Submission on

Resource Consent Application

Form 13
Under Section 96 of the Resource Management Act 1991.

Te Kaunihera o Te Tairāwhiti
GISBORNE
DISTRICT COUNCIL

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

1. Person making submission

Name in full: Pettit (Surname:) Peter (First Name(s))

Address:

6 (No.) Ingham Road (Street/Road) Remuera (Suburb)

Auckland (Town/City) 1050 (Postcode)

Mobile: 021982822 Other phone:

Email: peter@woodeng.co.nz

2. Submission on

Application No: CP-2022-111365-00 / CD-2022-111366-00 / CC-2022-111367-00 / CR-2022-111368-00 / CO-2022-111369-00 et all

Name of applicant: Eastland Port

Type of resource consent applied for: Coastal Permit, Discharge to water/Construction/Dredging/Occupy space NES Soil/Land use

Brief description of proposed activity: Upgrade and expand the port

☑ I support the application ☐ I oppose the application ☐ I am neutral to the application (neither support or oppose)

Clearly state which parts of the application you support or oppose or wish to have amended:

I write in support of the Twin Birth Project within the Eastland Port, upgrade and expand the port and consent the works as nesessary.

The reasons for making my submission are (briefly describe the reasons for your views, attach further pages if necessary):

I am Managing Director and a founding shareholder of Wood Engineering Technology Ltd (WET) the majority shareholder and technology licensor of WET Gisborne Limited (WGL). In alliance with Trust Tairawhiti.
GL will bring wealth, employment, and aspiration to the people of Tairawhiti region with its success. In the near term WGL will be producing large quantities of Optimised Engineered Lumber (OEL™) a superior form of Engineered Wood Products (EWP) used for the construction and or assembly of buildings from one story to eight stories in the main population centres of Aotearoa New Zealand.
The movement of the large quantities of EWP from Tairawhiti to those population centres. In a way that is low cost and produces as low an environmental burden as possible (as OEL™ does) will be a critical component of WGL and OEL™'s success.
We are certain that the movement of OEL™ by containers on the coastal freight is the best mode of transport. We fully support the proposal therefore to enlarge the Eastland Port and allow Coastal Containerised carriage to be available.

Office use only

Received date: ☐ Support ☐ Oppose ☐ W.T.B H ☐ N.B.H

PO Box 747, Gisborne 4040 • 06 8672049 • 0800 653 800 • notifiedrc@gdc.govt.nz • www.gdc.govt.nz • GisborneDC

I wish the Gisborne District Council to make the following decision (give details, including the nature of any conditions sought):

Please tick:

- ☐ I wish to speak at the hearing in support of my submission
- ☐ Would you consider presenting a joint case with others who have made a similar submission? ☐ Yes ☐ No
- ☑ I do not wish to speak at the hearing in support of my submission

3. Signature

Signature of person making submission or person authorised to sign on behalf of submitter

Date: 26/10/22

Postal address of person making submission (if different from previous page):

6 Ingram Rd
Remuera Auckland NZ

Name and phone number (if different from previous page):

Contact person:

Mobile: Other phone:

Email:

PO Box 747, Gisborne 4040 • 06 8672049 • 0800 653 800 • notifiedrc@gdc.govt.nz • www.gdc.govt.nz • GisborneDC

Wood Engineering Technology Limited

25th October 2022

To Whom It May Concern.

Wood Engineering Technology Supports the Twin Berth Project and Upgrading the Gisborne Port.

Wood Engineering Technology Ltd (WET) the majority shareholder and technology licensor of WET Gisborne Limited (WGL), in alliance with Trust Tairawhiti.

WET's technology that is used within WGL produces an advanced and high performing, superior engineered Wood Product (EWP) called Optimised Engineered Lumber (OEL™) that facilitates the fast, efficient, and lower-cost construction and or assembly of up to eight story buildings. This technology efficiently transforms any non-graded sawlog into a superior building material. This is done within a relatively small, low impact, off the energy grid plant that can be located if desired inside the forest, thereby minimising the transport of high numbers of heavy logs.

WGL is bringing wealth, employment, and aspiration to the people of Tairawhiti region with the growth and success of WGL. Each plant we build employs around 50 people in high paying technically qualified positions. The first plants have been located on the outskirts of Gisborne and more are expected there and elsewhere in Tairawhiti region, close to the regional forests. Operation of plants is on a 24 hour per day 7 day per week schedule, using any plantation pine log over a minimum size, and supplying OEL™ to the New Zealand building and construction industry around New Zealand. OEL™ is used for the construction and or assembly of buildings from one story to eight stories in the main population centres of New Zealand. In the next 10 years WGL is expected to be producing large quantities of OEL™ in Tairawhiti.

The WET OEL™ product is carbon sequestering and low carbon emitting and can be used to substitute concrete and steel out of buildings. Within the next decade WET intends to build four OEL™ plants in Tairawhiti, processing proximately 320,000 tonnes of logs per annum, employing 160 high paid employees and shipping 160,000m3 (8,000 containers equivalent) per annum of OEL™ to population centres external to the Tairawhiti region.

The movement of the large quantities of EWP from Tairawhiti to those population centres, in a way that is low cost and produces as low an environmental burden as possible (as OEL™ does) will be a important component of WGL and OEL™'s success. WET would welcome the opportunity to distribute its OEL™ product via containerised coastal shipping. WET is confident that its world leading technology will continue to succeed in Tairawhiti and this success will support containerised coastal shipping from Gisborne.

Movement of OEL™ by containers as coastal freight is the best mode of transport. We therefore fully support the proposal to enlarge the Eastland Port and allow Coastal Containerised cartage to be an available option.

Peter Bettit
Managing Director, Wood Engineering Technology Ltd

Wood Engineering Technology Limited
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