, CL180010E,
CL180011E, CD180012W, CL180013O
Submission No _____

Submission on
Resource Consent Application
(Form 13 Resource Management Act 1991)

16

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

RECEIVED
RECEPTION
TIME: 9.55 DATE: 30/4/18
SIGNATURE: Charlotte

Person Making Submission

Full name: JOHN ROBERT MCCORKINDALE
Postal address: 79 WAGHORNE STREET.
AHURIRI NAPIER Post code 4110

Property address, if different: _____

Contact person (if different to above, or if submitter is an organisation): _____

Telephone Number: 06 835 5243 Cell: 021 2433163

E-mail: j.r.mccorkindale@xttra.co.nz

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

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Submission close Date: 5.00 pm on Tuesday 1st May 2018



2/3

Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If yes: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition Yes No N/A

~~I/We support the above application~~

I/We oppose the above application

~~I/We neither support nor oppose the above application~~

The specific parts of the application that my submission relates to are: _____
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My submission is: (you may attach submission detail to this form)

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As listed in the submission



Submissions Port of Napier March 2018 DT68

Port to agree... All Future dredging's including existing consents to be dumped a minimum of 10 kilometres off shore.

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I **DO NOT** wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at the hearing

I wish to attend any pre-hearing meeting that may be convened

Yes
No

Signature of submitter: 
(or person authorised to sign on behalf of submitter)

Date 29/4/2018

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant

Port of Napier Ltd
PO Box 947
Napier 4140
New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz



Office Use

Application No: CL180008C, CL180009E, CL180010E,
CL180011E, CD180012W, CL180013O
Submission No _____

17

Submission on
Resource Consent Application
(Form 13 Resource Management Act 1991)

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

RECEIVED

RECEPTION

TIME: 9:50 DATE: 30/4/18

SIGNATURE: Charlotte

Person Making Submission

Full name: Bruce Russo WILTON & Gillian WILTON

Postal address: PO BOX 12058 Ahuriri Napier

Post code _____

Property address, if different: 3 Breakwater Road Napier

Contact person (if different to above, or if submitter is an organisation): _____

Telephone Number: 8354 920 Cell: _____

E-mail: thewiltonsnapier@xtra.co.nz

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

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Submission close Date: 5.00 pm on Tuesday 1st May 2018

10



2/3

Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If yes: Are you directly affected by an effect of the proposed activity that adversely affects the environment and does not relate to, or the effects of trade competition Yes No N/A

~~I/We support the above application~~

I/We oppose the above application

~~I/We neither support nor oppose the above application~~

The specific parts of the application that my submission relates to are: _____

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My submission is: (you may attach submission detail to this form)

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* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

As listed in the submission



Submissions Port of Napier March 2018 DT68

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Port to Agree... Qualifying Noise mitigation for dwellings change from 65 dBA Leq (15 minutes 10pm to 7am) on more than 3 occasions
To 55 dBA Leq (15 Minutes 10pm to 7am) on any 1 occasion

Port to Agree...Qualifying noise mitigation for dwellings to change from 65 dBA Ldn (5 day Average) to 55 dBA Ldn (5 day average)

Port to Agree ... To advocate for smooth seal along residential area of Breakwater Road

Port to Agree ...To advocate for a courtesy speed reduction similar to Marine Parade along residential area of Breakwater Road

Port to Agree...To cease building new wharf and use the capital for out of town port

Port to Agree...To cease using Machinery & Vehicles that emit LOW scale Noise (often referred to as C scale noise)

Port to Agree...To advocate a shift of port to an out of town location, perhaps Awatoto. To avoid the detrimental effect on a residential area that existed prior to the ports invasion. Progress could be made with old port doing less and new port doing more .
The New Port could be a 24hour 7 Day operation with easy access and less noise pollution restrictions.
At the ports present rate of growth what will Napier be like in 100 years time?

To Help some references are from Environment Court order Stamped 10th March 2009 & NCC Rule 28.15 port noise



I wish to be heard in support of my submission

I **DO NOT** wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at the hearing

I wish to attend any pre-hearing meeting that may be convened

Yes

No

Signature of submitter: B. N. V.
(or person authorised to sign on behalf of submitter)

Date 30 / 4 / 2018

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant

Port of Napier Ltd
PO Box 947
Napier 4140
New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz



H B R C COPY



Office Use

Application No: CL180008C, CL180009E, CL180010E,
CL180011E, CD180012W, CL180013O
Submission No _____

**Submission on
Resource Consent Application**
(Form 13 Resource Management Act 1991)

18

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

RECEIVED
RECEPTION
TIME: 9.50 DATE: 30/4/18
SIGNATURE: Charlotte

Person Making Submission

Full name: DAVID F TAYLOR
Postal address: 5 BREAKWATER
NAPIER Post code 4110

Property address, if different: _____

Contact person (if different to above, or if submitter is an organisation): _____

Telephone Number: _____ Cell: 021 1605510

E-mail: dad.taylor@me.com

Name of applicant: Port of Napier Limited

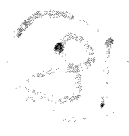
Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

Details of the Proposed Activities:

- To construct a new wharf (Wharf 6) and undertake associated activities;
- To undertake Stage 1 capital dredging beneath the proposed new wharf, in the inner port area, swinging basin and part of the Deep Water Channel;
- To undertake Stages 2 to 5 capital dredging within the inner port area, swinging basin, in and near the existing three channels and to form a new channel;
- To undertake maintenance dredging within the areas for which capital dredging permits are sought (Stages 1 to 5);
- To dispose of dredged material from capital and maintenance dredging within an offshore area shown in the application; and
- To occupy the common marine and coastal area for existing Port activities (replacing the existing coastal permits held by Napier Port to occupy an area for port purposes), the proposed new wharf, the adjacent berth pocket including the areas on both sides of the dolphins, and the new swinging basin, as shown in the plan attached to the application.

Submission close Date: 5.00 pm on Tuesday 1st May 2018



The following information is provided for your reference:
 The project is currently on track and will be completed by the end of the year.
 All necessary resources have been allocated and the team is working diligently.
 We anticipate a successful outcome and will provide a detailed report upon completion.
 Should you have any questions or require further information, please do not hesitate to contact the project manager.
 Thank you for your continued support and interest in the project.
 Sincerely,
 [Name]
 [Title]



2/3

Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If yes: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition Yes No N/A

- ~~I/We support the above application~~
- I/We oppose the above application
- ~~I/We neither support nor oppose the above application~~

The specific parts of the application that my submission relates to are: _____
Defined in Attached Submission

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views The REASON for all attached is to reduce further
destruction of THE SEABED & LAND ENVIRONMENT for those people effected now & in the future

I seek the following decision from the Hawke's Bay Regional Council:

* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

As listed in the submission



Submissions Port of Napier March 2018 DT68

Port to agree... All Future dredging's including existing consents to be dumped a minimum of 10 kilometres off shore.

Port to Agree ...All Future dredging's including existing consents to be dumped a minimum of 10 kilometres from Pania reef

Port to Agree... To pay 100 % of dwelling Noise mitigation costs

Port to Agree... Funds under existing Noise Mitigation plan to become accumulative

Port to Agree... Close Port Gates from 10 pm to 7 am the following morning to Trains & Traffic

Port to Agree... Qualifying Noise mitigation for dwellings change from 65 dBA Leq (15 minutes 10pm to 7am) on more than 3 occasions
To 55 dBA Leq (15 Minutes 10pm to 7am) on any 1 occasion

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Port to Agree...To cease using Machinery & Vehicles that emit **LOW** scale Noise (often referred to as C scale noise)

Port to Agree... To advocate a shift of port to an out of town location, perhaps Awatoto. To avoid the detrimental effect on a residential area that existed prior to the ports invasion. Progress could be made with old port doing less and new port doing more .

The New Port could be a 24hour 7 Day operation with easy access and less noise pollution restrictions.

At the ports present rate of growth what will Napier be like in 100 years time?

To Help some references are from Environment Court order Stamped 10th March 2009 & NCC Rule 28.15 port noise

01



I wish to be heard in support of my submission

I **DO NOT** wish to be heard in support of my submission

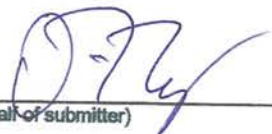
If others make a similar submission, I will consider presenting a joint case with them at the hearing

I wish to attend any pre-hearing meeting that may be convened

Yes

No

Signature of submitter: _____
(or person authorised to sign on behalf of submitter)



Date 29/4/2018

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant

Port of Napier Ltd
PO Box 947
Napier 4140
New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz



Office Use

Application No: CL180008C, CL180009E, CL180010E,
CL180011E, CD180012W, CL180013O
Submission No _____

19

Submission on
Resource Consent Application
(Form 13 Resource Management Act 1991)

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

RECEIVED
RECEPTION
TIME: 9.50 DATE: 30/4/18
SIGNATURE: *[Signature]*

Person Making Submission

Full name: Mary Johanna Fanning
Postal address: 6 Breakwater Rd
Napier Post code 4110

Property address, if different: _____

Contact person (if different to above, or if submitter is an organisation): _____

Telephone Number: _____ Cell: 022 126 9600

E-mail: Maryfanning64@gmail.com

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

Details of the Proposed Activities:

- To construct a new wharf (Wharf 6) and undertake associated activities;
- To undertake Stage 1 capital dredging beneath the proposed new wharf, in the inner port area, swinging basin and part of the Deep Water Channel;
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- To undertake maintenance dredging within the areas for which capital dredging permits are sought (Stages 1 to 5);
- To dispose of dredged material from capital and maintenance dredging within an offshore area shown in the application; and
- To occupy the common marine and coastal area for existing Port activities (replacing the existing coastal permits held by Napier Port to occupy an area for port purposes), the proposed new wharf, the adjacent berth pocket including the areas on both sides of the dolphins, and the new swinging basin, as shown in the plan attached to the application.

Submission close Date: 5.00 pm on Tuesday 1st May 2018



100

100

100

100



2/3

Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If yes: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition Yes No N/A

~~I/We support the above application~~

I/We oppose the above application

~~I/We neither support nor oppose the above application~~

The specific parts of the application that my submission relates to are: _____

Defined in Attached Submission

ALL SO NOTE ON SIGNATURE PAGE

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views The REASON for all attached is to reduce further
destruction of THE SEABED & LAND ENVIRONMENT for those people effected now & in the future

Multiple horizontal lines for providing details of the submission.

I seek the following decision from the Hawke's Bay Regional Council:

* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought _____

As listed in the submission

Multiple horizontal lines for providing details of the decision sought.



Submissions Port of Napier March 2018 DT68
Port to agree... All Future dredging's including existing consents to be dumped a minimum of 10 kilometres off shore.
Port to Agree ...All Future dredging's including existing consents to be dumped a minimum of 10 kilometres from Pania reef
Port to Agree... To pay 100 % of dwelling Noise mitigation costs
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Port to Agree... Close Port Gates from 10 pm to 7 am the following morning to Trains & Traffic
Port to Agree... Qualifying Noise mitigation for dwellings change from 65 dBA Leq (15 minutes 10pm to 7am) on more than 3 occasions To 55 dBA Leq (15 Minutes 10pm to 7am) on any 1 occasion
Port to Agree...Qualifying noise mitigation for dwellings to change from 65 dBA Ldn (5 day Average) to 55 dBA Ldn (5 day average)
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To Help some references are from Environment Court order Stamped 10th March 2009 & NCC Rule 28.15 port noise



I wish to be heard in support of my submission
 I **DO NOT** wish to be heard in support of my submission
 If others make a similar submission, I will
 consider presenting a joint case with them at the hearing
 I wish to attend any pre-hearing meeting that may be convened

Yes
 No

Signature of submitter: M Fleming
 (or person authorised to sign on behalf of submitter)

Date 29/04/2018

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

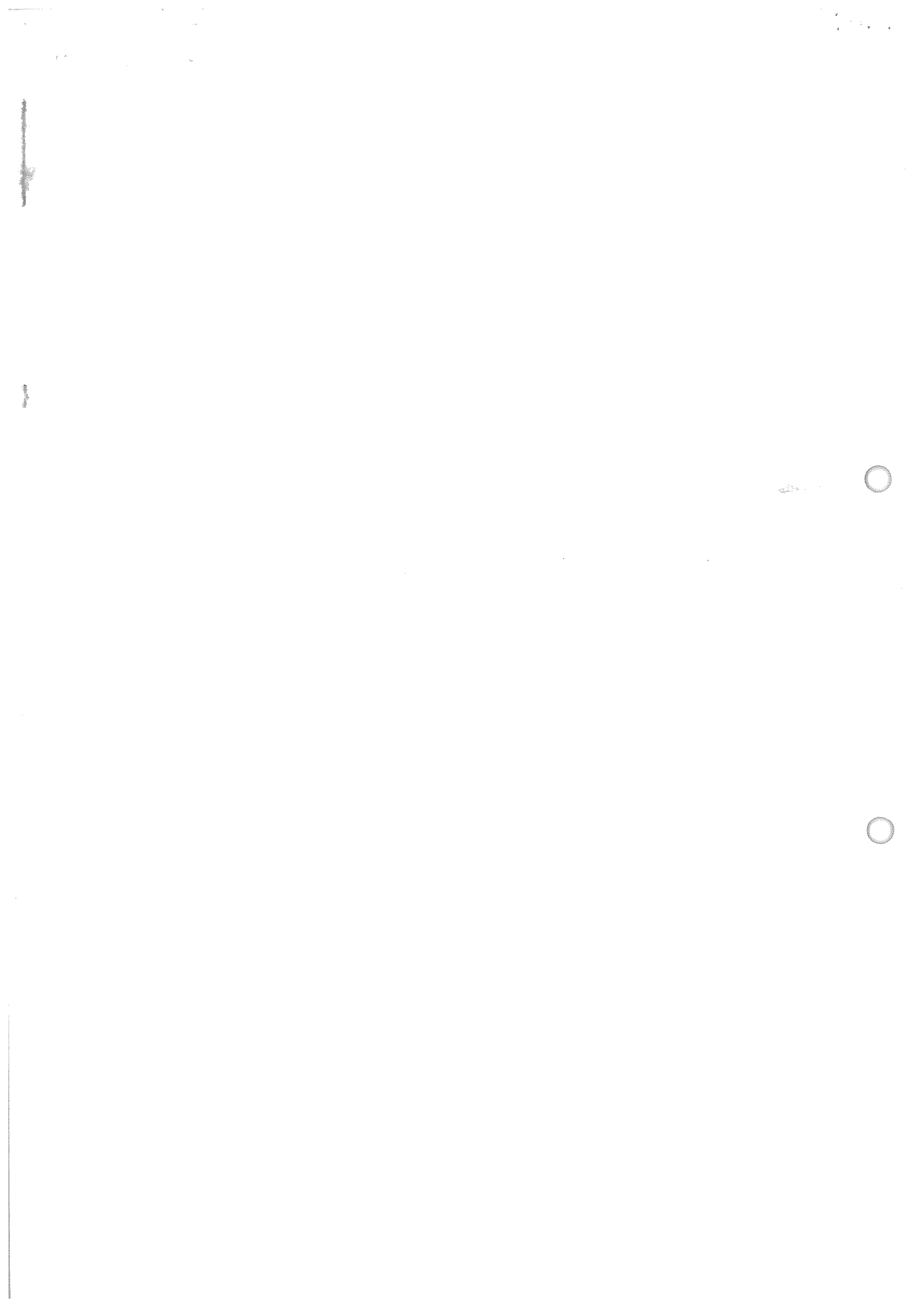
Applicant

Port of Napier Ltd
 PO Box 947
 Napier 4140
 New Zealand
 Attention: Michel de Vos
michelv@napierport.co.nz

My house shakes as the trucks drive past.

The screech of the train wheels is loud enough to wake us up.

M Fleming



Office Use

Application No: CL180008C, CL180009E, CL180010E,
CL180011E, CD180012W, CL180013O
Submission No _____

Herbi

2198887

**Submission on
Resource Consent Application**

(Form 13 Resource Management Act 1991)



To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

Person Making Submission

Full name: Dr Brian & Mrs Christine Underwood

Postal address: P O Box 12189
Ahuviri 4144 Post code _____

Property address, if different: 22 Ferguson Avenue, Westshore 4110

Contact person (if different to above, or if submitter is an organisation): _____

Telephone Number: _____ Cell: 0274419009

E-mail: brian.underwood@xtra.co.nz

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

Details of the Proposed Activities:

- To construct a new wharf (Wharf 6) and undertake associated activities;
- To undertake Stage 1 capital dredging beneath the proposed new wharf, in the inner port area, swinging basin and part of the Deep Water Channel;
- To undertake Stages 2 to 5 capital dredging within the inner port area, swinging basin, in and near the existing three channels and to form a new channel;
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- To dispose of dredged material from capital and maintenance dredging within an offshore area shown in the application; and
- To occupy the common marine and coastal area for existing Port activities (replacing the existing coastal permits held by Napier Port to occupy an area for port purposes), the proposed new wharf, the adjacent berth pocket including the areas on both sides of the dolphins, and the new swinging basin, as shown in the plan attached to the application.

Submission close Date: 5.00 pm on Tuesday 1st May 2018



Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If **yes**: Are you directly affected by an effect of the proposed activity that adversely affects the environment and does not relate to, or the effects of trade competition Yes No

I/We support the above application

I/We oppose the above application

I/We neither support nor oppose the above application

The specific parts of the application that my submission relates to are: _____

CD 180012W

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views _____

we fully support the Port building a new wharf and deepening the channel with further dredging. However, we feel that dumping the sandy material 5kms from Marine Parade would be a waste of a valuable resource.

I seek the following decision from the Hawke's Bay Regional Council:

* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought We would like to make it a condition of this consent that all the fine sand material be disposed of at the current disposal site of Westshore Beach.



I wish to be heard in support of my submission

I **DO NOT** wish to be heard in support of my submission

If others make a similar submission, I will
consider presenting a joint case with them at the hearing

I wish to attend any pre-hearing meeting that may be convened

Yes

No

Signature of submitter: 
(or person authorised to sign on behalf of submitter)

Date 24 / 4 / 2018

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable


Applicant

Port of Napier Ltd
PO Box 947
Napier 4140
New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz





HBRC – Port of Napier Limited consent submission

Which consent does your submission relate to: *	• CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O
Person Making the Submission *	Napier Fisherman's Association
Address *	 C/O 7 Lawrence Road Hospital Hill Napier 4110 New Zealand
Contact Person (if different to above, or if submitter is an organisation)	Rick Burch
Phone Number *	027 4584669
Mobile Number	027 4584669
Email *	nancyglen2@gmail.com
Are you a trade competitor for the purposes of section 308B of the RMA 1991 *	No
IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition *	No
*	I/We oppose the above application
The specific parts of the application that my submission relates to are (please enter the relevant number)	Disposal of Dredging and Spoil Material

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views

Submission Relates to Consent No's : CL180008C / CL180009E / CL180010E / CD180012W / CL180013O

Napier Fisherman's Association are supportive of the proposed 350 mtr wharf to accommodate bigger ships and allowing handling projected volume growth.

However, we have major concerns over the proposed site for the disposal of the dredge material.

At our first meeting with Napier Port, Nov 2016 we were issued a copy of "Summary of Studies: Proposed Wharf and Dredging project". This document highlighted the following Shoreline Effects – Dredge Effects – Ecological Effects – Geotechnical Investigations and Cultural Impact Assessment. And the above contained concerns on the dredging and disposal of dredging material at the now designated site. NFA considers that there are too many risks mentioned in the Summary to guarantee that there will be no impact on the ecological environment, Pania and Town Reefs. There is no conclusive proof that Pania and Town Reef will be secure from sedimentation especially as tidal currents are unpredictable in this area. NFA are members of the HBRC Coastal Management Group. One of the major concerns of this group is the massive 11.5 million tons of sedimentation entering HB every year, and how we can reduce the damage this is causing to the sea bed, ecological chain and fish stocks. Napier Port by adding 3.222 million cubic mtrs of dredged material so close to shore will only add to the problem.

The Ports of Auckland and Tauranga have disposed of their dredged material at a depth of 1000 mtrs



where there is no impact on Recreational and Commercial fishing and the ecosystem. NFA recommends this option is adopted by the Napier Port rather than risking damage to the inshore waters of Hawkes Bay.

I seek the following decision from the Hawke's Bay Regional Council: Asking for change of Dredged Material disposal site
* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

I wish to be heard in support of my submission * Yes

If others make a similar submission, I will consider presenting a joint case with them at the hearing * Yes

I wish to attend any pre-hearing meeting that may be convened. * Yes

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30 Apr 2018
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IP Address

Updated
30 Apr 2018
3:59:51 PM

PUBLIC

PUBLIC

Complete

HBRC – Port of Napier Limited consent submission



Which consent does your submission relate to: * · CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Person Making the Submission * Dorothy Pilkington

Address *  88 Charles Street Westshore
Napier 4110
New Zealand

Contact Person (if different to above, or if submitter is an organisation)

Phone Number * 06 8356525

Mobile Number

Email * dorothy.pilkington@gmail.com

Are you a trade competitor for the purposes of section 308B of the RMA 1991 * No

IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition * Yes

* I/We oppose the above application

The specific parts of the application that my submission relates to are (please enter the relevant number) consent CD1800012W

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views

I am not fully supportive, but in general, I do not object to the proposed project.

My principal objection is to the proposal that dredged material be deposited at a site 5km offshore from the Marine Parade.

The consent contains an application to dispose of both capital and future maintenance dredged material at a site 5 km offshore from the Marine Parade, and it is stated that the current permit to deposit sand in Area R near Westshore Beach may be surrendered if this consent is obtained.

In support of my submission I note that the reason given for the reluctance to continue depositing sand near shore at Westshore is that "groups, including divers and recreational fishing groups... raised concerns about the proposal for significant volumes of dredge material being deposited close to shore."

The basis for these concerns appears to be contained in reports commissioned by Napier Port during 2017 to assess the effects on marine mammals and the cultural impact of the proposed dredging and disposal.

Notably in the Cultural Impact Assessment prepared for Napier Port Proposed Wharf and Dredging Project in November 2017 by Laurie O'Reilly information is provided on "the cultural values, interests, and associations Mana Whenua have with the Ahuriri Port area andany perceived or real impact(s) the proposed construction and associated dredging may have on the mauri and natural resources of the area."

In terms of Mana Whenua use of the Pania Reef for customary fishing for kaimoana, it is reported that "Customary divers are having to work with the increasing buildup of suspended sedimentation in and around the reef and have had to evolve their diving practices to manage the suspended sedimentation. Once an area is disturbed i.e. reaching into a hole to secure a koura, the resulting sediment cloud reduces visibility in the vicinity to the point where the diver is required to move to another area to continue to gather kaimoana. This issue reduces the efficiency of the dive and increases the effort required to gather kaimoana. Our customary divers are concerned the likelihood of an increase in the level of suspended sediment from increased dredging of the port channel will further reduce the diver's ability to gather kaimoana. It is hoped that the proposed disposal site reduces the level of sedimentation around Pania Reef. Regular monitoring must be undertaken to ensure that the disposal of dredge is not having a detrimental impact on Pania Reef."

It is also stated that "the existing dredge disposal site has had an impact on the abundance of the localised shellfish species of pipi and surf clams. The area we now know as Westshore Beach used to have an abundant paddle crab population also but this appears to have diminished. Kūtai still exist in this area on a small out crop of rocks and on the wreck of a boat found in the Westshore area locally known as the "Gap".

In terms of impact on recreational fishers and divers other than Mana Whenua in that same report it is stated that Deanna Clement of the Cawthron Institute observed, in a separate report prepared in April 2017 on "Assessment of Effects on Marine Mammals from proposed capital dredging and spoil disposal for the Port of Napier" :

"Anecdotal reports from recreational divers indicate that over the past three decades, there has been a gradual increase of sedimentation on Pania Reef. This is having a detrimental effect on the ecology and bio-diversity of the reef as it smothers the habitat for marine plants."

I submit that "anecdotal" reports of a gradual increase in sedimentation over the past three decades on the Pania Reef may possibly attributed to the depositing of dredged material in 10 metre deep area currently designated in Hawke Bay, but a build up over three decades can certainly not be attributed to the very recent depositing of sand from dredging in the near shore at Westshore.

Therefore, some other cause for this sedimentation must be sought, and it would be illogical to reject the very real possibility of renourishing Westshore Beach through depositing of dredged sand near shore, based on a small amount of purely anecdotal evidence.

Nobody yet knows whether or not the depositing of sand at Westshore will be a significantly positive move in terms of ameliorating the effects of erosion currently besetting the beach, but until a sufficient quantity of sand has been deposited to be in a position to make a rational and scientifically sound judgment on the effect, the project should not be derailed by anecdotal evidence that is not supported by any scientific data. Conversely, there is some data becoming available from measurements by the Hawke's Bay Regional Council that the sand deposited in 2017 near shore is, indeed, beginning to have a small positive impact on the seabed and the beach. Therefore, it is essential that, until more hard data is available on either negative or positive effects, the depositing of sand at the near shore site at Westshore should continue.

I note, here, that I am fully supportive of the placing of turbidity monitoring buoys off the Pania Reef. This should provide much greater certainty of how the sedimentation process progresses, and what is causing it.

I seek the following decision from the Hawke's Bay Regional Council:

* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

I request that any consent application should include a requirement in consent CD180012W, that fine sand from both capital and maintenance dredging, using a trailing suction hopper dredge (TSHD), is deposited at the currently designated disposal site off Westshore Beach, known as R Extended, or at any future consented nearshore locations, adjacent to the R Extended area.

No

I wish to be heard in support of my submission *

If others make a similar submission, I will consider presenting a joint case with them at the hearing * **Yes**

I wish to attend any pre-hearing meeting that may be convened. * **Yes**


Attach a File

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HBRC – Port of Napier Limited consent submission



Which consent does your submission relate to: *	• CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O
Person Making the Submission *	Westshore Residents Association
Address *	 4 The Esplanade Westshore, Napier 4110 New Zealand
Contact Person (if different to above, or if submitter is an organisation)	Cathy Macdonald
Phone Number *	0272411303
Mobile Number	
Email *	WestshoreRA@hotmail.com
Are you a trade competitor for the purposes of section 308B of the RMA 1991 *	No
IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition *	No
*	I/We oppose the above application
The specific parts of the application that my submission relates to are (please enter the relevant number)	Consent No. CD180012W
My submission is: (you may attach submission detail to this form) * Include the reasons for your views	Please see attached pdf
I seek the following decision from the Hawke's Bay Regional Council: * Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought	
I wish to be heard in support of my submission *	Yes
If others make a similar submission, I will consider presenting a joint case with them at the hearing *	Yes
I wish to attend any pre-hearing meeting that may be convened. *	Yes



Attach a File



[wrda_port_submission.pdf](#)

158.06 KB · PDF

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Westshore Residents & Development Association Inc.

Submission to the Port of Napier Ltd Resource Consent Application

Proposed Wharf and Dredging Project

30 April 2018

(1) The specific parts of the Application that our submission relates to is Consent No. CD180012W

(2) Our submission is :

This process began for our Association two years ago, when we received an email message from the Port (March 2016) to let us know that this project is getting underway. They asked for feedback, which we provided, in particular the following question:

If the seabed material is sandy, can the dredgings be barged to Area R ?

The Port replied:

"Based on previous technical reports, we believe the material is a mix of silt and sand with areas of silt and mudstone. The reports we are currently commissioning will confirm the exact composition of the material. Utilising and expanding the current disposal area's (including Area R) is one of the options being considered. As is current practice with our maintenance dredging, when we find good sand, we plan to put it as close to the beach area as we can."

We were happy with this reply, as it indicated that sand will continue to be brought over to Westshore.

The Port held two public drop-in sessions in September 2016, then two months later they issued a press release saying that they were extending their investigations because "several groups, including divers and recreational fishers, have raised concerns about potential impacts from disposal of dredged material."

Six months later, in May 2017, the Port issued another press release saying as a result of their latest findings the dredged material from the development would best be disposed of at a site 5km off-shore, east of the port. The reason given was as a result of their "close discussions with groups, including divers and recreational fishing groups, who raised concerns about the proposal for significant volumes of dredge material being deposited close to shore."

We were disappointed to read the Port had reached this outcome, without any discussion with our Residents Association. We believe if fine sand is deposited in the nearshore area off Westshore, as a sand bar parallel to the shore, as recommended by ASR in 2001 and Dr. Jeremy Gibb in 2003, the impact on the near shore fishing would be minimised.

The Port's deposition of sand close to the Surf Club in October last year, was the first time sand had been placed close enough to the beach where it could benefit the beach and nearshore area directly. These benefits have been, and continue to be observable visually, as well as in the regular beach profile measurements. The raised nearshore seabed in this location is noticeable if you walk in to the sea, in front of the surf club.

The Port's proposed project could yield close to 1 million cubic metres of fine sand, sourced from the shipping channel, that would be suitable for replenishing the nearshore area.

In addition, this consent application is applying to dispose of both capital and future maintenance dredging at the offshore site, which was also a surprise to us. To make matters worse, the Port even states it may surrender its current coastal permit to dispose of sand near Westshore beach, if it obtains this new consent (AEE, paragraph 3, p76).

Some of the language used in the AEE relating to dredging matters is vague, which doesn't give us a lot of confidence that fine sand will ever be brought to Westshore again, if this Consent is granted. If this situation is allowed to happen, it would appear to conflict with HBRCEP rule 140(e) relating to maintenance dredging, which states ... "Where appropriate, dredged material must be made available for beach renourishment purposes." For whatever reason, this particular clause is omitted from the Table on page 74 of the AEE.


(3) We seek the following decision from the HBRC:

We request that a condition be placed on Consent CD180012W, that states that fine sand uplifted from both Capital and Maintenance dredging, using a trailing suction hopper dredge (TSHD), is disposed of at the current disposal site off Westshore Beach, known as R Extended, or at any future consented nearshore locations, adjacent to R Extended.

The Port have indicated they would consider doing this. (AEE, last sentence, p64)

HBRC – Port of Napier Limited consent submission



Which consent does your submission relate to: *	· CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O
Person Making the Submission *	Lauren Hart
Address *	 33 The Esplanade Westshore Napier 4110 New Zealand
Contact Person (if different to above, or if submitter is an organisation)	
Phone Number *	0273675458
Mobile Number	
Email *	lolsy55@hotmail.com
Are you a trade competitor for the purposes of section 308B of the RMA 1991 *	No
IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition *	No
*	I/We support the above application
The specific parts of the application that my submission relates to are (please enter the relevant number)	
My submission is: (you may attach submission detail to this form) * Include the reasons for your views	I support the application on the condition that the sand material dredged from the channel is placed on the Westshore beach which will help with the coastal erosion.
I seek the following decision from the Hawke's Bay Regional Council: * Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought	I would like a condition added that all sand material be placed off Westshore beach to help protect this beach from further erosion.
I wish to be heard in support of my submission *	No
If others make a similar submission, I will consider presenting a joint case with them at the hearing *	Yes
I wish to attend any pre-hearing meeting that may be convened. *	No



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LEGASEA
HAWKES BAY



25

LegaSea Hawkes Bay
c/o HBSFC
PO Box 12073
Ahuriri
Napier 4144

28 April 2018

To: Chief Executive

Hawkes Bay Regional Council

Private Bag 6006

NAPIER 4142

RESOURCE CONSENT APPLICATION NO: CL 180008C, CL 180009E, CL 180010E, CL 180011E, CD 180012W and CL 100013O

LegaSea Hawke's Bay is an organisation of concerned recreational fishers determined to re-build our depleted fish stocks in Hawke's Bay and the surrounding area. We are a branch of LegaSea New Zealand, which is an outreach arm of The New Zealand Sports Fishing Council. We don't claim to represent all recreational fishers in the Bay however we do have the support of the seven Sports Fishing Clubs from Mahia to Parongahau. Our advocacy team has a wealth of experience with decades of fishing in Hawkes Bay waters. Further we are represented at a national level by members on the NZ Sports Fishing Council and as President of the NZ Angling & Casting Association Inc.

Background:

In the early stages of the PON investigation into the new wharf expansion proposal LegaSea Hawkes Bay were invited to participate in discussions with PON. Two meetings were held on 13 December 2016 and 18 May 2017 and at these meetings we expressed real concerns about the then proposed dredging dump sites inshore adjacent to Westshore beach. Our concerns were based essentially on two major factors. Firstly the effect on the benthic environment which has already been largely decimated through past dredge dumping. Once a popular recreational fishing area Westshore beach and areas to the North are now essentially barren of fish. Commercial fishers who have trawled this area for flounder in the past tell us the same thing. Secondly we were very concerned about the movement of sediments and the possible effect on the Bay's Pania and Town Reefs. The importance of these reefs is well documented from ecological, recreational and cultural perspectives. We were not convinced in our briefings that the proposed inshore dump sites had been adequately thought through and we opposed using them.



Current Application:

At the outset we want to say that we understand the potential need to expand the PON to cater for larger cargo vessels and export growth. The importance of the port to the wider Hawke's Bay economy is undisputed and we are not opposed to either the new wharf or dredging proposal per se. What we do have issue with is the new site selected for the dumping of the dredged materials. We believe that it is far too close to our Pania and Town Reef systems and poses a major threat to the environmental, recreational and cultural values these areas have.

Irrespective of the final site for dumping dredge materials there needs to be a rigorous monitoring programme, in relation to plume/siltation, put in place for all stages of the dredging programme. This should include both Pania and Town Reefs and the important inter-tidal reef system which fronts Hardinge Road. School children enjoy the rocky shore experiences Hardinge Reef has to offer and schools use the area to educate children of the importance of such areas in the marine environment. This area is part of the HBRC'S Reef Ecology Programme and is an important indicator in this project.

With respect to the proposed dumping site we would make the following observations:

- It is only a mere 2.16 nm east of the Port and 1.6 nm east of Pania and Town Reefs. Projected volume of dredged material is 3,222,000 cu/m over an area of 342 hectares and a rise in sea bed of an average of 1 m. This area is currently fished by both day boat commercial fishers and recreational fishers, particularly those with smaller boats.
- The summary of effects on the environment suggests a need to minimise adverse effects on Pania Reef. We want no adverse effects to either Pania or Town Reefs.
- Effects on water quality are described as being localised and temporary and the benthic smothering of 342 hectares as less than minor. As we pointed out in the background section past depositing of dredging material at the inshore sites has had quite a dramatic and long term effect on the benthic environment and the fishery. Our view that this will be mirrored and probably be more dramatic at the proposed site given the sheer volume of the material to be dumped.
- The importance of Pania and Town Reefs from ecological, recreational and cultural perspectives is well documented. The reef is used extensively by divers and recreational fishermen. The possibility of any denigration through the commercial dumping of dredging material must be avoided at all cost. The stakes are too high.
- Dredge plume modelling is said to have been conducted off samples taken in a snapshot from 9/12/16 to 16/1/17. Recreational divers tell us that the current direction and velocity can vary throughout the year, thus questioning results of the modelling. Further, current modelling based on Hydrodynamic ADCP was taken primarily to the west of the channel, SW of Pania. We believe this is not a true reflection of current flow across the reef.
- The current modelling was taken with primarily westerly winds. We do not believe that this is a true reflection of the annualised direction for this area. We question the science as we believe the current patterns are primarily North West.
- The river systems that flow into Hawkes Bay deposit vast volumes of silt in the Bay. We are aware, through our membership on the HBRC Coastal Working Party, that a huge effort is being made to reduce current silt loadings through various conservation measures. The



current resource application by PON to deposit more than 3 Million cu/m of dredged material right in the middle of the Bay smothering some 342 hectares to a depth of 1 metre flies in the face of what HBRC is doing to minimise siltation.

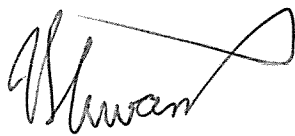
- Our research indicates that resource consents for capital and maintenance dredging projects at other NZ ports require the authorities to dump dredge spoils in deep water, well away from any recreational or ecologically important reef systems.
- We were unable to locate reference in the documentation as to the financial impact this project would have on both the recreational and commercial fishing industries.

Desired Outcomes:

1. So as to ensure that the ecological, recreational and cultural importance of the Pania and Town Reef systems are not compromised in any way by the proposed dredging we advocate that all dredge material, both capital and maintenance, be transported further offshore to the edge of the drop-off. That is 37nm east of PON at a depth of approximately 500m where ocean currents will disperse the plume.
2. We further advocate a detailed monitoring and action plan be developed for the entirety of the dredging programme and a reasonable period thereafter. This should include the important foreshore area fronting Hardinge Road and both Pania and Town Reef systems at strategic locations.

We would like the opportunity to be heard in support of our submission.

Yours sincerely




PP The Team at LegaSea Hawkes Bay



HBRC – Port of Napier Limited consent submission



Which consent does your submission relate to: *	• CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O
Person Making the Submission *	Mauri Protection Agency
Address *	 P O Box 516, Hastings, HASTINGS, Hawke's Bay 4156 New Zealand
Contact Person (if different to above, or if submitter is an organisation)	Morry Black
Phone Number *	06 8584 398
Mobile Number	027 343 5705
Email *	morryb@xtra.co.nz
Are you a trade competitor for the purposes of section 308B of the RMA 1991 *	No
IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition *	No
*	I/We oppose the above application
The specific parts of the application that my submission relates to are (please enter the relevant number)	CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views

We oppose the applications in their current form. They have not included sufficient detail on which to base a long-term decision. The applications will have the potential for adverse effects on the natural character and ecosystem functionality of a substantial part of the coastal environment including:

- Tidal exchange within the Ahuriri Estuary
- Natural tidal movement within the Ahuriri, Westshore and Whirinaki areas
- The benthic communities within the coastal environment
- Juvenile fish and shellfish species
- Natural migratory pathways and function for a range of species
- Sand accretion on some Hawke's Bay beaches
- Erosion risk to existing infrastructure including housing
- Public access to and along the coast
- Public amenity values in relation to the marine environment

Reasons:

The applications do not contain sufficient or adequate detail on a number of issues

The applications are deficient in terms of quantifying effects and their severity or otherwise

The distribution of hazardous substances that are currently en situ will have significant adverse effects on marine flora and fauna when dumped offshore and/or will be added to the coastal environment as part of the overall project
 Adverse effects on the relationship of Maori with the coast and its resources
 Inconsistency with or contrary to the NZCPS and the HBCEP

I seek the following decision from the Hawke's Bay Regional Council:
 * Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

We oppose the applications in their entirety due to the significant lack of information necessary to base a sound decision on.

Decline the applications in their current form until substantially more information and detail is provided to address the matters raised in this submission, and to avoid or remedy significant adverse effects

I wish to be heard in support of my submission *

No

If others make a similar submission, I will consider presenting a joint case with them at the hearing *

No

I wish to attend any pre-hearing meeting that may be convened. *

Yes

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HBRC – Port of Napier Limited consent submission



Which consent does your submission relate to: *	• CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O
Person Making the Submission *	Conor Paul
Address *	 85A Milton Road Bluff Hill Napier, Hawkes Bay 4110 New Zealand
Contact Person (if different to above, or if submitter is an organisation)	
Phone Number *	0272268996
Mobile Number	
Email *	conordpaul@gmail.com
Are you a trade competitor for the purposes of section 308B of the RMA 1991 *	No
IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition *	No
*	I/We oppose the above application
The specific parts of the application that my submission relates to are (please enter the relevant number)	Submission on Resource Consent Application Application No: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O Proposed Wharf and Dredging Project Resource Consent Applications and Description and Assessment of Effects on the Environment

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views

- I believe the dredge disposal site is too close to the recreational and ecological sites of Pania and Town reef.
- Although a lot has been mentioned about Pania reef, I cannot find reference to town reef and the importance of this for crustaceans and juvenile fish stocks.
- My reading indicates that the dredge plume modelling for the offshore site was conducted off current samples taken from 9/12/16 to 16/01/17 and this period of the year is not representative of the current direction and velocity occurring throughout the year.
- The current monitoring was based on Hydrodynamic ADCP readings taken to the west of the channel, SW of Pania Reef. This may not be a true reflection of current flow across the reef
- The current monitoring modelling was taken with primarily westerly winds, this is not a true reflection of the annual wind direction for the area.
- There is no detail contained detailing what ongoing monitoring of the reefs will be carried out and by whom throughout the dumping period.
- Monitoring and management receives one small section for the entire Benthic Ecology report, this

should be one of major importance to this project and a detailed monitoring and an action plan should be submitted.

- Research indicates other NZ ports, capital and maintenance dredging projects dump their dredge spoils in deep water, a long way away from any recreational or ecologically important reef systems.

I seek the following decision from the Hawke's Bay Regional Council:

* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

Outcome:

- I would like to see the dredge disposal site moved significantly further offshore, to the edge of the drop-off. Approximately 37nm east of the PON, an area of approximately 500m depth where ocean currents will disperse the plume.
- I would like to see detailed independent & transparent monitoring and an action plan for Pania Reef at numerous sites, this will protect the reef from not only the dredge dumping but also the BHD and TSHD capital and maintenance dredging activity.

I wish to be heard in support of my submission * No

If others make a similar submission, I will consider presenting a joint case with them at the hearing * Yes

I wish to attend any pre-hearing meeting that may be convened. * No

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30 Apr 2018
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HBRC – Port of Napier Limited consent submission

Which consent does your submission relate to: * · CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Person Making the Submission * Charles Finny

Address * New Zealand Shippers' Council P O Box 10-200
Wellington, Wellington 6143
New Zealand

Contact Person (if different to above, or if submitter is an organisation) Charles Finny

Phone Number *)49141758

Mobile Number 0275441547

Email * charles@sul.co.nz

Are you a trade competitor for the purposes of section 308B of the RMA 1991 * No

IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition * No

* I/We support the above application

The specific parts of the application that my submission relates to are (please enter the relevant number)

My submission is: (you may attach submission detail to this form)
* Include the reasons for your views

This submission is on behalf of the New Zealand Shippers' Council.

The Council's membership is made up of New Zealand's major freight owners – exporters and importers. We represent over 65% of New Zealand exports.

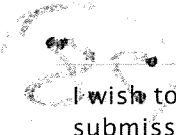
We support these applications.

Napier Port is critical National Infrastructure and demand for imports and exports is going to grow.

The proposed dredging and construction is essential for the national economy.

I seek the following decision from the Hawke's Bay Regional Council:

* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought



I wish to be heard in support of my submission * Yes

If others make a similar submission, I will consider presenting a joint case with them at the hearing * No

I wish to attend any pre-hearing meeting that may be convened. * No

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HBRC – Port of Napier Limited consent submission



Which consent does your submission relate to: * • CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Person Making the Submission * James Poppelwell

Address *  32 Alamein Crescent Onekawa
Napier, Hawke's Bay 4110
New Zealand

Contact Person (if different to above, or if submitter is an organisation)

Phone Number * 066503366

Mobile Number 02102378087

Email * jimppoppelwell@gmail.com

Are you a trade competitor for the purposes of section 308B of the RMA 1991 * No

IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition * No

* I/We oppose the above application

The specific parts of the application that my submission relates to are (please enter the relevant number) CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views

To Whom it may concern,

I understand the economic drivers to expand the PON for future cargo growth.

We are NOT opposed the PON wharf extension proposal but have some concern around the location of the proposed offshore dredging dump site.

My concern is the degradation of Pania and Town reef as a recreational and kai-moana gathering area and the importance of this reef system for the HB juvenile fish stocks.

We understand the actual dredging process is going to have an effect on Pania Reef, this is more difficult to control, but my main concern is what can be controlled, the disposal site for the dredges material.

We have held formal meeting with senior PON staff on two separate occasions, 13/12/16 & 18/05/17 along with representatives from Legasea HB and HB Dive club.

We understand the spoil dump location is 2.16nm East of the port. This is also 1.6nm East of Pania and Town reefs. With a total projected volume of 3,222,000 m/cu

Appendix C– 6 Wharf Development: 3D Geological Model and Dredge Volumes – Table 5.1

We have studied the numerous reports in the resource consent application and it appears although there has been significant effort made in the collection of data, there are still several points I would like to raise:



- I believe the dredge disposal site is too close to the recreational and ecological sites of Pania and Town reef.
- Although a lot has been mentioned about Pania reef, I cannot find reference to town reef and the importance of this for crustaceans and juvenile fish stocks.
- My reading indicates that the dredge plume modelling for the offshore site was conducted off current samples taken from 9/12/16 to 16/01/17. As a regular recreational user of Pania reef I am aware the current direction and velocity can vary throughout the year. Ref: Appendix F – Napier Port Proposed Wharf and Dredging Project – Post-Disposal Fate of Dredged Sediments. Table 2–2
- The current monitoring was based on Hydrodynamic ADCP readings taken to the west of the channel, SW of Pania Reef. We do not believe this is a true reflection of current flow across the reef
- The current monitoring modelling was taken with primarily westerly winds, we do not believe this is a true reflection of the annual wind direction for the area.
- I cannot find it detailed what monitoring will take place along Pania Reef during dumping. Who will perform this monitoring and what is the time frame and course of action should the plume effect the ecology and recreational access to the reef.
- Monitoring and management receives one small section for the entire Benthic Ecology report, we believe this to be of major importance to this project and a detailed monitoring and action plan be submitted.
- Our research indicates other NZ ports, capital and maintenance dredging projects dump their dredge spoils in deep water, a long way away from any recreational or ecologically important reef systems.

I seek the following decision from the Hawke’s Bay Regional Council:
 * Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

- We would like to see the dredge disposal site moved significantly further offshore, to the edge of the drop-off. Approximately 37nm east of the PON, an area of approximately 500m depth where ocean currents will disperse the plume.
- We would like to see detailed independent & transparent monitoring and an action plan for Pania Reef at numerous sites, this will protect the reef from not only the dredge dumping but also the BHD and TSHD capital and maintenance dredging activity.

I wish to be heard in support of my submission * No

If others make a similar submission, I will consider presenting a joint case with them at the hearing * No

I wish to attend any pre-hearing meeting that may be convened. * No

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HBRC – Port of Napier Limited consent submission



Which consent does your submission relate to: * · CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Person Making the Submission * Ngaio Tiuka

Address * Taikura House 304 Fitzroy Avenue
Hastings, Haweks Bay 4122
New Zealand

Contact Person (if different to above, or if submitter is an organisation)

Phone Number * 06 8762718

Mobile Number

Email * Ngaio@Kahungunu.iwi.nz

Are you a trade competitor for the purposes of section 308B of the RMA 1991 * No

IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition * No

* I/We support the above application

The specific parts of the application that my submission relates to are (please enter the relevant number) Concerns relate primarily to the dispersion of sediment disposal on the ecology and cultural values of Pania Reef and Town Reef.

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views

In regards to sediment disposal in the vicinity of Pania Reef and the risks to ecology and cultural values of Ngati Kahungunu.

Appropriately the high values associated with Pania Reef are referred to however, town reef values are not afforded the same respect, despite significant cultural values for tangata whenua.

The hydrodynamic modeling does not provide enough certainty that the interests of Ngati Kahungunu in relation to Pania Reef are adequately covered. The proposal predicts that "no project-related sedimentation on Pania Reef from one month simulation." and also concluded that "project-related increases in suspended sediment concentrations will not lead to adverse ecological effects at the Reef unless sustained for significantly longer than is predicted by the modelling outputs."

A number of concerns arise:

– While the consent is for project related sedimentation, the application and modeling needs to be considered in conjunction with the other sedimentation trends including long sustained increase in sedimentation due to increase in outflows from rivers and sedimentation from storm events.

- One month simulation does not provide long enough time for certainty of effects.
- Needs further consideration to winter weather conditions, storm events and worst case scenarios.
- The modelling is inadequate.
- Severity of effects are not adequately quantified.
- The proposal has concentrated on sediment and does not appear to adequately consider the possible contents of said sediment; highly relevant given the wide range of substances that pass through the port of Napier including Hazardous substance.

We also do not agree that the current resource consent sufficiently gives effect to objective 16.2, 16.3, 17.2 and 17.3 of the Regional Coastal Environment Plan and Policies 2,3, 13, 15 22 and 23 the New Zealand Coastal Policy Statement.

I seek the following decision from the Hawke's Bay Regional Council:

* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

Decline application.

We propose further amendments:

- 1 - Sediment is disposed further South and away from the vicinity of Pania Reef.
- 2 - Tangata whenua are engaged to conduct regular cultural monitoring of both Town Reef and Pania Reef to ensure adverse impacts can be addressed and avoided in a timely manner.
- 3 - Modelling includes longer simulation period with further variables, including worst case scenario's from outflows and storm events.

I wish to be heard in support of my submission *

Yes

If others make a similar submission, I will consider presenting a joint case with them at the hearing *

Yes

I wish to attend any pre-hearing meeting that may be convened. *

Yes

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HBRC – Port of Napier Limited consent submission



Which consent does your submission relate to: * • CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Person Making the Submission * Glenn Abel

Address * 20 Delta Mews Place
Hastings 4102
New Zealand

Contact Person (if different to above, or if submitter is an organisation)

Phone Number * 0272817787

Mobile Number

Email * glennabel@xtra.co.nz

Are you a trade competitor for the purposes of section 308B of the RMA 1991 * No

IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition * No

* I/We oppose the above application

The specific parts of the application that my submission relates to are (please enter the relevant number) The depth of the channel and the whole of the swing basin

My submission is: (you may attach submission detail to this form)
* Include the reasons for your views

Figure 8-4: Page 118 Changes to mean wave height and mean wave direction, caused by channel dredging. The relative changes to wave height and angle of approach are compared in Figure 8-4. This shows the effect of the channel, and demonstrates that the effects reduce with distance from the channel. The height of waves (and thus their energy) is reduced close to the Port, along parts of Hardinge Road and the southernpart of Westshore.

The Port has stated it does at the moment restrict Surf-able waves into Hardinge Rd and The Reef. This is the first admission I have seen in any documentation from the Port. This restriction has been going on since the first breakwater was put in and with every extension there have been further restrictions. It is good that the Port in a roundabout manor has acknowledged that it has dampened or restricted surfing in the bay, but now wants to further restrict surfing if their information about the angular swing basin is incorrect or if with further dredging that is done to maintain the depth required. What the Port have admit to is not a great reduction of swell height but also their energy.

So far I cannot see any trust in the Port and their statements that Surfing will not be effected.

The Documentation states that the Surf Directory classifies the Hardinge Rd and City Reef surf breaks are for beginners, due to the size of the waves. My question is what surf directory and in what year was this printed and how does this year, compare to what stage of extension the Port is in. As I have surfed both breaks over 40 years ago when swell size was above 8 foot, and as the Port extends, the size gets smaller

and less swell reaching in.

The Port has said that the new swing basin will be angular so that there should be an improvement or at least the same wave height than before the swing basin is put in. I was at a meeting of "Board Riders" that was held in the Port Offices, and we were shown graphs and charts of how the waves should be better or at least the same but at no time was anybody shown the program that produces these waves.

We were told at the meeting that this angular formation will be done as per the computer modelling which takes days to work out the modelling. I'm curious as to how accurate the back hoe digger will be with the bucket digging at 16.5 Meters, especially in water where it will be by feel as he will not see the bucket. So how accurate is this digging really going to be when the expert at the meeting said it would be accurate. Plus this angular digging as the computer module has pointed out will change as the area starts to fill in over time before being dug out again for maintenance. Maybe the consultation with the 6 or so other surfers was a whitewash so that the Port can tick the box and say there was consultation.

25.3.

Consultation Implementation

If the above meeting I attended ticked the box for the above 25.3 Consultation Implementation, I wonder how vague the other meetings were or made up.

When a large southerly swell does come in, if you have a look from Bluff Hill you can see the refraction that occurs with the "Road" and the entrance to the Port. My concern is after the "Road" is dug deeper and the large swing basin put in, at a greater depth and area than has presently occurred how much more refraction and swell reduction will occur. There is a comment on page 11 about the refraction and it does not explain that it's the waves going around the port that causes the Refraction. Also at present there are 3 "Roads" or Channels dug now the Port wants to dig a further one. Are they going to back fill the other 3 or maintain these as well?

This extension is short sighted as what happens in a few years if all the Ports predictions of increased shipping occur and the Port decides that it is still not big enough. Auckland Port is already looking at two other possible sites. The residents of Napier are already complaining of the extra rail and trucks that are coming in and out of the Port to service it. It was built at the end of Napier so all the traffic has to then travel in and out of Napier.

25.5.

Summary

"Napier Port has adopted a particularly "open door" approach to communication and consultation for this project. The information and consultation processes have run over approximately 18 months and have engaged many people at local, regional and, in some cases, national level."

"The New Zealand surf guide identifies four regionally important surf breaks; The Gap-adjacent to the east-west runway at the airport; Westshore-off the Westshore surf club; City or (Rangatira) Reef-at the southern end of Westshore (also known as Whakarire Avenue); Hardinge Road-along Hardinge Road from the East Pier to the east."

Page 190 Figure 15-1

The Four above surf breaks are listed by the Port and the Port says "No information is available on the extent of their use."

There has been no study done by the Port as to when ever these breaks are surfed and by what numbers. The Port is that ignorant in the breaks that on Page 189 figure 15-1 they have incorrectly positioned were the City Reef and Hardinge Rd is surfed. Other Councils and Ports through-out the world recognise surfing spots due to the money that comes in from visiting surfers. Have a look at what Taranaki Council and Port do for their surf breaks. So where does this put the Summary statement of the Port above?

15.3.4. Page 191

Surfing

There is the potential that changes to the sea bed, in this case due to dredging of the expanded swinging basin and deeper and relocated approach channel, could affect the waves reaching the shore.

Investigation of this risk has been among the modelling undertaken by Advisian, as set out in Appendix D in Volume 3 (section 6) of that report.

The simulations undertaken apply to the City Reef and Hardinge Road break areas, as the two breaks further north are beyond the area influenced by the dredging project (i.e. the direction of approach of the incident wave which facilitates surfing, as described in the Shore Processes and Management Ltd report, being from the northeast, and these waves will be unchanged).

Has the Port even got the correct areas see Above about 15-1 page 189, the above also goes against what the Port has said earlier about the angular design to improve were possible the wave size, whereas this is saying the waves may just disappear due to the dredgings.

"Executive Summary

This report presents an overview of the physical coastal environment in the vicinity of the Napier as part of the technical information in assessing the effects of Port of Napier Limited (PoNL) proposal for capital dredging of the central fairway, outer swing basin and inner swing basin at the Port of Napier.

The effects of dredging and dredge spoil disposal on the physical coastal processes and the wider coastal environment are identified through reference and interpretation of detailed technical studies that involved field observation, measurement and data collection, and numerical and empirical modelling. The main considerations for the effects on the physical coastal processes were:

- Potential changes to the wave environment as a result of deepening the entrance channel and disposal of sediment,
- Changes to patterns of sedimentation in the wider coastal area, and
- The dispersal of fine sediments due to the dredging and disposal operation.

Studies carried out to investigate these effects have shown that they are mostly negligible, and of magnitudes within the variability of the natural environment. "

The above statement of the Port seems rather strange when in the Video Conference of Peter Cowell that requested by Napier Council last year, he states that the Erosion of Westshore is brought about by:

- 1910 River Training Walls.
- Then the Earth Quake 1931
- And finally if never of these two had of happen then the Rock wall of the Port and the Dredging of the "Road" would have caused erosion and as the other two did happen, the Port contributes to the overall erosion effect and will contribute even more with the new depth being dug.

The Port also quotes Dr Komar were possible as his work supports what the Port is doing and trying to do, but it has been found that some of his statements are incorrect and his ongoing findings can be incorrect. As Peter Cowell stated he had access to on line photos to help him with his studies and the study in America for the Columbia River Littoral Cell, that Komar did not have access to at the time.

24.2.8.

Surf Breaks of National Significance

Policy 16 provides for the protection of surf break of national significance for surfing. Schedule 1 lists the breaks to which this policy applies. There are no listed surf breaks within the Hawke's Bay region so this policy does not apply.

Any surf break has significance and if the Port uses the above statement then this as an example of its ignorance of all else bare what it wants to do.

With regards to the Port using Surf Guide as to the local surf and what conditions for beginner or what ever, I wrote to Surf Guide about the local area and as to when an update was done to see if it was within a period of the Port doing alterations and below is my reply

The NZ SurfGuide website was launched with some base content from travels/research/etc, with the intent for it to be living, evolving, information store that anyone could contribute to and use. The data hasn't been updated in some years with very few locals contributing with up to date information. The

information is provided as a general guide only as its accuracy cannot be guaranteed and people should make their own observations as well.

Regards
 NZ Surfguide

I seek the following decision from the Hawke's Bay Regional Council:
 * Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

I oppose the application as the depth of the channel and the swing basin will have an effect on erosion for Westshore and have an effect on the surfable waves for Hardinge Rd and the Reef

I wish to be heard in support of my submission * Yes

If others make a similar submission, I will consider presenting a joint case with them at the hearing * Yes

I wish to attend any pre-hearing meeting that may be convened. * Yes

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HBRC – Port of Napier Limited consent submission


Which consent does your submission relate to: *

• CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Person Making the Submission *

Napier City Council

Address *

 Private Bag 6010
Napier 4142
New Zealand

Contact Person (if different to above, or if submitter is an organisation)

Richard Munneke

Phone Number *

06 835 7579

Mobile Number

Email *

rmunneke@napier.govt.nz

Are you a trade competitor for the purposes of section 308B of the RMA 1991 *

No

IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition *

Yes

*

I/We oppose the above application

The specific parts of the application that my submission relates to are (please enter the relevant number)

The proposal to dispose of dredged material from capital and maintenance dredging within an offshore area shown in the application is opposed.

My submission is: (you may attach submission detail to this form)
* Include the reasons for your views

Refer to separate attachment

I seek the following decision from the Hawke's Bay Regional Council:
* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

To decline the resource consent unless dredged material from capital and maintenance dredging is deposited near shore to Westshore, particularly within extended (and existing) dump ground

I wish to be heard in support of my submission *

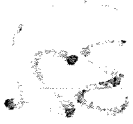
Yes

If others make a similar submission, I will consider presenting a joint case with them at the hearing *

No

I wish to attend any pre-hearing meeting that may be convened. *

No



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Application No: CL180008C, CL180009E, CL180010E,
CL180011E, CD180012W, CL180013O
Submission No _____

Submission on Resource Consent Application

(Form 13 Resource Management Act 1991)

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

Person Making Submission

Full name: Napier City Council

Postal address: Private Bag 6010, Napier

Post code 4142

Property address, if different: 215 Hastings Street, Napier 4110

Contact person (if different to above, or if submitter is an organisation): Richard Munneke

Telephone Number: 06 835 7579

Cell: _____

E-mail: rmunneke@napier.govt.nz

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

Details of the Proposed Activities:

- To construct a new wharf (Wharf 6) and undertake associated activities;
- To undertake Stage 1 capital dredging beneath the proposed new wharf, in the inner port area, swinging basin and part of the Deep Water Channel;
- To undertake Stages 2 to 5 capital dredging within the inner port area, swinging basin, in and near the existing three channels and to form a new channel;
- To undertake maintenance dredging within the areas for which capital dredging permits are sought (Stages 1 to 5);
- To dispose of dredged material from capital and maintenance dredging within an offshore area shown in the application; and
- To occupy the common marine and coastal area for existing Port activities (replacing the existing coastal permits held by Napier Port to occupy an area for port purposes), the proposed new wharf, the adjacent berth pocket including the areas on both sides of the dolphins, and the new swinging basin, as shown in the plan attached to the application.

Submission close Date: 5.00 pm on Tuesday 1st May 2018

I wish to be heard in support of my submission

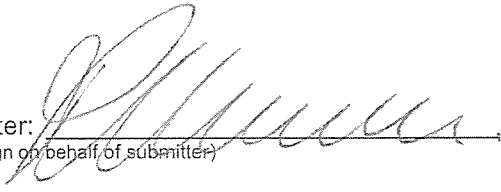
I **DO NOT** wish to be heard in support of my submission

If others make a similar submission, I will
consider presenting a joint case with them at the hearing

I wish to attend any pre-hearing meeting that may be convened

Yes

No

Signature of submitter: 
(or person authorised to sign on behalf of submitter)

Date 1 / 05 / 2018

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant

Port of Napier Ltd
PO Box 947
Napier 4140
New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz

NAPIER CITY COUNCIL SUBMISSION ON Resource Consent Application
Port of Napier Limited
CL180008C, CL180009E, CL180010E, CL180011E, CD180012W and CL180013O

Napier City Council (**NCC**) supports in principle the proposal for the PONL to expand its operations by constructing a new berth (Wharf 6).

However, NCC opposes one portion of the application namely the disposal of dredged material.

Disposal of Dredged Material		
5	Coastal permit for deposition and disposal of dredged material from capital and maintenance dredging into deposition and disposal areas shown in the application.	35 years

Figure 1: : Proposed Wharf and Dredging Project, Volume 1, Page ii, (Report prepared by Stantec, and Allan Planning and Research Ltd.)

Background and Context.

Coastal scientists have identified that Hawke Bay is divided into 2 separate and distinct littoral cells separated by Bluff Hill and its accompanying Port of Napier breakwater. Westshore falls within the northern littoral cell.

The area between the Ahuriri Estuary Entrance to the Esk River Mouth is well documented as being subject to coastal hazards, particularly erosion over the last century, including by the Hawke's Bay Regional Council Monitoring Programme; Dr. Gibb's various reports for NCC including, but not limited to, "Coastal Hazard Zone Assessment for the Napier City Coastline between the Ahuriri Entrance and Esk River Mouth (April 1996)"; NIWA 1993 Erosion Report and more recently Tonkin and Taylors coastal hazard assessment reports (2004 and 2016) for the Clifton to Tangoio coastline.

Following the Hawkes Bay Earthquake of 3 February 1931 and accompanying uplift of the 10 km long barrier beach ridge between the Ahuriri entrance and Esk River mouth the coastline advanced from accretion from 1931 to about 1962. After 1962 the trend reversed to retreat from erosion at net rates between 1962 and 2001 of -0.06 to -0.79m/year along Westshore. More recent monitoring has confirmed this erosion trend continuing to the present day.

The northern littoral cell, which due to a range of factors, has a negative sediment budget, meaning more material that could benefit the beach barrier is lost to the system than can be replaced through natural processes, resulting in the current long term trend of erosion.

While it is agreed that there are various arguments on the causes of the coastal hazard at Westshore and Bay View including: natural coastal process patterns, the Interdecadal Pacific Oscillation, the diversion of the Tutaekuri River, the Hawke's Bay Earthquake in 1931, the construction of the breakwater at the Port of Napier, sea-level rise and land subsidence. Dr. Gibb in his report (Review of the 1996 Coastal Hazard Zone between Ahuriri Entrance and Esk River Mouth (Feb 2002 Executive Summary pg iii) describes the proximate causes of the post 1931 erosion trend to include:

"Termination of the natural supply of beach gravels to the area transported by the net Northerly longshore drift, by construction of breakwaters at Port Ahuriri in 1876 – 1879 and Port of Napier in 1887 – 1890.

Removal Northward of beach gravels by the net Northerly longshore drift at 10,000m³ / year along Southern Westshore and 12,000m³/year along The Esplanade

Temporary reversals in the direction of the net Northerly drift during 20-30 year climatic cycles.

Local relative sea-level rise at 1.73 – 2.30 mm/year last century increasing to 2.73-5.1 mm/year by 2100.

Wave abrasion of beach gravels on the foreshore reducing beach volumes by 10% at Southern Westshore. 15% along The Esplanade and 40 % toward Bay View."

In response to the ongoing erosion trend (particularly hastened by a series of storm events) and the knowledge that the net negative amount of material entering the northern littoral cell through natural processes meant that ongoing trends of erosion were unlikely to be reversed, the Westshore renourishment scheme was begun in 1987.

The renourishment scheme involves the deposition of approximately 12,000m³ per annum of available material most suitable to match the existing material on Westshore placed along, and on, the existing beach barrier. The purpose was an effort to renourish the beach system and thereby counter the effects of coastal erosion.

In general terms the beach renourishment scheme has more or less stabilised Westshore Beach since 1987 but concerns over its efficacy in the face of climate change, sea level rise, long term sources of suitable material, increasing perceptions of loss of amenity associated with Westshore Beach have all contributed to ongoing requests for the review of the performance of the Westshore renourishment scheme and consideration of other potential options to mitigate erosion processes.

Dr. Gibb makes the following conclusions in his "2002 CHZ Review" regarding the success of the beach renourishment programme:

"The Westshore nourishment scheme, initiated in January 1987, has mitigated erosion hazard between Fenwick Street and the start of Snapper Park Motor Camp between 1987 and 2001 mostly, as a result of the net northerly longshore drift dispersing nourished gravels as far north as Bay View.

The scheme has only partially mitigated the erosion hazard along southern Westshore but has maintained and enhanced the amenity of the entire beach between Charles Street and Bay View for easy public access, use and enjoyment.

The Westshore nourishment scheme has proven itself as an appropriate mitigation option for erosion but could be significantly improved in terms of its potential effectiveness and sustainability this century along the entire Westshore area" [emphasis added], (Conclusions 3-5 "2002 CHZ Report" page 53).

Dr J Gibb in 2003 produced a report that made a number of recommendations for its improvements. His recommendations include:

That nearshore dumping of sand within dump ground R should become part of the nourishment scheme and dumping should be as close into the beach system as feasible.

Condition 7 of Coastal Permit (CPA 0101) should be revised to allow dredgings of sand to be dumped as close to the shore as possible within Dump Ground R extended to form a shore-parallel offshore bar in 4-6 metres water depth off Westshore Beach.

Professor P Cowell (University of Sydney) has also indicated that one of the possible future options to mitigate coastal erosion processes at Westshore is the deposition of sand material into the sub tidal beach (underwater near shore).

Beca, pg 8 of their report, 'Contract 176- Remedial work to Counter Erosion at Westshore state that the (Westshore) beach has been assisted by the placement of sand in the nearshore area, by PONL opposite the Esplanade.

Professor Paul Komar in his 2003 peer review of an ASR report also stated that:

"The restoration of a sand beach would act to dissipate the waves generated by major storms, and thereby help protect Westshore from future erosion. Whenever sand is dredged from the (port channel) and disposed of in deep water, it represents a net loss to the Westshore Bay sand volume. The construction of the Ports breakwater has had a major impact on the waves and currents and thus on the transport of fine sand reaching the Bay. The altered transport patterns together with the dredging operation and disposal of

sand offshore have led to the long term loss of fine sand in Westshore Bay and on the beach at Westshore.”

More recent studies by Tonkin and Taylor utilising regular survey data undertaken by the HBRC confirm a lowering of the inshore sea bed at Westshore indicating a worsening of the inshore sediment budget and potential destabilisation of the renourished beach barrier due to steepening of the nearshore beach profile.

The common factor from a range of studies and expert opinions around a potential mitigation option against coastal erosion at Westshore Beach is the need to provide additional material to the beach system in order to offset losses out of the system. Traditionally this was seen as being by way of onshore beach renourishment but increasingly it has become widely accepted that this needs to be supplemented by near shore deposition of material as well.

The Clifton to Tangoio Coastal Hazards Strategy

The Clifton to Tangoio Coastal Hazards Strategy 2120 (the Strategy) provides a cross-Council platform for long-term planning and decision making to respond to coastal hazards and the influence of climate change.

The Strategy's vision is *“that coastal communities, businesses and critical infrastructure from Tangoio to Clifton are resilient to the effects of coastal hazards.”*

The Strategy covers the most populated stretch of coastline in the Hawke's Bay region, from Clifton to Tangoio and the multiple coastal settlements in between, including Westshore Beach. It seeks to develop a planned response to coastal hazards out to the year 2120;

The Strategy has employed an innovative, collaborative and community-led approach to long term coastal hazard planning. It has centred around the work of two Assessment Panels, formed by tangata whenua, community representatives and stakeholders. Through a facilitated programme of workshops, the Panels have developed 100 year 'pathways' for priority areas of the Hawke's Bay coastline to build resilience to coastal hazards and the effects of climate change.

This collaborative process has been transformative through increasing and disseminating knowledge, addressing misinformation and misunderstandings, challenging assumptions and changing the conversation to one of considered, long term planning and inclusiveness.

The northern panel (which included a representative from the PONL) have recommended the following pathway for Westshore which also involves the deposition of sand material in the nearshore at Westshore:

8.4 RECOMMENDATION FOUR: PATHWAY FOR WESTSHORE (UNIT D)

UNIT D: WESTSHORE – PATHWAY 3				
Short term (0 – 20 years)	→	Medium term (20 – 50 years)	→	Long term (50 – 100 years)
Renourishment	→	Renourishment + Control Structures	→	Renourishment + Control Structures

8.4.1 Pathway Concept Plan



8.4.2 Pathway Notes

- > Combination of gravel renourishment and offshore sand bar in the short term (Gravel – Land based replenishment at key areas. Sand – Material placed offshore, using marine plant, and allowed to naturally migrate northwards and towards the beach raising foreshore levels).
- > Note supplementary recommendations regarding cultural concerns with renourishment.
- > Control structures may be groynes or offshore breakwater and will be required in the medium term. Gravel nourishment (no sand) will occur at this time.
- > Consideration given to retreating defence line to raised gravel bank behind gravel barrier.
- > A seawall may be required to protect exposed assets at the Eastern end.
- > Structures raised and lengthened over long term, with additional beach renourishment, in order to offset effects of sea level rise.

8.4.3 Rationale supporting the recommendation

- > 4th equal score under Multi-Criteria Decision Analysis ("MCDA") undertaken by the Panel.
- > Preferred pathway under economic analysis undertaken by an independent economist.
- > Considered to be the preferred pathway overall, taking into account the MCDA score and economic analysis.

- > Retains flexibility and ability to adapt when triggers are reached.
- > Economist identified another possible pathway worth considering strictly on economic grounds (Pathway 9); the Panel considered this, but preferred Pathway 3, particularly considering knock-on effects on Bay View and Whirinaki.
- > The vote in favour of Pathway 3: 9 members in favour (full support).

Since the Joint Committee recommendation to the partner Councils that they adopt the Report of the Northern and Southern cell assessment panels the Panel Report has been reported back to back to all three Councils. To date, the Hawke's Bay Regional Council and Napier City Council have both adopted the Panel's report and have agreed to commence Stage 4 to work through the detail of implementation and Hastings is expected to adopt the Strategy shortly.

All 3 councils have also allocated funding towards Stage 4 of the Strategy in their draft Long Terms Plans which are currently out for consultation.

The proposal to deposit material in the nearshore at Westshore therefore has widespread community support.

Summary of Background and Context

The deposition of material into and onto the beach at Westshore is vital as a means of mitigating coastal erosion.

The deposition of material into and onto the beach at Westshore including the deposition of dredged material into dump site 'R' by PONL in accordance with an existing resource consent for discharge and into authorised dump sites identified in the Regional Coastal Plan forms the status quo/environmental bottom line.

NCC is concerned that there has been inadequate consultation undertaken by PONL with NCC and the community of Napier on the proposal to cease depositing dredge material into the approved dump sites at Westshore as part of their current resource consent application. There is no assessment of environmental effects, particularly as they pertain to likely impacts on exacerbation of erosion trends by the proposal to deposit both maintenance and capital dredging to a new site off shore rather than inshore at Westshore.

The PONL resource consent application makes a series of sweeping generalisations about coastal processes that all support the proposal to deposit material out to sea but the limitations of these generalisations around coastal processes and also fail to quantify the beneficial effects of depositing material in the near shore as a means of mitigating coastal erosion.

While NCC is therefore supportive in principle to PONL's expansion plans as part of this resource consent application NCC is left with no choice but to oppose that portion of the resource consent application that relates to:

To dispose of dredged material from capital and maintenance dredging within an offshore area shown in the application;

As a consequence of NCC's established position of understanding and identifying erosion trends along Westshore and mitigating these effects by way of renourishing the beach and its nearshore, Council opposes the following specific parts of the resource consent application:

Specific Comments on the application

Selective and potentially misleading Consultation:

The content of the PONL consultation material with public and stakeholders does not reflect the full detail of the modelling report and therefore does not present a balanced picture of effects and/or benefits that may be derived from the deposition of dredging in existing disposal sites. This has resulted in what the Port describe as strong public and stakeholder opposition to the use of the existing spoil dump sites but no discussion or awareness of the benefits of depositing material in the nearshore at Westshore.

The port also suggests that depositing sand in the existing sites (or closer to Westshore) will have no long term benefits. It is generally recognised that depositing of sand in the near shore will need to be undertaken frequently (potentially in perpetuity) to maintain the benefits to the beach particularly into a littoral cell with a net deficit of material entering the system. The volume of material potentially available from the Port's proposed operations if deposited in the nearshore zone of Westshore, would largely address a significant historical sediment deficit that would need to be further augmented and maintained in an ongoing fashion as a separate exercise primarily by way of maintenance dredging but possibly augmented by other means if necessary.

Further to the above there is no research or evidence presented by the Port to support the allegation that there are no longer term benefits below the low tide mark.

Material Size

The Port's submission suggests that material of finer grain sizes is too fine for the purposes of renourishment. If this is the case, a portion of the total volume of extracted material may not be suitable for renourishment. Conversely, a large portion of it (possibly 1 million m³ of sand albeit over a period of time) will be suitable. Such volume will mitigate the existing deficit in the near shore system.

Further to this, anecdotal evidence from dredging companies suggests that the extremely fine material extracted from dredging operations is not contained within the barge following extraction, but is suspended during dredging and is flushed out of the barge in dredge overflow. Therefore, the issue that the Port are trying to avoid is actually created by way of their own dredging operation. On this basis, very little finer material will even make it to the existing dredging sites as it will already have been flushed out of the dredge hold.

Proposed fine sand Dredge material in areas A & A1 (Appendix F) has very similar grain size to that found along the nearshore area of Westshore and it is therefore disputed that this material is unsuitable for Westshore.

Effects of discontinuing use of dredge spoil sites not assessed

The application does not address the effects of discontinuing the placement of maintenance dredge disposal material in the "R extended" disposal ground. It is considered by NCC that discontinuing this practice could have significant negative direct and indirect effects on both the near and onshore marine environments that must be explored.

Biased interpretation of Reports

There is a potential flaw in the conclusion made in the reports about how often energetic wind speeds occur, which in turn results in a possible overstatement about the potential for the sediment to be moved. Wind speed close to shore will not be same as wind further from shore and therefore sediment suspension could differ from reports. Short term monitoring of coastal processes for the purposes of modelling long term trends is unlikely to predict real events and therefore result in misleading conclusions and sweeping generalisations to support a preferred option.

The Interpretation of modelling results contained in the Ports application appears to accentuate evidence in support of the Ports direction, and is silent on evidence that supports the continued status quo. This deserves further discussion to ensure that a balanced picture of the proposal is being tabled.

Contradictory Evidence

Reports state that the heavier sand travels north along the shore in littoral drift –Council agree with this – well evidenced. Reports suggest that lighter sand deposited in the existing dredge spoil dumping zones will fill in the new shipping channel meaning that it will have settled out of the water column. At the same time that report suggests that this sand will also land on Pania Reef. This is contradictory.

The report identifies that sand dumped in the proposed offshore dump site will be transported back towards shore (i.e. in the opposite direction to the same sand being dumped in the existing dump sites) but the velocity of the currents (and relative shear forces) will be such that this sand will not settle on Pania Reef. It is difficult to reconcile the argument that it can stand up for the offshore site and not the inshore site?

NCC would welcome the opportunity to engage and work collaboratively with PONL to determine mutually beneficial outcomes in the deposition of dredged material (both capital and maintenance).



HBRC – Port of Napier Limited consent submission

Which consent does your submission relate to: *	• CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O
Person Making the Submission *	Jonathan Dick
Address *	<input type="checkbox"/> 304 Fitzroy Avenue Hastings 4135 New Zealand
Contact Person (if different to above, or if submitter is an organisation)	Trevor Moeke
Phone Number *	0279761451
Mobile Number	
Email *	jonathan@kahungunu.iwi.nz
Are you a trade competitor for the purposes of section 308B of the RMA 1991 *	No
IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition *	No
*	I/We oppose the above application
The specific parts of the application that my submission relates to are (please enter the relevant number)	The information provided relating to potential adverse effects on the marine environment is inadequate. The location of the dredge dumping site needs to be re-located to a greater depth provided it doesn't have a detrimental impact on existing commercial fishing activities.
My submission is: (you may attach submission detail to this form) * Include the reasons for your views	If the consent is granted for the dredging, the dumping site needs to be located further out to sea provided it doesn't have a detrimental impact on commercial fishing activities.
I seek the following decision from the Hawke's Bay Regional Council: * Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought	If the consent is granted for the dredging, the dumping site needs to be located further out to sea.
I wish to be heard in support of my submission *	No
If others make a similar submission, I will consider presenting a joint case with them at the hearing *	No

I wish to attend any pre-hearing meeting that may be convened. *

No

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HBRC – Port of Napier Limited consent submission

Which consent does your submission relate to: * · CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Person Making the Submission * Richard Karn

Address *  2 Nott St Westshore
Napier 4110
New Zealand

Contact Person (if different to above, or if submitter is an organisation)

Phone Number * 8355792

Mobile Number

Email * rikan@xtra.co.nz

Are you a trade competitor for the purposes of section 308B of the RMA 1991 * No

IF YES: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition * No

* I/We oppose the above application

The specific parts of the application that my submission relates to are (please enter the relevant number) CD180012W

My submission is: (you may attach submission detail to this form) Submission + 1 additional document is attached
* Include the reasons for your views

I seek the following decision from the Hawke's Bay Regional Council: See attached document
* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

I wish to be heard in support of my submission * Yes

If others make a similar submission, I will consider presenting a joint case with them at the hearing * Yes

I wish to attend any pre-hearing meeting that may be convened. * Yes



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**Submission to the Port of Napier's Resource Consent Application
Proposed Wharf and Dredging Project 1 May 2018**

(1) The specific part of the application that my submission relates to is Consent CD180012W

(2) The Port have declared in their Consent application that all dredged material is to be disposed of at a site about 5km east of the Port. I can understand why they have chosen to do this, with respect to the concerns of the recreational fishermen and Mana Whenua.

Prior to the most recent dredge disposal campaign in October last year, there has been no information tabled to show whether or not the disposal of dredge material has been providing any benefit to Westshore beach. The beach profiles north of the Esplanade have been improving over time, but no one can say if this is because of the land-based annual beach nourishment, or the intermittent sea-based dredge disposal, in Area R Extended.

For this reason, the Port's dredge disposal off Westshore is said to ... "contribute a small percentage of the total placed to beach replenishment. This is due to the sediment generally being smaller in size than is effective for beach nourishment." (Shore Processes and Management, Appendix G, para.3, p.28). Also the CIA from Mana Whenua hapu says ... "the current disposal site is not providing the intended benefits of preventing erosion to West Shore beach." (Cultural Impact Assessment, Appendix Q, last line, p.4)

This may well be true when you look at the sand particles on the beach, above the waterline, but as you go out in to the water, the sand particles get smaller and harder packed, especially down the southern end of the beach, where the beach is much sandier, and dredge material has never been dumped in any volume at the southern end prior to October last year.

Since the time this consent application was filed, there is now data available from beach profile measurements that show the dredge disposal done in the nearshore area off Westshore in October 2017, has improved the state of the nearshore in front of the surf club.

Here are 2 photos taken before and towards the end of the 2017 dredging campaign. Notice the bulges in the shoreline opposite the area in front of the surf club in the right hand photo.



Here are 2 photos taken from a satellite, showing firstly the normal shape of the waves coming in to Westshore, and secondly showing the distortion of the waves after the disposal of dredge material.



The distortion is caused by the shallower area under the water, created by the dumped sand slowing down the waves relative to the waves either side, that are in deeper water.



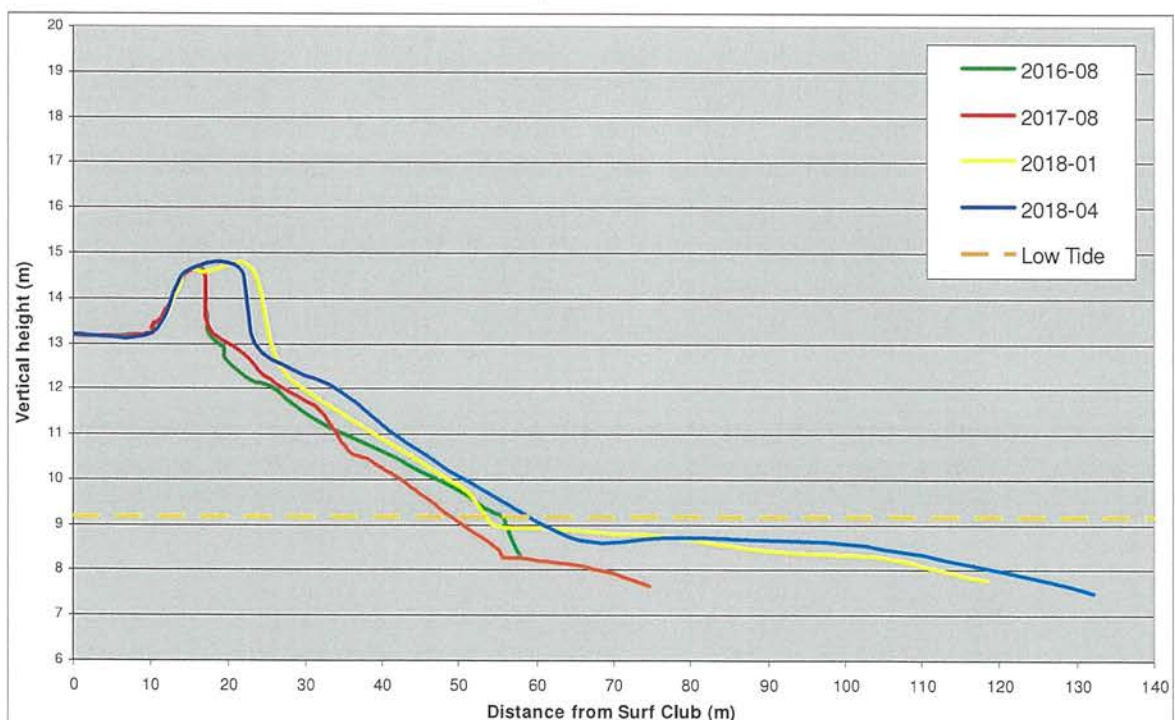
This sequence of photos taken in March 2018, shows how the wave line bends around the shallower area in front of the surf club. The photos were taken standing on top of the shingle bank opposite Naomi St, looking northwards. The outfall pipe in the centre-left is just north of the surf club.



The following perspective views show the lines of equal depth (isobaths) taken in January 2018, in the vicinity of the surf club northwards. The surf club has a red circle around it. The perimeter of the isobath pattern closely resembles the current dredge disposal site known as R Extended. The top photos show only the isobath lines. The bottom photos show the isobath lines superimposed with yellow rectangles representing the locations where the dredge stopped to deposit each load of sand on the seabed. The sand mounds are clearly defined.



The graph below is a beach cross sectional profile taken from the NE corner of the surf club



The red line shows the profile taken in August 2017, 6 weeks before the disposal of sand began. The yellow line is January 2018 and the blue line is April 2018. You can clearly see the way the nearshore area, in the swimmable zone, has grown with sand by about a metre. When you walk out in to the water you actually notice the water getting shallower for a bit before it starts getting deeper. Under your feet, the sandy bottom is smooth, hard packed sand. This is a significant and beneficial change to the amenity of the beach, in this area.

As far as sand particle size is concerned, the Shore Processes and Management report says the sand dredged from the seabed is too small to be **“effective for beach nourishment.”**

In February this year, a grab sample of sand was taken at low tide, in 1m water depth, opposite the surf club. This sample was analysed by WSP Opus Laboratory in Napier, who provided a Particle Size Distribution (PSD) data sheet (Attachment 1).

The data shows the sample contained 2% coarse sand, 18% medium sand and 80% fine sand. Fine sand is defined as having a particle size diameter of between 63 and 125 microns. (100 microns = 100µm = 0.1mm)

A common descriptor that is used for ocean sediments is the D50 value. This is the median micron size of a sample; the 50-50 value, so to speak. 50% of the sample is smaller than this size, and 50% is greater. The D50 of this sample was around 140 microns.

This is similar to the average D50 value of 150 microns, reported as the average of some 100 sand samples, analysed by previous researchers for sand around Westshore Bay. (Advisian Coastal Process Report, Appendix D, para.3, p.20)

Samples have been taken at regular intervals from the nearshore area opposite the surf club for the last 6 months, and they all have a similar composition to the February sample.

Hence suitable material that will stay in the nearshore area of Westshore is anything from fine sand upwards (particle diameter > 63 microns). It's worth noting that even though this is a tiny particle size, it will settle in calm water quite quickly at a settling velocity of around 20cm/min. (Advisian Dredge Plume Modelling Report, Appendix E, Table 2, p.26)

The Beca Geotechnical Report (Appendix B) shows all the PSD data sheets for the core samples taken in 25 locations. These are shown on pages 269 – 325 of Appendix B. The Port has defined 5 areas where dredging will occur. These are described in Table 3-2 on page 44 of the AEE. Note the descriptions for areas A and A1 are the wrong way around.

Close examination of the PSD plots shows there are large quantities of sand in area A and some sand in area A1. Area A also contains some silt and clay, but this is not really a big issue because most of the silt, and none of the clay will settle in the hopper of a suction dredge.

Here is the reason why.

When a suction dredge is operating, the fine silt and clay washes over the side of the dredge (overflows), as the hopper fills with material. The Dutch Dredging company who will be doing the suction dredge work for the Port have provided the information below on the amount of material that overflows, as a function of the particle size.

Diameter in microns	10	42	57	75	100
Overflow loss (%)	100	86	83	66	57

All particles smaller than 10 microns will not stay in the hopper and 83% of particles smaller than 57 microns will wash over the side. This data also indicates that about 80% of particles smaller than 63 microns will wash over the side as well. This is the particle size at the bottom end of the "sand" classification scale.

This photo shows the overflow of fine sediments from the suction dredge that was working here last October.



Nearly all the core samples taken from Area A yield a very high percentage of sand, with most of the very fine material being less than 10 microns in diameter, so this will wash over the side anyway. The D50 particle size is around 110 – 120 microns for most of the samples. Area A is expected to yield about 800,000 m³ of material, which is a huge amount of sand to ship out to sea, that could otherwise be used to replenish the beach.

Although Area A1 also contains sand, and is proposed to be dredged by suction dredge, it also contains a lot of silt and clay; most of which will probably wash over the side in the overflow.

If dredgings are disposed of in the nearshore area off Westshore, there will be a small portion of very fine material that will take a while to settle to the seabed, and will be carried along in the ocean currents.

The sediment transport patterns for 100 micron material, provided by the applicant, show a variety of directions that fine, suspended material could travel if placed off Westshore Beach. (Advisian Dredge Sediment Report, Appendix F, Fig. 5-5, p.53).

In wind directions from the north east, going clockwise around the compass to the south west, the current direction vectors show no defined direction. In wind directions from the west and north west the current vectors off Westshore beach, head down past East Pier and into the Port entrance, not towards Pania reef.

These current vector diagrams were generated using “energetic wind speeds” that only occur for 24 hours per year, the equivalent of 1 day per year (0.27 % of the year). For example, the West and North West diagrams were created by applying a wind speed of over 15 m/s (54 km/hr or approximately 30 knots). Fishermen who use boats out at sea, will have a good idea of how rarely the wind blows at 30 knots continuously, all day long.

The numerical model that generated these diagrams was run for a simulated time period of at least 12 hours to provide “sufficient energy to ‘spin up’ the water column in a practical amount of time for numerical computation.” (Advisian Dredge Sediment Report, Appendix F, item(a), p.25).

Because only two 12 hour periods can fit into one 24 hour period, the maximum number of 12 hour numerical simulation periods that can be achieved per year is 2. This shows how extreme the data from this numerical simulation is. It is representative of only 2 extreme wind events per year, occurring for 12 continuous hours. Therefore it would appear the frequency table (3-1) shown on page 26 of the above report is incorrect, as there should only be a maximum number of 2 events per year in this table, not values ranging from 14 to 47.

There is no information provided for the ocean current directions in light wind conditions. Napier is considered a light wind area, with a mean annual wind speed of a mere 7.4 knots. For over 50% of the year the wind speed is less than 7 knots.

Even if a small amount of suspended sediment made it all the way from Westshore, to the Port entrance, it won't be anything like the sediment stirred up by the propellers of the ships entering and leaving the Port.





And of course, there is often quite a bit of background murkiness in the water off the Port



The bigger picture for Westshore beach is the desire to try and improve this public asset, by halting the erosion of the nearshore area at the southern end of the beach. Since about 1980, the nearshore area, out to about 400m from the water's edge has slowly disappeared. You can never see this area because it is under the water.

The only time we get a chance to see this area, is when the tide goes right out during the tidal surges associated with large earthquakes, east of here. This photo shows the beach we don't normally see, during the tidal surge associated with an 8.8 magnitude earthquake off the coast of Chile in February 2010.



In 2001, coastal engineers from ASR (Mead, Black, McComb) recommended using dredged sand to build an offshore sand bar in 4 - 6m of water depth, as a means of replenishing the nearshore area.

In 2003, another coastal engineer, Dr. Jeremy Gibb, recommended the same thing, and Dr. Paul Komar from USA supported this recommendation, by saying the following in his peer review of Dr. Gibb's report:

“... the suggestion in the CMC Report [Gibb 2003] to construct an offshore bar of the disposed sand has merit if it is sufficiently stable to dissipate the energy of the waves and to promote stability of the beach gravel.

It is noteworthy that ASR makes a similar recommendation in their report (Mead, Black and McComb, 2001), based on a detailed study of the fine-grained sand. They also suggest that the disposed sand be placed as a wedge that widens toward the south in order [to] rotate the waves by refraction, thereby decreasing the rate at which beach sediment is transported to the north out of the disposal area.

Whatever decisions are made concerning an altered scheme of fine sand disposal, it could be attempted as a one year “experiment” with an increased level of monitoring, and if demonstrated to have a positive effect it could then be implemented as standard practice.”

These recommendations have never been put in to practise. The recent dumping of sand off the surf club was nothing resembling a sand bar ... it was just random mounds of sand, but it has given us an indication that this concept has a good chance of working.

In addition, the Joint Council Coastal Hazard Committee have recently recommended looking at this concept as a possible pathway to providing resilience to Westshore beach, as the sea level rises over the coming decades.

The up-coming pre-hearing for this consent application is the perfect forum to discuss this topic, because all the interested parties covering the full spectrum of interests and opinions, will be in the same room at the same time. If the Port stops bringing sand to Westshore, this recommended pathway will be terminated, probably forever.

3) I seek the following decision from the HBRC:

I request a condition be placed on Consent CD180012W, that states that any sand or gravel dredged from both capital and maintenance dredging is disposed in accordance with the Port’s current coastal permit (CPA 0101) at the current disposal site off Westshore Beach, known as R Extended.

Richard Karn M.E (Aero)
Research Engineer
Napier

1 May 2018



**DRY SIEVE ANALYSIS
TEST REPORT**

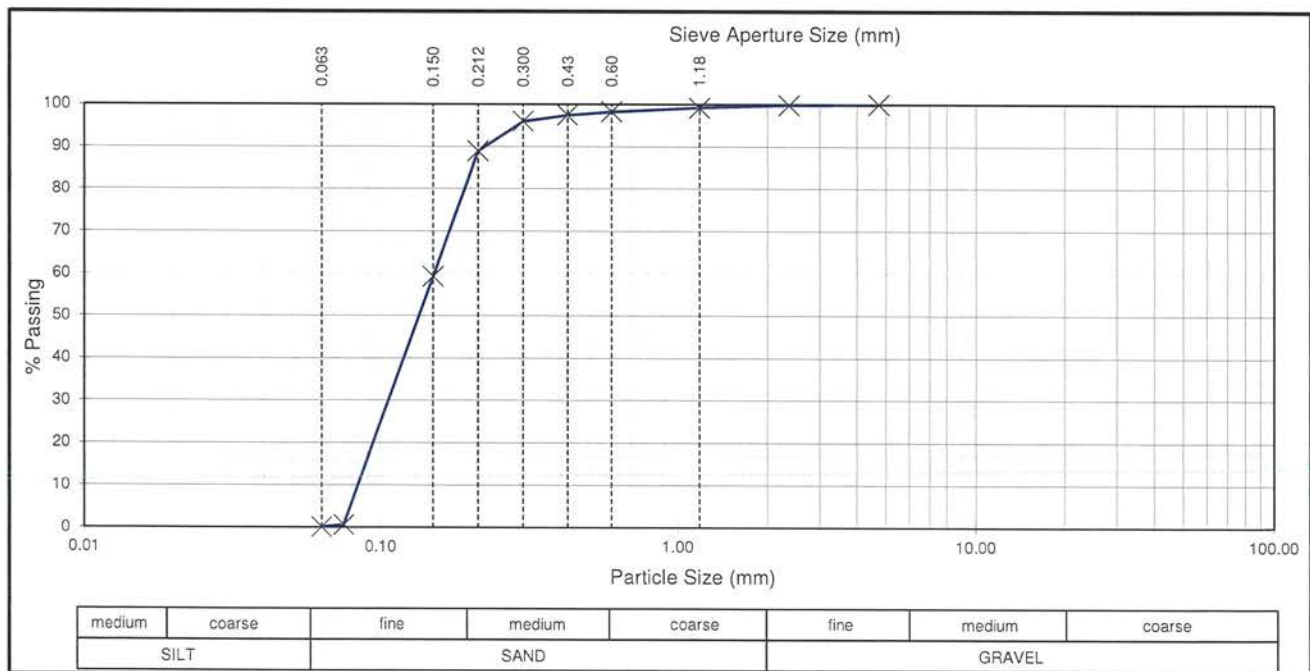


Project : **Reference Test**
 Location : **Westshore Beach**
 Client : **Westshore Residents Association**
 Contractor : **Opus Laboratory Napier**
 Sampled by : **Richard Karn**
 Date sampled : **27/02/2018**
 Sampling method : **Client taken / Grab Sample**
 Sample description : **SAND**
 Sample condition : **Dry**

Sample Site: **Westshore Beach / Opp Surf Club**
Low Tide in 1m depth of water

Project No : **Miscellaneous Client**
 Lab Ref No : **NA**
 Client Ref No :

Sieve Analysis							
Size (mm)	% Passing	Size (mm)	% Passing	Size (mm)	% Passing	Size (mm)	% Passing
75.00	-	19.00	-	1.18	99.2	0.212	88.9
63.00	-	13.20	-	0.60	98.2	0.150	59.2
37.50	-	4.75	100	0.425	97.4	0.075	0.6
26.50	-	2.36	99.9	0.300	96.0	0.063	0.1



Test Method	Notes
NZS 4407 : 1991 Test 3.8.2	History: Fraction tested: Whole sample Dispersant Used: Nil

Date tested : 06/03/18
 Date reported : 06/03/18

Sampling is not covered by IANZ Accreditation. Results apply only to sample tested.
 This report may only be reproduced in full

IANZ Approved Signatory

A.Ching

Designation : Laboratory Manager

Date : 06/03/18



Tests indicated as not accredited are outside the scope of the laboratory's accreditation



Reece O'Leary

From: RikanAero <rikan@xtra.co.nz>
Sent: Friday, 19 January 2018 12:02 PM
To: Reece O'Leary
Subject: Port of Napier application-CV attached
Attachments: CV-1705.pdf

Oops .. I forgot to attach my CV.
Attached this time.
Richard

----- Original Message -----

From: RikanAero
To: Reece O'Leary
Sent: Friday, January 19, 2018 11:23 AM
Subject: Re: Port of Napier application

Hi Reece,
Thanks for this info.
Please find attached some technical information I would appreciate being passed on to the person doing the technical appraisal for this project.
Here is some introductory information for your department, so you can see why I have provided the attached information.
Feel free to pass this on as well, if you wish.
Thanks,
Richard Karn

Introduction for the HBRC Consent Office

Having read most of the documents relating to the dredging aspects of this project, it appears the application is focused on overcoming any adverse effects of suspended sediment polluting Pania reef. For this reason, no capital dredgings are proposed to be disposed of adjacent to Westshore beach.

The Advisian Report titled "Post-Disposal Fate of Dredged Sediments" (Appendix.F) shows a disposal site adjacent Westshore beach in the Executive Summary (page vii), called "Alternative inshore disposal ground". This is the only time this site is mentioned in this document, but it does get a brief mention in the other Advisian Report titled "Coastal Process Study" (Appendix.D).

In Appendix D, the second paragraph on page 1, under section **1.2 Dredge Case**, reads: "Spoil material ... was anticipated to be disposed of in the existing nearshore disposal site with the aim of being worked onshore by wave action and increasing the average width of the recreational beach at Westshore. However, preliminary investigations have shown that the sediment sizes in the area to be dredged are too fine to provide effective beach replenishment, and therefore an offshore disposal site has been chosen."

Last October, a significant volume of fine sand, uplifted from the shipping channel by the Albatros TSHD dredge during a regular maintenance dredging campaign, was dumped 300-500m off Westshore beach, in the vicinity of the surf club. This sand has been making its way shorewards, and is having a measurable, beneficial effect on the beach in that location. This beneficial effect is observable both in the monthly beach profile measurements, and from satellite photos of the beach.

It is understood that the bulk of the capital dredging for the new berth and turning basin will be hard seabed, comprising compressed clay, sandstone, siltstone and limestone which is unsuitable for beach nourishment. However the material in the shipping channel, denoted Area A, would be suitable for beach nourishment, as the core samples taken from this area indicate very high proportions of sand.

The Beca Report, Appendix C, Table 5-1, page 5, shows there is about 800,000 m³ of sand to be dredged from Area A, most of it to be dredged towards the end of the project (probably at least 5 years or more from now). At the bottom of the table, note(a) says area A is "predominantly very loose to loose sand".

If the Port considered this site, close to south Westshore beach, there would be minimal chance of any suspended sediment polluting Pania reef, based on the Advisian flow imagery for small sediment sizes. (App.F, pages 53-56). None of the sediment transport patterns shown for the 6 wind directions considered, show a flow path from the southern end of Westshore Beach towards Pania Reef.

According to the sediment transport patterns, if any light sediment dumped off Westshore doesn't settle on the seabed, and goes on a journey eastwards, it will pass near the shore along Hardinge Rd towards the Port's breakwater, then curl around the breakwater and head south.

This is why I am concerned about some aspects of this application, which will be covered in detail, during the public submission phase of the consenting process.

I am not opposed to the project at all. I am in favour of it, as long as any sand uplifted during the dredging process is dumped off Westshore beach, in an agreed systematic manner.

As I read through the Port's documents, it became apparent to me that there were two things that were technically deficient, that I felt should be conveyed to the consultants engaged to review the application, and determine if further information is required before the consent is notified. It may well be that the consultants have already identified these deficiencies. That would be great if they have.

Thanks,
Richard Karn
Research Engineer



This email has been checked for viruses by Avast antivirus software.

www.avast.com

Richard Karn graduated from Auckland University in 1980 with a Master of Engineering specialising in aerodynamics. His research work involved wind tunnel testing of yacht components. It was this expertise that triggered his involvement with New Zealand's first Americas Cup Challenge in 1985. He was hired to supervise the yacht hull tank testing and wind tunnel testing in England and Sweden. He then assisted with the design and construction of the keels for the racing yachts sailed in Fremantle, Australia.

He was then hired as an aerodynamic research engineer for New Zealand's next Americas Cup Challenge in 1988. He was involved with the design and commissioning of the specialist force balance used for measuring the aerodynamic forces on the mast and allied equipment. He continued this work for New Zealand's next Americas Cup Challenge in 1992.

After this Challenge, the team structure changed significantly, with Peter Blake taking over the leadership and funding of the syndicate. Richard was then employed to manage the daily activities of both the hull tank testing program and the appendage wind tunnel testing program in England. He continued with his aerodynamic research work on masts, which culminated in a radical shift in the understanding of mast aerodynamics and mast section performance. This 1995 Challenge was finally successful and the Americas Cup was brought to New Zealand for the first time. In the successful defense of the Cup in 2000, he continued to work as a research engineer with the appendage and mast programs. He was also involved with the performance analysis of the yachts racing in Auckland, using data streaming in from all the yachts, via the Virtual Spectator software, combined with accurate modeling of the tidal currents on the race course.

With the break-up of Team NZ in 2000, Richard's research contract was not renewed and so he accepted a research position with One World Challenge based in Kirkland, USA. He worked with the wind tunnel testing programs in Seattle and Maryland and managed the yacht research program in Auckland.

Beyond racing yachts, Richard has worked on many other research projects as well as developing accurate speed measuring equipment for swimmers, kayaks and rowing skiffs. He has worked with many New Zealand Olympic water sport teams since 1988.

He has also been involved with wind turbines, water turbines, frost fans, dust extraction systems, jet boats and wind-assisted propulsion for large commercial ships.

Occupation: Research Engineer

Employer: Rikan Aeromarine Limited, Napier, New Zealand



Technical Note to the Coastal Process Appraiser for the Port of Napier's Expansion Project

My name is Richard Karn and I have been working as a Research Engineer, for the last 38 years, specialising in fluid dynamics and wind engineering. I understand the seaward technical aspects of this project. Attached is my CV to verify my background and experience.

I have studied the work done by Advisian for the Port of Napier's Berth expansion project, and there are two aspects that I believe may be over-looked by the technical report authors, which may result in alternative conclusions being drawn on the fate of disposed sediment. I believe this to be an important matter, since a large portion of the project involves the disposal of the dredged material.

With reference to Advisian Report Appendix F (Post-Disposal Fate of Dredged Sediments), I would like to provide the following technical comments for your consideration.

1) Calibration of Numerical Modelling.

The numerical modelling of the ocean currents is based on a very short calibration period of 9 days in May 2016 (pages 28-31). No calibration work was done in the summer, when totally different weather patterns prevail.

The error statistics from the calibration period (Fig. 3-7 on page 29) show the RMS error in the x direction (U velocity) is twice that of the RMS error in the y direction (V velocity), and the magnitude of these errors is the same order of magnitude as the actual current speed itself. This is a high error band, much higher than I would have expected.

It would be useful for Advisian to explain why the x direction RMS error increases so dramatically with wind drag coefficient (C_d), and what the C_d actually is, when referenced to 0 m/s of another parameter. The time series comparison of the actual and modelled current velocity at the Channel Approaches site (Fig. 3-8 on page 30), is in my opinion not all that good. This plot should be accompanied by a current direction plot, as well as separate wind speed and wind direction plots. That will then allow the reader to examine the calibration accuracy.

In addition to the above calibration, Advisian did a verification of the calibration by superimposing measured and modelled data at the two current measuring sites, over a 41 day period in the winter of 2016. This is described on page 30, along with some plots on page 31. Note the red/blue colour coding on the verification plots is the opposite to that used in the previous calibration plot.

The verification plots are too condensed, and don't give the reader an opportunity to make a sensible assessment of the data.

Firstly, the top U/V cross plots are meaningless, because there is no indication which orange dot relates to which blue dot.

Secondly, the time series plots are so compressed in time, that all the lines fall on top of each other, except for the out-lying data.

Thirdly, the wind speed should not be superimposed on these plots, but plotted separately.

Therefore, it would be appreciated if Advisian could:

- a) provide this data as four separate 10 day plots, like Fig.3-8, on page 30.
- b) provide comparative plots of the current direction, at the same time scale.
- c) provide separate wind speed and wind direction plots, at the same time scale.

2) Wind Rose Data

The numerical modelling of the near shore ocean currents, described in Appendix F, details how the measured wind environment is used to provide "Wind Forcing" for the numerical model (pages 25 & 26). Using this input data, the Sediment Transport Patterns are created (pages 52 - 56).

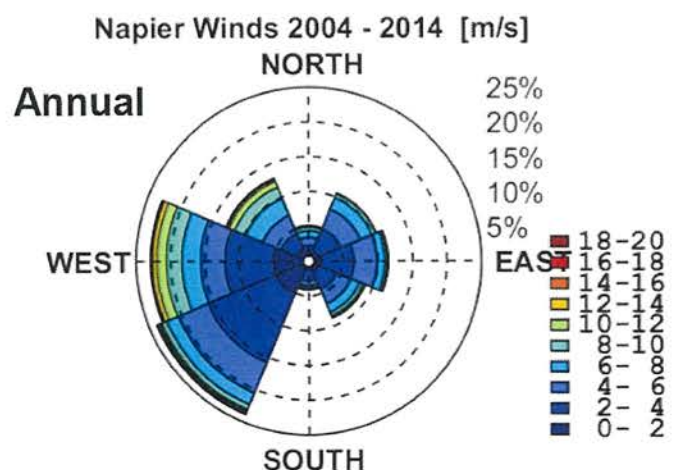
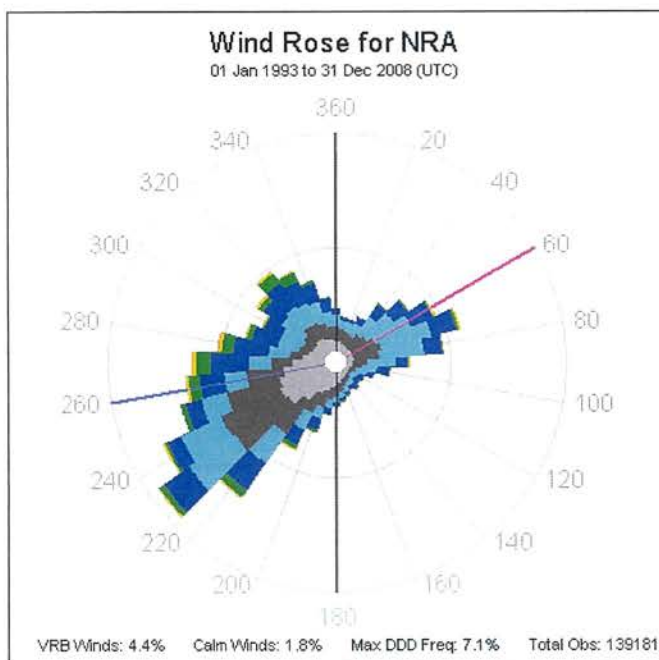
Each one of these Sediment Transport patterns has the words "Storm Wave" written in the title, as well as a large text block showing the "Percentage of Wind Record" that the wind is coming from the various wind directions (SW, W, NW, NE, E, SE).

There is nothing to show what the Sediment Transport Pattern looks like when the wind is not generating "Storm Wave" conditions. In particular, when the wind is light and variable, especially when a high pressure system slowly moves through the area. These weather conditions can last for long periods of time in Napier.

This begs the question : What percentage of the year is the wind light ?

I have obtained from the NZ MetService, the hourly wind rose data for the Napier Airport weather station, for the 16 year period from 1993 to 2008. Advisian say on page 7 of Appendix D (Coastal Process Study), that the Napier Airport and Port wind data are reasonably similar, albeit Bluff Hill has an orographic effect on the southerly winds measured by the Port's anemometer.

Attached are the NZ MetService wind rose graphic images. They are higher precision images than those shown in the Advisian report because they use 36 sectors (10 degree increments) compared to the Advisian images, which use 8 sectors (45 degree increments). Below are the combined annual wind rose images. MetService on the left, Advisian on the right.



You can see the difference in the southerly wind sector between the two sites, showing how the airport anemometer records more southerly wind than the Port anemometer.

Note that the MetService use knots as the unit of wind speed, whereas Advisian use m/s. The ratio between these units is approximately 2. (1 m/s = 1.944 knots). The last image of the MetService PPTX file shows the wind speed bands, as per the well recognised Beaufort descriptive bands.

Also attached is the table of data, from which the total wind rose was created.

Looking at the table, you can see light winds of 6 knots, or less, occur for 49.6% of the time. This is very significant, because for half of the year, the wind speed is light.

Light winds have negligible influence on the surface currents.

Note that the annual mean wind speed is merely 7.4 knots.

Napier is considered a light wind area.

In light wind conditions, it is likely that the regular tidal flow, in and out of the Ahuriri estuary, will have much greater influence on the currents in Westshore Bay, than the wind. There appears to be no numerical modelling of the ebb and flow of the tidal water, in and out of the Ahuriri estuary. This deficiency could lead to a different conclusion being reached about the currents, and ultimate fate of sediments in Westshore Bay.

In addition, the Advisian Sediment Transport Patterns are based on "storm wind speeds" well in excess of 10m/s (20 knots), as shown in Table 3-2 on page 26. The storm wind speeds are used to drive the 3D hydrodynamic model, as described in the Wind Forcing section on page 25.

So how often do "storm wind speeds", in excess of 10m/s (20 knots) occur in this area ?

Looking again at the Metservice Wind Rose table, you can see they occur 1.5% of the time.

So all the Advisian numerical modelling is based on winds that occur for just 1.5% of the year. Therefore the "Mean Annual" images on page 56 are not representative of the "Mean Annual total load transport pattern" at all. They represent a tiny fraction of time during the whole year.

Therefore, it would be appreciated if Advisian could:

- a) show the load transport patterns for light wind conditions, which represent a much greater proportion of the year than the "storm wave" events, and
- b) provide factual information about the proportion of time during the year that "energetic winds" create the conditions that are represented in their Sediment Transport Patterns.

3) Sediment Transport Patterns (Figs. 5-5 to 5-8, pages 53-56)

The lines on these images are the "vectors showing the relative magnitude and direction of total transport". (Paragraph 2, Page 52) These lines give no indication of the mass, or volume, of material being mobilised.

No explanation is provided as to what the large green arrows are pointing in random directions along the coastline.

Therefore, it would be appreciated if Advisian could:

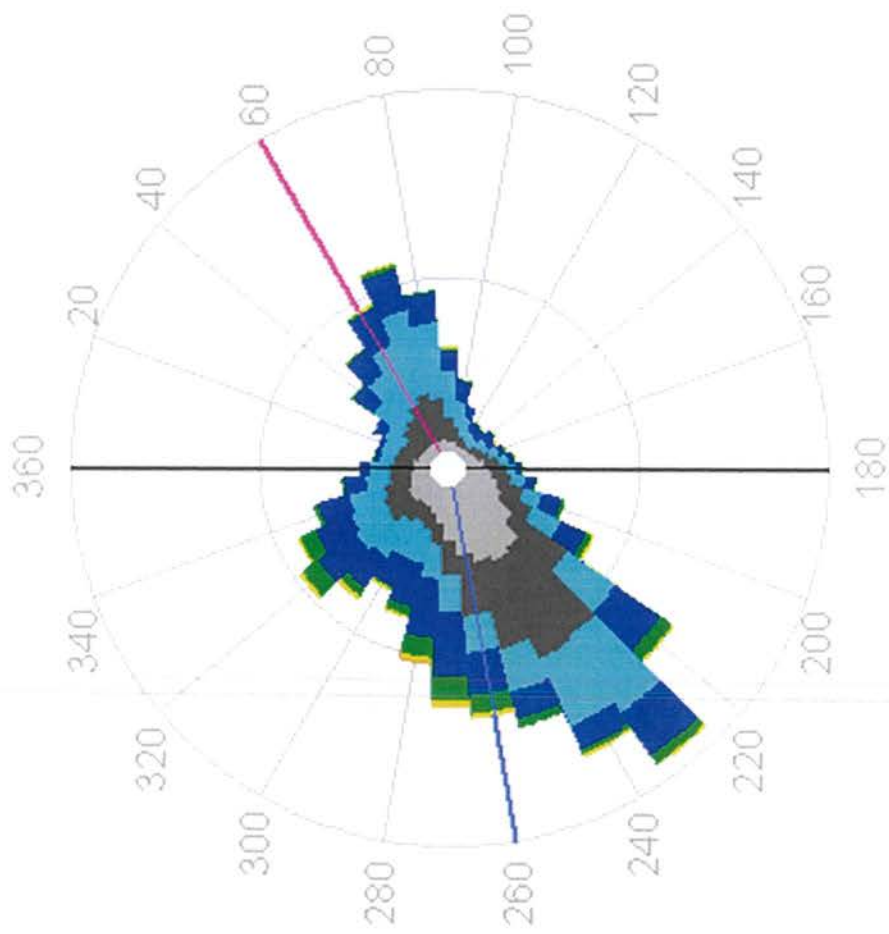
- a) provide some indication of the mass or volume of sediment these diagrams represent, in particular the "Mean Annual" Total Load in Fig. 5-8.
- b) explain what the large green arrows are, pointing in random directions along the coastline.

Richard Karn
19 January 2018



Wind Rose for NRA

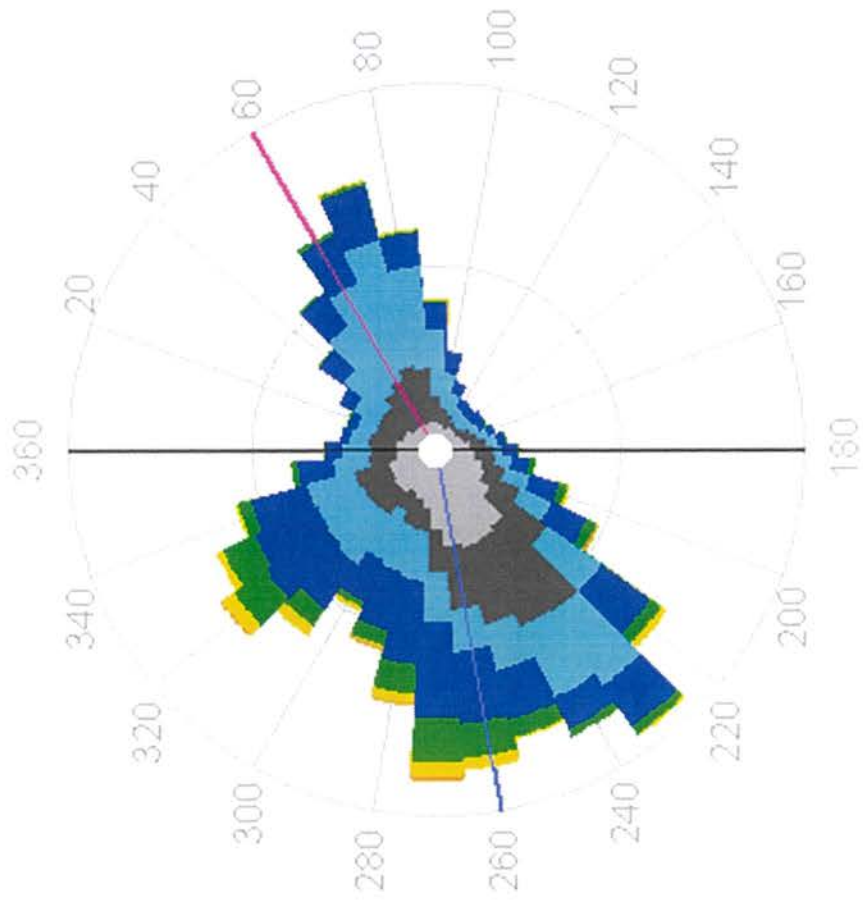
01 Jan 1993 to 31 Dec 2008 (UTC)



VRB Winds: 4.4% Calm Winds: 1.8% Max DDD Freq: 7.1% Total Obs: 139181

Spring for NRA

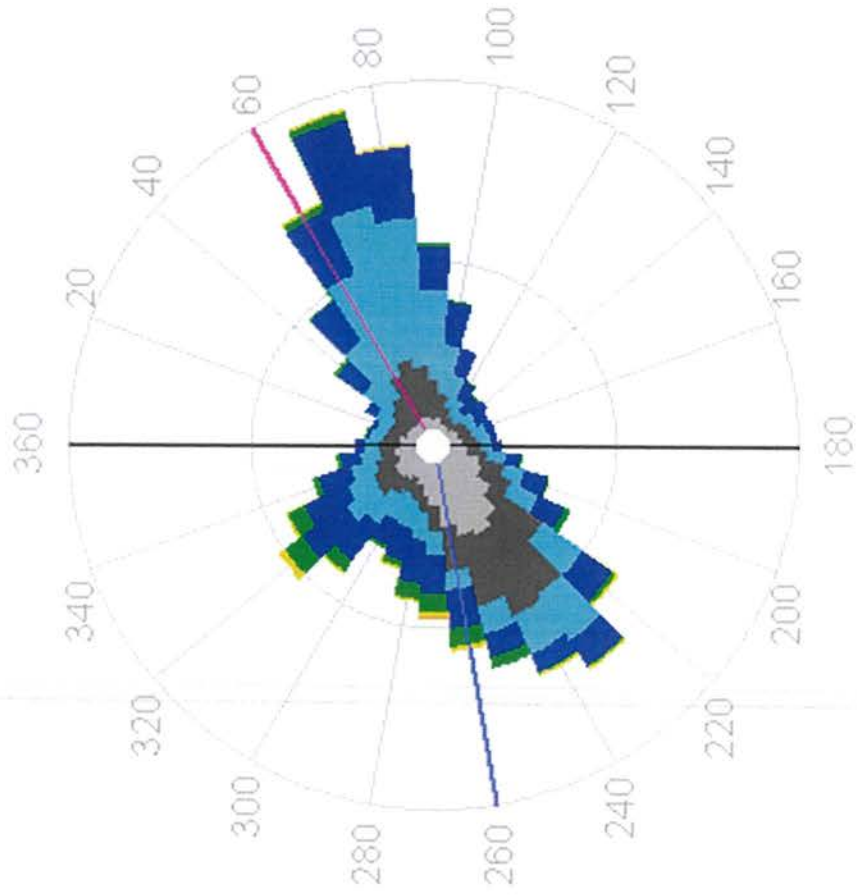
31 Aug 1993 to 30 Nov 2008 (UTC)



VRB Winds: 3.7% Calm Winds: 1.5% Max DDD Freq: 5.5% Total Obs: 34806

Summer for NRA

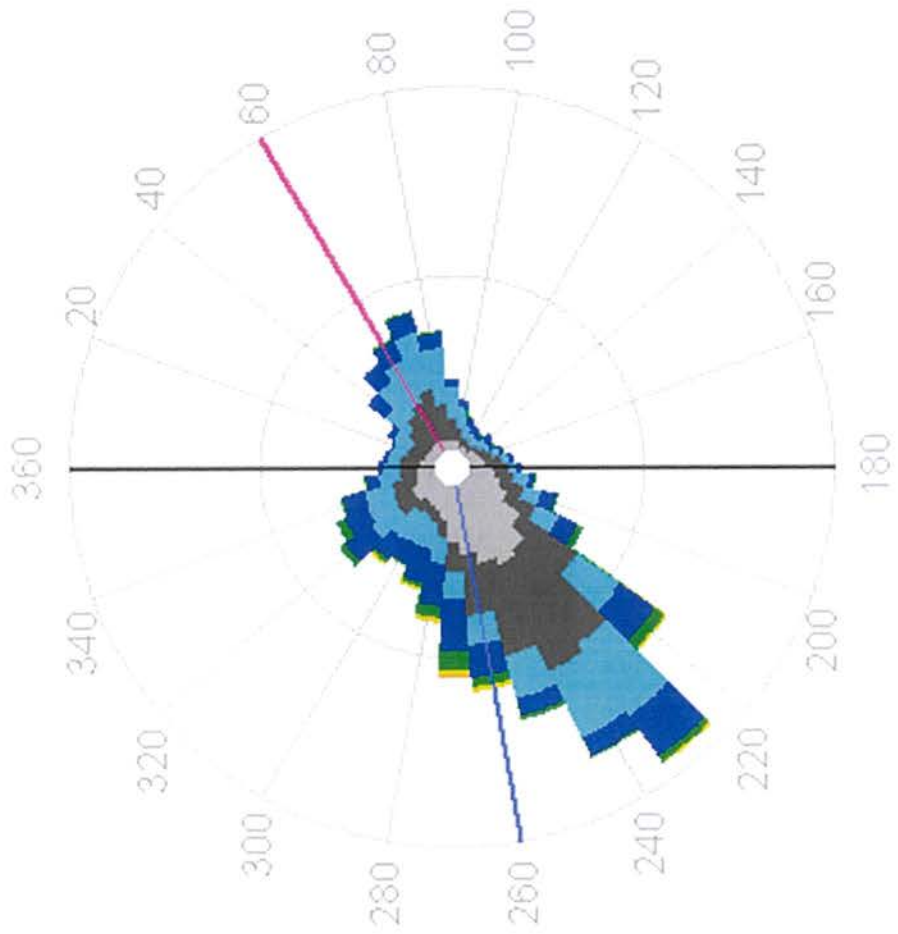
01 Jan 1993 to 31 Dec 2008 (UTC)



VRB Winds: 3.7% Calm Winds: 1.8% Max DDD Freq: 6.7% Total Obs: 34005

Autumn for NRA

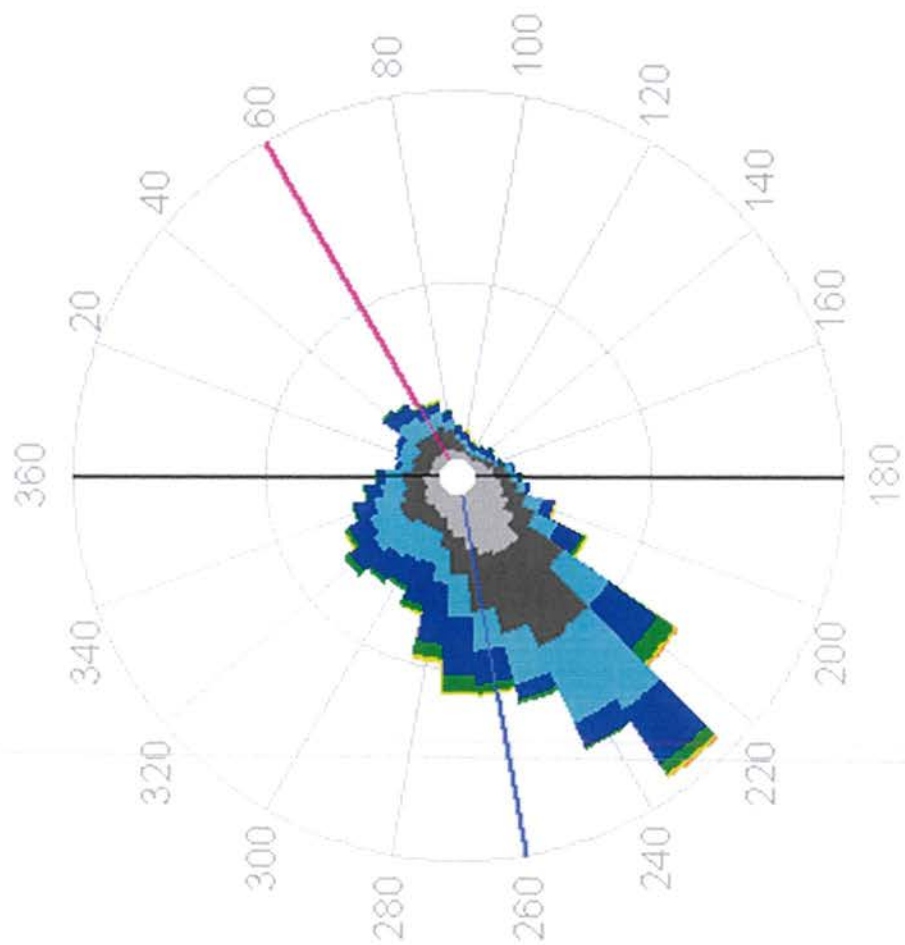
28 Feb 1993 to 31 May 2008 (UTC)



VRB Winds: 4.8% Calm Winds: 2.2% Max DDD Freq: 8.3% Total Obs: 35141

Winter for NRA

31 May 1993 to 31 Aug 2008 (UTC)



VRB Winds: 5.2% Calm Winds: 1.9% Max DDD Freq: 9.2% Total Obs: 35229



190	200	210	220	230	240	250	260	270	280	290	300	310	320	330	340	350	360	
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2559
32	57	64	67	89	62	73	86	60	51	68	44	47	32	44	35	30	33	7377
378	455	529	715	845	918	950	848	756	554	446	392	376	406	366	291	226	192	12277
297	427	555	878	1311	1416	1261	1029	714	459	308	265	303	369	355	311	274	302	13965
241	307	436	769	1177	1249	1023	806	474	257	175	181	222	274	299	255	236	233	12122
197	246	291	640	1001	1014	853	599	319	185	156	167	192	242	252	242	209	224	10700
131	176	271	542	940	852	678	386	243	168	198	157	203	261	243	281	187	184	9972
107	146	239	490	756	763	499	303	261	205	214	227	307	319	259	272	208	158	9650
105	145	210	424	710	592	347	233	242	225	265	286	314	312	266	302	207	153	9345
100	168	209	381	634	485	256	238	268	257	257	296	302	308	261	241	180	121	8659
96	149	208	393	534	338	207	231	279	338	258	313	310	255	227	216	178	132	8131
86	110	196	328	460	219	183	204	281	389	250	243	234	268	220	203	157	108	6814
60	136	159	321	378	168	151	228	310	295	293	219	255	225	239	203	119	66	5935
57	102	145	268	248	106	106	238	350	280	233	166	207	215	199	165	112	53	4585
47	97	127	226	209	106	134	200	287	289	209	99	151	231	196	129	81	38	3897
36	59	101	196	131	68	101	193	284	231	152	90	129	204	171	106	63	30	3056
26	57	89	159	103	50	78	194	261	203	116	61	100	174	158	92	44	11	2483
26	40	74	131	89	40	77	144	206	152	88	40	85	164	127	54	38	11	1948
23	24	58	98	64	31	61	126	198	129	69	37	70	104	115	49	20	2	1497
15	21	35	100	39	28	50	101	129	119	54	23	59	104	98	32	15	6	1183
6	13	33	52	39	17	37	80	136	86	37	15	47	92	61	29	9	6	927
3	11	16	39	24	8	22	69	72	62	32	12	50	64	49	14	8	0	633
0	6	9	37	17	10	14	39	57	53	12	15	30	54	30	9	2	0	449
1	5	4	24	11	5	7	28	38	28	8	12	26	34	23	7	2	1	297
3	1	3	12	8	2	11	29	42	30	11	6	9	20	10	3	0	0	219
0	1	4	12	9	3	4	22	25	20	5	1	17	14	4	4	0	2	162
0	1	1	6	2	1	1	10	20	12	2	1	8	13	3	1	1	0	88
0	1	1	3	7	0	2	9	14	12	2	4	8	3	1	2	0	0	72
0	0	1	5	4	2	0	3	12	6	2	2	2	2	2	0	0	0	44
0	0	4	1	7	1	1	2	10	5	3	3	4	2	0	0	0	0	46
0	0	0	1	5	1	0	3	4	2	1	0	3	5	2	0	0	0	27
1	0	0	1	1	0	0	0	4	5	0	3	3	2	2	0	0	0	23
0	0	1	0	0	1	0	1	5	4	3	2	2	0	2	0	0	0	21
0	0	1	0	0	1	0	2	1	1	1	0	0	1	0	0	0	0	8
0	0	0	0	0	0	0	2	0	0	0	0	0	1	0	0	0	0	3
0	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1

Total number of observations > 139181

Annual % occurrence

Cumulative % occurrence

1.8%	1.8%		0
5.3%	7.1%		7377
8.8%	16.0%		24554
10.0%	26.0%		41895
8.7%	34.7%		48488
7.7%	42.4%		53500
7.2%	49.6%		59832
6.9%	56.5%		67550
6.7%	63.2%		74760
6.2%	69.4%		77931
5.8%	75.3%		81310
4.9%	80.2%		74954
4.3%	84.4%		71220
3.3%	87.7%		59605
2.8%	90.5%		54558
2.2%	92.7%		45840
1.8%	94.5%		39728
1.4%	95.9%		33116
1.1%	97.0%		26946
0.8%	97.8%		22477
0.7%	98.5%	1.5%	18540
0.5%	98.9%	1.1%	13293
0.3%	99.3%	0.7%	9878
0.2%	99.5%	0.5%	6831
0.2%	99.6%	0.4%	5256
0.1%	99.8%	0.2%	4050
0.1%	99.8%	0.2%	2288
0.1%	99.9%	0.1%	1944
0.0%	99.9%	0.1%	1232
0.0%	99.9%	0.1%	1334
0.0%	100.0%	0.0%	810
0.0%	100.0%	0.0%	713
0.0%	100.0%	0.0%	672
0.0%	100.0%	0.0%	264
0.0%	100.0%	0.0%	102
0.0%	100.0%	0.0%	105
0.0%	100.0%	0.0%	36
0.0%	100.0%	0.0%	0
0.0%	100.0%	0.0%	38
0.0%	100.0%	0.0%	0
0.0%	100.0%	0.0%	40
0.0%	100.0%	0.0%	41
100.0%			1033108
	mean wind speed =		7.4 kts





Office Use

Application No: CL180008C, CL180009E, CL180010E,
CL180011E, CD180012W, CL180013O
Submission No _____

**Submission on
Resource Consent Application**
(Form 13 Resource Management Act 1991)

35

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

Person Making Submission

Full name: Kelly Richards

Postal address: 10 Osier Road. Greenmeadows, Napier

Post code 4143

Property address, if different: N/A

Contact person (if different to above, or if submitter is an organisation): N/A

Telephone Number: _____ Cell: 027 442 7999

E-mail: kelsrichards@hotmail.com

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

Details of the Proposed Activities:

- To construct a new wharf (Wharf 6) and undertake associated activities;
- To undertake Stage 1 capital dredging beneath the proposed new wharf, in the inner port area, swinging basin and part of the Deep Water Channel;
- To undertake Stages 2 to 5 capital dredging within the inner port area, swinging basin, in and near the existing three channels and to form a new channel;
- To undertake maintenance dredging within the areas for which capital dredging permits are sought (Stages 1 to 5);
- To dispose of dredged material from capital and maintenance dredging within an offshore area shown in the application; and
- To occupy the common marine and coastal area for existing Port activities (replacing the existing coastal permits held by Napier Port to occupy an area for port purposes), the proposed new wharf, the adjacent berth pocket including the areas on both sides of the dolphins, and the new swinging basin, as shown in the plan attached to the application.

Submission close Date: 5.00 pm on Tuesday 1st May 2018

Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If yes: Are you directly affected by an effect of the proposed activity that adversely affects the environment and does not relate to, or the effects of trade competition Yes No X

I/We support the above application

I/We oppose the above application

I/We neither support nor oppose the above application

The specific parts of the application that my submission relates to are: _____

The effect Port dredging has on Westshore Beach

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views Westshore Beach was a sandy beach until the Shipping Channel was deepened in the 1970's. The Port must prove this project will have no effect on beaches in the lee of the Port development.

I intend to present a Power Point presentation during my time to speak and may call on Larry Dallimore to assist with details - history

I seek the following decision from the Hawke's Bay Regional Council:

* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

The granting of the Resource Consent by dredging the harbour and Shipping channel is to be conditional on all dredging work having no effects whatsoever on supplies of replenishment or incidents of erosion to Westshore beach. The Port must prove no effects and give an undertaking that any damage by erosion be fully repaired.

I wish to be heard in support of my submission

I **DO NOT** wish to be heard in support of my submission

If others make a similar submission, I will
consider presenting a joint case with them at the hearing

I wish to attend any pre-hearing meeting that may be convened

Yes

No

Signature of submitter: Richard
(or person authorised to sign on behalf of submitter)

Date 01/ 05 / 2018

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant

Port of Napier Ltd
PO Box 947
Napier 4140
New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz



Office Use

Application No: CL180008C, CL180009E,
CL180010E, CL180011E, CD180012W, CL180013O
Submission No _____

Submission on Resource Consent Application

(Form 13 Resource Management Act 1991)

36

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

Person Making Submission

Full name: Ngāti Pārau Hapū Trust

Postal address: 13A Hinton Rd, Taradale

Post code 4112

Contact person (if different to above, or if submitter is an organisation): Chad Tareha

Cell: 0224321799

E-mail: chadtareha24@gmail.com

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

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To dispose of dredged material from capital and maintenance dredging within an offshore area shown in the application; and

To occupy the common marine and coastal area for existing Port activities (replacing the existing coastal permits held by Napier Port to occupy an area for port purposes), the proposed new wharf, the adjacent berth pocket including the areas on both sides of the dolphins, and the new swinging basin, as shown in the plan attached to the application.

Submission close Date: 5.00 pm on Tuesday 1st May 2018

Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If yes: Are you directly affected by an effect of the proposed activity that adversely affects the Environment and does not relate to, or the effects of trade competition Yes No

We support the above application

We oppose the above application

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views

Ngāti Pārau Hapū for the last year have worked alongside Napier Port in understanding the potential impacts to mana whenua of the proposed activities outlined in this consent application. The hapū also worked on the Cultural Impact Assessment related to this consent which formalised a mana whenua view on the proposed activities.

Ngāti Pārau Hapū support the conclusion and recommendations outlined in the Cultural Impact Assessment, in addition to the comments in *I seek the following decision from the Hawke's Bay Regional Council* section below.

I seek the following decision from the Hawke's Bay Regional Council:

* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought

Recommendation 1: Proposed Disposal Site

Ngāti Pārau Hapū understand from the data presented to the hapū by the port that the current disposal area may be impacting on the mauri of Pania reef, namely by sedimentation movement from the current disposal site. Ngāti Pārau Hapū supports the proposal, particularly shifting the disposal site for dredge spoil to a position where a potential impact on Pania Reef is removed. Ngāti Pārau Hapū wishes to be kept informed on the dredging and disposal management activities by way of a summary report so we can keep hapū members informed on the activities.

Recommendation 2: Assurance Monitoring Programme

Ngāti Pārau Hapū is committed to working with Napier Port to ensure a healthy marine coastal environment for the Ahuriri Marine coastal area. Ngāti Pārau Hapū insist that they be included in the assurance monitoring programme to ensure the marine coastal environment, Pania Reef, Hardinge Rd Reef and other taonga are not being adversely affected by the Port's operations. The Hapū also wish to be involved with the care and protection of taonga species that will likely be impacted such as the little blue penguins.

Suggested conditions to assist in the implementation of some of the recommendations are provided below.

Cultural Monitoring and Information Sharing

1. Within the first two years of the consent being granted, the consent holder shall, in consultation with Ngāti Pārau Hapū, prepare a Marine Cultural Health Programme (MCHP) to ensure the cultural health of the marine environment and in particular Pania Reef, is surveyed, monitored and reported upon. The purpose of the MCHP is to assist the consent holder, to assess the state of the marine environment, in particular Pania Reef, from a cultural perspective and assist Māori in marine environmental monitoring and reporting.

2. The MCHP shall include, but not be limited to, the following:

i. A map and description of the area to be subject to the MCHP.

ii. Marine cultural indicators to be surveyed and monitored, including appropriate marine cultural health limits or baseline values and triggers to measure change against.

iii. How the MCHP will align with the Water Quality Management Plan (WQMP) programme of dive surveys relating to Pania Reef.

iv. Methodology for marine cultural health surveying and monitoring.

3. The frequency and nature of any specific marine cultural health surveying and monitoring shall, where practicable, be carried out alongside other related surveying and monitoring of Pania Reef.

i. Advice Note: The benefits of Napier Port personnel and hapū working together and sharing best practice, tikanga Māori, scientific and cultural information and indicators, are recognised. It is expected that the consent holder shall meet the reasonable costs incurred by hapū.

4. The consent holder in partnership with Mana Whenua hapū shall ensure a MCHP surveying and monitoring summary report is provided to hapū information networks⁽ⁱⁱ⁾.

ii. Advice Note: More detailed information should be made available to hapū should they request. All of the above should be set out in a 'communication plan' developed in partnership with hapū.

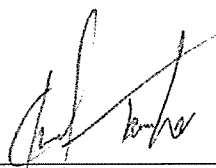
I wish to be heard in support of my submission

I **DO NOT** wish to be heard in support of my submission

If others make a similar submission, I will
consider presenting a joint case with them at the hearing

I wish to attend any pre-hearing meeting that may be convened

Yes
No

Signature of submitter: 
(or person authorised to sign on behalf of submitter)

Date 01, 05, 2018

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant

Port of Napier Ltd
PO Box 947
Napier 4140
New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz

Office Use

Application No: CL180008C, CL180009E, CL180010E,
CL180011E, CD180012W, CL180013O
Submission No _____

**Submission on
Resource Consent Application**
(Form 13 Resource Management Act 1991)

37

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

Person Making Submission

Full name: LARRY DAUMORE

Postal address: PO Box 12085

AWARU NAPIER Post code 4144

Property address, if different: _____

Contact person (if different to above, or if submitter is an organisation): _____

Telephone Number: 835 5532 Cell: 021 136 9932

E-mail: larryd@xtva.co.nz

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

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Submission close Date: 5.00 pm on Tuesday 1st May 2018

Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If yes: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition Yes No

I/We support the above application

I/We oppose the above application

I/We neither support nor oppose the above application

The specific parts of the application that my submission relates to are:

The comments and conclusions in the Executive summary, and on pages 25, 44, 48, 49, 61, 62, 63, 64, 68, 76, 85, 89, 90, 91, 92, 96, 97, 99, 102, 117, 118, 166, 172, 175, 201, 213, 221, 228, 230, and 231 of the Resource Consent Application.

I will also address the absence of Rule 140 from the HBRC Environment Plan.

My submission is:

Comment and evidence cannot be supported by actual events, they contradict other expert advice and critical issues relating to resultant erosion to Westshore and Bayview beaches from Port dredging operations since 1973 have been overlooked until recent input from engineers at the HB Regional Council.

I will produce maps, photos, assessments and extracts from my records plus reports by Prof Komar, Dr Gibb, Dr Cowell and others, to support my submission. I wish to note that I have requested a full copy of the Kirk & Single Report used to make conclusions to support the Application. I expect to have this reference for the Hearing.

The report (per letter from the Port dated 1st November 2005) describes causative factors for Westshore Beach erosion and that report is vital to support my submission. Note: the Port has refused to release this report, as at 1st May 2018.

An assessment of the issues not covered by the NCC Submission based on input from Dr Peter Cowell, Coastal Scientist.

I wish to address the reasons for not including Rule 140 from the HBRC Environment Plan which gives Westshore Beach rightful access to dredged sand from the Port.

I seek the following decision from the Hawke's Bay Regional Council:

Granting of this Resource Consent should be subject to all sand considered suitable by HBRC engineers must be dumped in the nearshore and pumped or piped to benefit the southern end of Westshore where the material will repair and restore recreational value and reinstate coastal protection to private property and city assets between the Whakarire Ave Proposed Rock Revetment and the Esk River mouth.


I wish to be heard in support of my submission

I **DO NOT** wish to be heard in support of my submission

If others make a similar submission, I will consider presenting a joint case with them at the hearing

I wish to attend any pre-hearing meeting that may be convened

Yes
No

Signature of submitter:  Date 1 / 5 / 2018
(or person authorised to sign on behalf of submitter)

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant
Port of Napier Ltd
PO Box 947
Napier 4140
New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz





PO Box 58846 Botany Auckland 2163
www.surfbreak.org.nz
info@surfbreak.org.nz

Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142
info@hbrc.govt.nz
Or email reece.oleary@hbrc.govt.nz

Applicant:
Port of Napier Ltd
PO Box 947 Napier 4140 New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz

Application Numbers: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O.
Closes 5.00 pm on Tuesday 1st May 2018
25. April. 2018

Submission by:
Surfbreak Protection Society Inc
Email address info@surfbreak.org.nz

Submission on Port of Napier Dredging, Disposal and Wharf Extension

Surfbreak Protection Society conditionally supports the above application subject to setting in place further conditions
Surfbreak Protection Society is not a trade competitor for the purposes of section 308B of the RMA 1991.

Introduction

Surfbreak Protection Society (SPS) is the leading National NGO on surf break protection, coastal processes and water quality that impacts on the cultural, environmental and social

practices of coastal and inland communities, whose wider catchments flow to the wetlands and estuarine environments.

Our organisations core values are to protect surf breaks and coastal areas from adverse effects of inappropriate subdivision and development and to protect the hydrodynamic character of the swell corridor, seabed morphology and aquatic lifeforms. SPS maintain that science and coastal science is an essential tool to arrive at viable and sustainable alternatives and for the delivery of solution based decisions.

Background

SPS had substantial input into the New Zealand Coastal Policy Statement 2010, and participated in several recent second generation Regional Council Policy Statements in addition to taking part in a range of Local government hearings on environmental matters.

Surf breaks are a natural characteristic, and part of the natural character and landscapes, of the New Zealand coastline/coastal environment, of which there are few when compared to the total length of the New Zealand coastline¹.

Approximately 7% [310,000] of New Zealanders are estimated to “surf “on a regular basis². Surfing makes a valuable contribution to the wellbeing of New Zealanders by promoting health and fitness, cross cultural and intergenerational camaraderie and a sense of connection to, and respect for, New Zealand’s coastal environment and resources.

In terms of Part 2 RMA surf breaks, therefore, contribute to amenity values/recreational amenity and natural character of the coastal environment; surf breaks and surfing enables people and communities to provide for their social, economic, and cultural wellbeing and for their health and safety.

Submission

Hawke’s Bay Regional Coastal Environmental Plan (2014) has not mapped or identified any of the Regional surf breaks.³ Therefore contains no policies for protection of these natural features in the seascape as recognised and protected, under NZCPS policies (but not limited to) 13, 14, and 15.

¹ Scarfe (2008) states that there is only: “one surfing break every 39km to 58km. Many of these surfing breaks are only surfable a few days per month or year when the tide, wind and wave conditions are suitable.”

² Figures sourced from SPARC

³ The Wavetrack New Zealand Surfing Guide was recognised as a legitimate proxy for the identification of 470 surf break locations in New Zealand, seventeen of which are listed in schedule one of the NZCPS under policy 16. Policies 13, 14, and 15 relate to the four surf breaks acknowledged in Port Napier’s AEE, and listed in the Wavetrack new Zealand Surfing Guide.

As The Hawke's Bay Regional Coastal Environmental Plan does not include a schedule of regionally significant surf breaks Policies 13, 14, and 15 of the NZCPS prevails. (NZCPS 2010)

Adverse effects on natural character, natural features as in surf breaks, needs to be recognised in this context.

The AEE provided by Port Napier notes that there are no nationally significant surf breaks (as listed in schedule one of the NZCPS) protected under policy 16, but neglects to mention protection under policies 13, 14, and 15, of the National Policy Statement.

SPS need to bring to the attention of the hearing panel that surf breaks are not simply an amenity value, but are recognised as natural features in their own right, and require the same care and protection as any other class of natural feature under the RMA/NZCPS.

Port Napier has provided 10 years' worth of baseline data that has provided sufficient information to our own peer reviewers that adverse effects on the four listed surf breaks are unlikely.

That said, SPS has engaged with Port Otago in determining the best practice to avoid adverse effects on two **Nationally Significant** surf breaks listed in the NZCPS influenced by that port company's dredging regime and formulated an ongoing monitoring program providing an adaptive management plan to ensure adverse effects were avoided at those two nationally listed surf breaks.

SPS also engaged with Port Lyttelton to provide an adaptive management program that avoided adverse effects on Canterbury's **Regionally Significant** surf breaks.

To that end, and in regard to port Napier's consent application, SPS seek to have similar consent conditions included in the final consent conditions in line with Policy 3 of the NZCPS and that the condition will include monitoring and an adaptive management approach.

SPS also note that Port Napier has stated that SPS has been "problematic" to deal with during the pre-consultation phase for the applications, and chose not to inform SPS as a recognised stakeholder of the formal consultation process notified on 9th of April.

SPS has found Port Napier to be "challenging" to deal with in regard to sharing information on their initial findings in which the port company requested a meeting with our experts without providing their initial findings beforehand. SPS requested this data before outlaying the expense of our experts travelling to Port Napier but unfortunately the information was not forthcoming.

The draft conditions in section 26 of the AEE should also include future monitoring of the four listed surf breaks to provide best practice in regard to policy 3 (the precautionary approach) of the NZCPS.

Comment

SPS seek the following decision from the Hawke's Bay Regional Council:

- **Grant the application subject to inserting as a condition a monitoring process for the surf breaks and a condition for an adaptive manage approach if adverse effects arise.**

SPS wish to be heard in support of our submission

Yours sincerely

A handwritten signature in black ink, appearing to read 'Paul Shanks', written in a cursive style.

Paul Shanks

President
Surfbreak Protection Society

Pursuant to Clause 6 of the first Schedule of the Resource Management Act 1991

Submission on Napier Port proposed wharf and dredging project.
– To establish a new wharf and capital and maintenance dredging–

To: City Strategy
Hawkes Bay Regional Council
159 Dalton Street
Napier
Attention: Reece O’Leary

From: NZ Transport Agency
Private Bag 11777
Palmerston North 4440

1 The NZ Transport Agency (Transport Agency) *do not oppose* the Napier Port proposed new wharf and capital and maintenance dredging project.

2 The specific provisions of the proposed wharf and dredging project that the Transport Agency’s submission relates to are as follows:

In particular, the Transport Agency would like to commend Napier Port for their Assessment of Traffic Effects which incorporates an assessment of the construction traffic effects and temporary Traffic Management Plan (TMP). The New Zealand Transport Agency requests that the TMP be provided to the Network Operations Contractor for comment and approval prior to lodgement with Hawkes Bay Regional Council.

3 The Transport Agency’s submission is that:

3.1 Role of the Transport Agency

The Transport Agency’s objective, functions, powers and responsibilities are derived from the Land Transport Management Act 2003 (“LTMA”), and the Government Rounding Powers Act 1989 (“GRPA”). The statutory objective of the Transport Agency is “to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest.”¹. The Transport Agency’s functions that are relevant to the retirement village include:

- “to contribute to an effective, efficient, and safe land transport system in the public interest”² and

¹ Section 94 LTMA.

² Section 95(1)(a) LTMA.

- "management of the state highway system, including planning, funding, design, supervision, construction, and maintenance and operations, in accordance with this Act and the Government Roadway Powers Act 1989"³.

The Transport Agency is a Crown entity⁴, with "*sole powers of control and management for all purposes of all state highways*"⁵. The Transport Agency is also an investor in the Hawkes Bay's road network. As an investor, we therefore have a significant interest in seeing that land use planning for the City is integrated with the transport system.

The Transport Agency is also a requiring authority and a network utility operator in terms of the Resource Management Act 1991⁶. In managing the Hawkes Bay networks the Transport Agency must promote the safe, efficient and effective function of the land transport system and ensure the land transport system is not adversely affected in a significant manner.

The Government Policy Statement (GPS) 2015/16 - 2024/25 on Land Transport Funding issued by the Minister of Transport came into effect on 1 July 2015, and sets out the Government's objectives and funding priorities for the land transport sector for a six-year period, with further indicative information for the following four years. The Transport Agency must give effect to the GPS when performing its functions in respect of land transport planning and funding⁷. The current GPS confirms that economic growth and productivity remains the primary objective for land transport expenditure, and extends this to include value for money and road safety as additional priorities. All of these areas of focus are directly relevant to Hawkes Bay's transport network and the relationship between land use planning, network management, and transport investment.

The draft GPS, circulated for submission 14 March 2018 date, while still in draft form expresses a consistent focus on economic growth and productivity.

3.2 Specific comments applying to Napier Port proposed wharf and dredging project.

The Transport Agency wish to submit on the overall intent and direction of Napier Port proposed wharf and dredging project. The Transport Agency's specific comments are as follows:

³ Section 95(1)(c) LTMA.

⁴ Section 93(2) LTMA.

⁵ Section 61 GRPA.

⁶ Section 167 RMA.

⁷ Section 70(1) LTMA.

Traffic Management Plan

The Transport Agency is generally supportive of planned and integrated growth. A planned and integrated approach often means that better planning outcomes are achieved.

The Transport Agency agrees with the evaluation of the construction traffic effects that have been assessed in the Traffic Impact Assessment but request the below amendments.

The Transport Agency requests that the TMP be provided to the Network Operations Contractor for comment and approval prior to lodgement with Hawkes Bay Regional Council. The Transport Agency also requests that at least one week prior to any works being undertaken in respect of the TMP the Transport Agency is informed of the date of commencement.

The Transport Agency also note that it would be beneficial for ongoing discussions to occur to ensure the connection to the State Highway from the Port operates efficiently and adequate capacity is available within the Network in the foreseeable future.

3.3 The Transport Agency seeks the following decision from the Hawkes Bay Regional Council:

Should the proposed wharf and dredging be approved, the Transport Agency requests that it is subject to the above amendments (or amendments to the same effect).

The Transport Agency looks forward to working further with the Hawkes Bay Regional Council through the process.

4 The Transport Agency does wish to be heard in support of this submission.

Dated at Palmerston North the 2nd day of May 2018.



Letitia Jarrett

Principal Planner

Pursuant to a delegation from the Chief Executive of the NZ Transport Agency.

Address for service: Letitia Jarrett
Principal Planner
NZ Transport Agency
PO Box 1947
Palmerston North 4440



NZ TRANSPORT AGENCY
WAKA KOTAHI

Telephone Number: (06) 953 6015

E-mail: letitcia.jarrett@nzta.govt.nz

Office Use

Application No: CL180008C, CL180009E, CL180010E,
CL180011E, CD180012W, CL180013O
Submission No _____

#40

Submission on Resource Consent Application

(Form 13 Resource Management Act 1991)

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

RECEIVED

RECEPTION

TIME: 9.45. DATE: 1/5/18.

SIGNATURE: *HS.*

Person Making Submission

Full name: HAROLD JAMES YEOMAN ON BEHALF NZACA NAPIER SURFCASTING CLUB

Postal address: 8A FLANDERS ROAD
RD 10 HASTINGS Post code 4180

Property address, if different: _____

Contact person (if different to above, or if submitter is an organisation): _____

Telephone Number: _____ Cell: 0274 429628

E-mail: president@nzaca.co.nz

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

Details of the Proposed Activities:

- To construct a new wharf (Wharf 6) and undertake associated activities;
- To undertake Stage 1 capital dredging beneath the proposed new wharf, in the inner port area, swinging basin and part of the Deep Water Channel;
- To undertake Stages 2 to 5 capital dredging within the inner port area, swinging basin, in and near the existing three channels and to form a new channel;
- To undertake maintenance dredging within the areas for which capital dredging permits are sought (Stages 1 to 5);
- To dispose of dredged material from capital and maintenance dredging within an offshore area shown in the application; and
- To occupy the common marine and coastal area for existing Port activities (replacing the existing coastal permits held by Napier Port to occupy an area for port purposes), the proposed new wharf, the adjacent berth pocket including the areas on both sides of the dolphins, and the new swinging basin, as shown in the plan attached to the application.

Submission close Date: 5.00 pm on Tuesday 1st May 2018

Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If yes: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition Yes No

- I/We support the above application
- I/We oppose the above application
- I/We neither support nor oppose the above application

The specific parts of the application that my submission relates to are: _____

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views _____

I seek the following decision from the Hawke's Bay Regional Council:

* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought _____

1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that this is crucial for ensuring transparency and accountability in the organization's operations.

2. The second part of the document outlines the various methods and tools used to collect and analyze data. It highlights the need for consistent data collection procedures and the use of advanced analytical techniques to derive meaningful insights from the data.

3. The third part of the document focuses on the implementation of data-driven decision-making processes. It describes how the organization uses the insights gained from data analysis to inform strategic planning and operational decisions, leading to improved performance and efficiency.

4. The fourth part of the document addresses the challenges and risks associated with data management and analysis. It discusses the importance of data security, privacy, and the need for robust governance frameworks to mitigate these risks and ensure the integrity of the data.

5. The fifth part of the document provides a summary of the key findings and recommendations. It reiterates the importance of a data-centric approach and offers practical suggestions for how the organization can continue to improve its data management and analysis capabilities.

6. The sixth part of the document concludes with a call to action, encouraging all stakeholders to embrace a data-driven culture and work together to achieve the organization's strategic goals through effective data management and analysis.

7. The seventh part of the document provides a detailed overview of the organization's data management strategy. It outlines the key components of the strategy, including data governance, data architecture, and data security, and explains how these components are integrated to support the organization's overall mission and vision.

8. The eighth part of the document discusses the role of data in driving innovation and growth. It highlights how the organization leverages data to identify new market opportunities, develop innovative products and services, and optimize its business processes, ultimately leading to sustained growth and competitive advantage.

I wish to be heard in support of my submission

I **DO NOT** wish to be heard in support of my submission

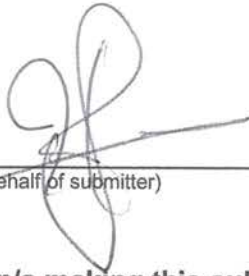
If others make a similar submission, I will
consider presenting a joint case with them at the hearing

I wish to attend any pre-hearing meeting that may be convened

Yes

No

Signature of submitter: _____
(or person authorised to sign on behalf of submitter)



Date 30/04/2018

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant

Port of Napier Ltd
PO Box 947
Napier 4140
New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz



**Re Port of Napier Application for Resource consent to dump
Dredged Spoil into Hawke Bay.**

**Appl. CL 180008BC, CL 180009L, CL 180010E,
CL 180011E, CD180012W and CL 10013O**

To: The Chief Executive
Hawkes Bay Regional Council
Private Bag 6006
Napier 4142

On behalf of the NZ Angling & Casting Association inc in support of the Pania Surfcasting Club I would like to make the following Submission against the proposed dump site as applied for by the Port of Napier in its Resource Consent application for its proposed Port expansion.

In the first instance we take exception to the manner in which the Port has managed its current Consents surrounding the maintenance of its channels.

These points being:

- 1) There is no control over what is categorised as Sand or silt/mud
- 2) All spoil is loaded onto one barge and dumped out off Westshore
- 3) There has been no full scale study on the effects on the benthic Environment

The years of attempted replenishment of the Westshore Beach has achieved nothing other than increase the shallowness of the seabed whilst destroying the microbial sea life necessary for an evolving biological ecosystem.

While this dumping has continued and the seabed has been lifted it has only increased the impact of heavy seas and the erosion of the shoreline. This whole plan is a disaster and needs addressing firstly before the proposed consent application is considered.

With regard to the current Application to dump spoil from the proposed Port extension:

We accept the need for growth but reject the planned dump site. This being a position 2.16nm from the Port of Napier at a depth of 20m. More worryingly, this position is 1.6nm east of the Pania and Town reefs.

There are various reasons for our objection and most of these surround the lack of providing a full years study of Tides & Swell, Currents, Weather patterns, Turbidity, Sediment Suspension, Wind Effect. All of which can lead to the perfect Storm or should we say the fateful mistake.

Tides & Swell:

Scientific tests have shown that larger tides and swell have an effect on the seabed at 20m depth. Such actions of nature have tendency to create a lifting and shifting effect on whatever is sitting on the sea floor.

Current:

It is our contention that the proposal, as presented to the Regional Council, does not give a true and solid result of how our currents actually flow within Hawke Bay throughout the year. To make a submission using the results of one particular month



is fallible in the extreme. Divers, Fishers and yachtsmen all know the currents swirl in the bay and in most cases it flows back in a Nor/West direction towards the Pania Reef and Town Reef from the proposed dump site. This along with the Tide and swell will move the spoil shift towards those two reefs.

Weather Patterns:

The world is experiencing more and more severe weather patterns creating higher and heavier seas. These manifests are driven toward our shorelines and have already demonstrated the power they bring to Hawke Bay. They can shift huge amounts of seabed and shoreline in a very short time.

Turbidity, Sediment Suspension:

Once again the proposal is flawed in this area. The majority of the turbidity tests were taken from an area of the Pania Reef that has/is suffering the effects of silting. Silting is a huge issue affecting the Bay but that is no cause to accept adding to it. Some 11 million Tonnes of silt is delivered annually into the bay via our local rivers. The fact that some of this silt has made its way onto both our Reefs shows that currents do not move as portrayed in the proposal.

The currents, tidal flows, swell and weather patterns exacerbate the issue by keeping the silt suspended and allows it to disperse over huge areas of the seabed where it may settle but only until the next storm. A silting of 2mm is sufficient to destroy existing microbial life in the seabed.

Effects on recreational Fishers:

The inshore fishery of Hawke Bay has been under extreme pressure for the past 50 years culminating in massive overfishing by the Commercial sector during ten of the last twelve years. This along with the effects of river silting and the current dumping of maintenance dredging along the Westshore and Whirinaki Beaches has created a dead zone all along our beaches which is only now correcting itself. This has caused a huge downturn in the value of return within in the recreational sector. This value must be measured in human wellbeing and not only dollar terms. We do not want to recreate the damages of the past.

Preferred Option:

It is our belief that the only possible safe option is to dispose of the spoil outside the Hawke Bay in a depth of at least 500m.

While we all understand that this will cause a huge lift in compliance costs, nothing can be compared to costs of wilful destruction of our inshore benthic environment..

The NZ Angling & Casting Association inc along with the Pania Surfcasting Club inc would like the opportunity to speak to our submission.

Yours sincerely


Jim Yeoman
President NZ Angling & Casting Association inc
Industry Liason Pania Surfcasting Club inc.



Tania Boshier-Jones

From: WILSON, Oliver <oliver@inshore.co.nz>
Sent: Tuesday, 1 May 2018 4:57 PM
To: Tania Boshier-Jones
Subject: FINZ submission on Port of Napier Limited resource consent application
Attachments: FINZ submission_Napier Port resource consent.pdf; FINZ_resource consent submission form.pdf

Dear Tania,

Please find attached FINZ's submission on the resource consent application from Port of Napier Limited.

Kind regards,

Oliver

 Oliver Wilson
Programmes Manager
Fisheries Inshore New Zealand Ltd

M: +64 21 267 3774
E: oliver@inshore.co.nz
W: www.inshore.co.nz

FISHERIES
INSHORE NEW ZEALAND

This email is intended solely for the use of the addressee and may contain information that is confidential or subject to legal professional privilege. If you are an unintended recipient of this email please immediately notify the sender and delete the email.



01 May 2018
Hawke's Bay Regional Council
159 Dalton Street,
Napier
4110

Lodged by email to tania.boshier-jones@hbrc.govt.nz

WRITTEN SUBMISSION ON RESOURCE CONSENTS LODGED BY PORT OF NAPIER LIMITED WITH THE HAWKE'S BAY REGIONAL COUNCIL

Applicant: Port of Napier Limited
Application Numbers: CL180008C, CL180009E, CL180010E, CL1180011E, CD180012W, CL1800130
Details of the Application: To construct a new wharf including capital and maintenance dredging of the channel and disposal of dredged material at sea.

Introduction

1. These comments are provided by Fisheries Inshore NZ Limited on behalf of the Area 2 Committee. Area 2 committee members are quota owners and harvesters of wild fish stocks that could potentially be exposed to and adversely affected by increased sedimentation arising from the proposed dredging and disposal of spill.
2. This submission represents the views of the commercial fishers and quota owners on the Area 2 Committee which is a regional affiliate of Fisheries Inshore New Zealand.
3. FINZ has a mandate from the Area 2 Committee to work directly with and on behalf of its members on the management of fisheries within the region. The Area 2 Committee is a committee representing the interests of Area 2 quota owners and fishers. The focus is on stock-specific and regional issues that impact on the local fisheries they represent.
4. FINZ note that companies, other quota-holders and local fishers may also make their own submissions on the resource consent applications. This submission is not intending to detract in any way from those individual submissions.
5. We **wish** to be heard in support of our submission and will be represented at the hearing by a local commercial fisher.
6. We are **not** a trade competitor for the purposes of section 308B of the Resource Management Act 1991.

Submission rationale

7. Our fishing vessels fish in waters that could be potentially adversely affected by the spill disposal.
8. An example of the potential adverse impacts on commercial fishing activities is demonstrated in report 2895 (page 148) which notes that 'the proposed location of the disposal area is within an area of inshore southern Hawke Bay representing around 60% of the total commercial flatfish catch.'
9. We do not think the potential for adverse effects on the marine environment has been adequately recognised. Further work is required to assess the potential adverse effects at specific times of the year.



10. We are concerned that the impacts on the marine environment from the current proposed disposal site have not been adequately recognised. Further work is needed to assess these impacts and provide additional disposal site options.
11. We do not think that the current resource consents adequately address Objectives 16.2, 16.3, 17.2 and 17.3 of the Regional Coastal Environment Plan.
11. Specifically, we are concerned that guideline (e) of policy 17.1 as stated in Table 17.1 of the Regional Coastal Environment Plan has not been adequately addressed.

Consultation

12. The Area 2 Committee contacted Napier Port in May 2017 to be involved in the consultation process. Despite this initial contact we were not a party consulted by the applicant prior to lodgment.
13. Area 2 committee members very much want to work in a collaborative manner with the Port Company.
14. We signal our willingness to meet in a pre-hearing to work through the proposed resource consent conditions and our concerns.
15. We hope to resolve our concerns by amendments to the proposed consent conditions, specifically by including measures that will better protect and safeguard the marine environment and our businesses which are reliant on it.
16. The amendments that we seek include 'what and where the environmental baseline data is collected, for how long, who undertakes the analysis of this data and the subsequent recommendations that feed into the adaptive management plan and how triggers are monitored and reported on'.
17. The Area 2 committee seeks more explicit measures that will safeguard the water, seabed and life sustained by it, and more involvement in the decision-making process.

Relief

18. We are opposed to the application as proposed and seek that it be declined.
19. We seek changes to the consent conditions to ensure that potential effects on our business have been adequately recognised, and processes and procedures put in place to avoid, offset and mitigate potential adverse effects and better manage risk.
20. We request that processes and procedures are put in place to avoid, offset and mitigate potential adverse effects and better manage risk, such as:
 - Explicit conditions in the consent conditions aiming at safeguarding the marine environment and its productivity
 - A commitment by and actions by Port of Napier Limited to achieve best practice (in what?)

- An explicit commitment by Port of Napier Limited to work collaboratively to secure a healthy, productive and sustainable marine ecosystem
- An agreed environmental monitoring and reporting framework for water quality (managing sedimentation and plume) that includes how the Port Company will collaborate, involve and share information with commercial fishers
- An agreed pathway for dealing with unintended consequences of dredging and disposing including a stepped development
- In consultation with commercial fishing industry, the retention of:
 - (i) a biosecurity expert and
 - (ii) a marine environment scientist in preparing and making changes to management plans including dredge plan, biofouling plan and environmental monitoring plan.
- Assurance that changes to management plans are done in consultation with and after seeking advice from commercial fishers.
- The make-up, scope of work and terms of reference of any local advisory / technical groups to include a representative from the Area 2 committee.



Oliver Wilson
Programmes Manager
Fisheries Inshore New Zealand Ltd.



Office Use

Application No: CL180008C, CL180009E, CL180010E,
CL180011E, CD180012W, CL180013O
Submission No _____

**Submission on
Resource Consent Application**
(Form 13 Resource Management Act 1991)

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

Person Making Submission

Full name: Fisheries Inshore NZ (FINZ)

Postal address: Level 6, Eagle Technology House, 135 Victoria Street
Wellington Post code 6011

Property address, if different: _____

Contact person (if different to above, or if submitter is an organisation): Oliver Wilson

Telephone Number: _____ Cell: 0212673774

E-mail: oliver@inshore.co.nz

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

Details of the Proposed Activities:

- To construct a new wharf (Wharf 6) and undertake associated activities;
- To undertake Stage 1 capital dredging beneath the proposed new wharf, in the inner port area, swinging basin and part of the Deep Water Channel;
- To undertake Stages 2 to 5 capital dredging within the inner port area, swinging basin, in and near the existing three channels and to form a new channel;
- To undertake maintenance dredging within the areas for which capital dredging permits are sought (Stages 1 to 5);
- To dispose of dredged material from capital and maintenance dredging within an offshore area shown in the application; and
- To occupy the common marine and coastal area for existing Port activities (replacing the existing coastal permits held by Napier Port to occupy an area for port purposes), the proposed new wharf, the adjacent berth pocket including the areas on both sides of the dolphins, and the new swinging basin, as shown in the plan attached to the application.

Submission close Date: 5.00 pm on Tuesday 1st May 2018

Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If yes: Are you directly affected by an effect of the proposed activity that adversely affects the environment and does not relate to, or the effects of trade competition Yes No

I/We support the above application

I/We oppose the above application

I/We neither support nor oppose the above application

The specific parts of the application that my submission relates to are: _____

My submission is: (you may attach submission detail to this form)

* Include the reasons for your views _____

Please see attached submission

I seek the following decision from the Hawke's Bay Regional Council:

* Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought _____

Please see attached submission

I wish to be heard in support of my submission

I **DO NOT** wish to be heard in support of my submission

If others make a similar submission, I will
consider presenting a joint case with them at the hearing

I wish to attend any pre-hearing meeting that may be convened

Yes

No

Signature of submitter: _____
(or person authorised to sign on behalf of submitter)



Date 01 / 05 / 2018

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant

Port of Napier Ltd
PO Box 947
Napier 4140
New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz



Office Use

Application No: CL180008C, CL180009E, CL180010E,
CL180011E, CD180012W, CL180013O
Submission No _____

**Submission on
Resource Consent Application**
(Form 13 Resource Management Act 1991)

#42

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

Person Making Submission

Full name: Shayne Walker _____

Postal address: _____

_____ Post code _____

Property address, if different: _____

Contact person (if different to above, or if submitter is an organisation): Maungaharuru-Tangitū Trust

Telephone Number: _____ Cell: _____

E-mail: swalker@tangoio.maori.nz

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

Details of the Proposed Activities:

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- To occupy the common marine and coastal area for existing Port activities (replacing the existing coastal permits held by Napier Port to occupy an area for port purposes), the proposed new wharf, the adjacent berth pocket including the areas on both sides of the dolphins, and the new swinging basin, as shown in the plan attached to the application.

Submission close Date: 5.00 pm on Tuesday 1st May 2018

Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If yes: Are you directly affected by an effect of the proposed activity that adversely affects the environment and does not relate to, or the effects of trade competition Yes No

I/We support the above application, **in part**

I/We oppose the above application

I/We neither support nor oppose the above application

The specific parts of the application that my submission relates to are: _____

Monitoring and relationship with the local Hapū that are affected and possibly affected.

My submission is: (you may attach submission detail to this form)

* *Include* the reasons for your views

Maungaharuru-Tangitū Trust

The Trust is the mandated entity for a collective of hapū including: Ngāi Tauira, Ngāti Marangatūhetaua, Ngāti Kurumōkihi, Ngāti Tahu and Ngāti Te Ruruku ki Tangoio. The Trust has approximately 7,000 registered members. The takiwā of the hapū extends from north of the Waikari River, south to Te Wai-o-Hingānga (Esk River) and Keteketerau (the outlet of the former Napier Inner Harbour), west to the Maungaharuru Range and eastwards including Tangitū (the sea). The Trust is a post settlement governance entity and the associated hapū are descendants of Tangaroa and Pania.

I have read the associated information related to possibly effect on the cultural values of our and neighboring hapū. I have been engaged in the pre consent application process to understand and assist in avoiding, eliminating or remedying any effects on cultural values as a consequence of the proposed wharf construction.

With regard to avoiding, eliminating or remedying any effects on the value of Maungaharuru-Tangitū Trust we seek the following considerations by way of conditions.

I seek the following decision from the Hawke's Bay Regional Council:

* *Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought* _____

1. The dredging dumping site be considered further out to sea, eg 10km or 20km. What would be the respective effects and benefits on this possible change?
2. That all maintenance dredging also be dumped at the new agreed site be it 5km, 10km or 20km.
3. That effects of port operations and the related dredging on Tangoio beach be included in the MCHP. That if effects are adverse a review of the conditions and actions to remedy be included in the conditions and actions of the MCHP.

4. That hapū capacity and capability development and engagement in the MCHP is resourced from the applicant.

I wish to be heard in support of my submission

I **DO NOT** wish to be heard in support of my submission

If others make a similar submission, I will

consider presenting a joint case with them at the hearing

I wish to attend any pre-hearing meeting that may be convened Yes

No

Signature of submitter: *Shayne Walker* _____ Date 08/05 / 2018
(or person authorised to sign on behalf of submitter)

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant

Port of Napier Ltd
PO Box 947
Napier 4140
New Zealand
Attention: Michel de Vos
michelv@napierport.co.nz



#43



Office Use

Application No: CL180008C, CL180009E, CL180010E,
CL180011E, CD180012W, CL180013O
Submission No _____

Submission on Resource Consent Application

(Form 13 Resource Management Act 1991)

To: Chief Executive
C/- Client Services Administrator
Hawke's Bay Regional Council
Private Bag 6006
NAPIER 4142

Person Making Submission

Full name: Freedom Divers HB, spearfishing club

Postal address: 7 Pukaki Place

Napier Post code 4182

Property address, if different: _____

Contact person (if different to above, or if submitter is an organisation): Rangi Vallance

Telephone Number: _____ Cell: 0212545140

E-mail: sonya.rangi@nowmail.co.nz

Name of applicant: Port of Napier Limited

Consent Number: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Location of activity: Port of Napier, Breakwater Road, Napier & various locations within the Coastal Marine Area (CMA). The location is fully described by the application for resource consent.

Details of the Proposed Activities:

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- To undertake maintenance dredging within the areas for which capital dredging permits are sought (Stages 1 to 5);
- To dispose of dredged material from capital and maintenance dredging within an offshore area shown in the application; and
- To occupy the common marine and coastal area for existing Port activities (replacing the existing coastal permits held by Napier Port to occupy an area for port purposes), the proposed new wharf, the adjacent berth pocket including the areas on both sides of the dolphins, and the new swinging basin, as shown in the plan attached to the application.

Submission close Date: 5.00 pm on Tuesday 1st May 2018

Are you a trade competitor for the purposes of section 308B of the RMA 1991 Yes No

If yes: Are you directly affected by an effect of the proposed activity that adversely effects the environment and does not relate to, or the effects of trade competition Yes No

I/We support the above application

I/We oppose the above application

I/We neither support nor oppose the above application

The specific parts of the application that my submission relates to are: _____

Spoil dump area

My submission is: (you may attach submission detail to this form)

* *Include* the reasons for your views _____

See attached

I seek the following decision from the Hawke's Bay Regional Council:

* *Give precise details, including the parts of the application you wish to have amended and the general nature of any conditions sought* _____

See attached

I wish to be heard in support of my submission

I **DO NOT** wish to be heard in support of my submission

If others make a similar submission, I will
consider presenting a joint case with them at the hearing

I wish to attend any pre-hearing meeting that may be convened Yes

No



Signature of submitter: Rangi Vallance

(or person authorised to sign on behalf of submitter)

Date 27 / 04 / 2018

Please note the person/s making this submission must also serve a copy on the applicant as soon as reasonably practicable

Applicant

Port of Napier Ltd

PO Box 947

Napier 4140

New Zealand

Attention: Michel de Vos

michelv@napierport.co.nz





Submission on Resource Consent Application

Application No: CL180008C, CL180009E, CL180010E, CL180011E, CD180012W, CL180013O

Proposed Wharf and Dredging Project Resource Consent Applications and Description and Assessment of Effects on the Environment

27/04/18

To Whom it may concern,

We understand the economic drivers to expand the PON for future cargo growth.

We are NOT opposed the PON wharf extension proposal but have some concern around the location of the proposed offshore dredging dump site.

My concern is the degradation of Pania and Town reef as a recreational and kai-moana gathering area and the importance of this reef system for the HB juvenile fish stocks.

We understand the actual dredging process is going to have an effect on Pania Reef, this is more difficult to control, but my main concern is what can be controlled, the disposal site for the dredges material.

We have held formal meeting with senior PON staff on two separate occasions, 13/12/16 & 18/05/17 along with representatives from Legasea HB and HB Dive club.

We understand the spoil dump location is 2.16nm East of the port. This is also 1.6nm East of Pania and Town reefs. With a total projected volume of 3,222,000 m/cu

Appendix C- 6 Wharf Development: 3D Geological Model and Dredge Volumes – Table 5.1

We have studied the numerous reports in the resource consent application and it appears although there has been significant effort made in the collection of data, there are still several points I would like to raise:

- I believe the dredge disposal site is too close to the recreational and ecological sites of Pania and Town reef.
- Although a lot has been mentioned about Pania reef, I cannot find reference to town reef and the importance of this for crustaceans and juvenile fish stocks.
- My reading indicates that the dredge plume modelling for the offshore site was conducted off current samples taken from 9/12/16 to 16/01/17. As a regular recreational user of Pania reef I am aware the current direction and velocity can vary throughout the year. Ref: *Appendix F - Napier Port Proposed Wharf and Dredging Project – Post-Disposal Fate of Dredged Sediments. Table 2-2*

- The current monitoring was based on Hydrodynamic ADCP readings taken to the west of the channel, SW of Pania Reef. We do not believe this is a true reflection of current flow across the reef
- The current monitoring modelling was taken with primarily westerly winds, we do not believe this is a true reflection of the annual wind direction for the area.
- I cannot find it detailed what monitoring will take place along Pania Reef during dumping. Who will perform this monitoring and what is the time frame and course of action should the plume effect the ecology and recreational access to the reef.
- Monitoring and management receives one small section for the entire Benthic Ecology report, we believe this to be of major importance to this project and a detailed monitoring and action plan be submitted.
- Our research indicates other NZ ports, capital and maintenance dredging projects dump their dredge spoils in deep water, a long way away from any recreational or ecologically important reef systems.

Outcome:

- We would like to see the dredge disposal site moved significantly further offshore, to the edge of the drop-off. Approximately 37nm east of the PON, an area of approximately 500m depth where ocean currents will disperse the plume.
- We would like to see detailed independent & transparent monitoring and an action plan for Pania Reef at numerous sites, this will protect the reef from not only the dredge dumping but also the BHD and TSHD capital and maintenance dredging activity.

Yours sincerely

Freedom Divers Hawkes Bay, Spearfishing club.

C/- Rangī Vallance

0212545140