

# **Council Briefing**

## **Supplementary Agenda**

**Date:** Thursday 01 August 2019

**Time:** 09.30 am

**Venue:** Mangawhai Club – 219 Molesworth Drive, Mangawhai

	<b>Briefing Report</b>	<b>Page</b>
<b>2</b>	<b>Auckland Regional Landfill Resource Consent and Plan Change Update</b>	<b>1</b>
	Attachment A: Auckland Regional Landfill supplementary report	3



# **Auckland Regional Landfill Resource Consent and Plan Change update**

**Meeting:** Kaipara District Council Briefing  
**Date of meeting:** 01 August 2019  
**Reporting officer:** Virginia Smith, Policy Analyst

## **Purpose/Ngā whāinga**

To seek direction on whether Council should submit to the resource consent and plan change applications for Waste Management New Zealand's (WMNZ) proposed new Auckland Regional Landfill (ARL).

## **Context/Horopaki**

Auckland Council has confirmed that it has received WMNZ resource consent application along with a requested plan change. This plan change is to rezone the WMNZ landholdings within Wayby Valley from "mixed rural" to "special purposes landfill precinct."

For information, staff have prepared a desktop analysis (**Attachment A**), which has primarily assessed the Tonkins & Taylor (T&T) technical reports informing the Waste Management New Zealand Ltd (WMNZ) resource consent application. Knowledge gaps around the actual effects that the landfill poses to Kaipara District's wellbeing, natural environment, and economy requires more in-depth and targeted research in order to formulate a complete, evidence-based opinion.

## **Discussion/Ngā kōrerorero**

The desktop analysis revealed five issues (below) for elected members to consider when deciding whether to submit on the applications as and when notified by Auckland Council.

The Policy team is seeking direction on whether this is the preferred action or not. If it is the direction of the elected members to submit, we also seek feedback on any other issues that could be addressed in a submission.

### **Issue One: Rāhui.**

This has become a public issue that will need to be resolved by Mana Whenua. A precautionary approach suggests Council should consider remaining silent or neutral on this subject until Ngati Manuhiri and Kaumatua have resolved it.

### **Issue Two: Proposed Plan Change and impacts on the four wellbeing indicators.**

If successful, WMNZ Landholdings within Wayby Valley will be changed from 'mixed rural' to 'special purpose landfill precinct'. Council may wish to consider submitting on the proposed plan change using the Auckland Council four wellbeing indicators to formulate a holistic position.

### **Issue Three: Environmental – Sedimentation and leachate.**

The Kaipara Harbour provides drainage catchment for approximately 640,000ha/1,581,474.44 acres of land which is leading to an estimated 700,000 tonnes of sediment load entering it each year. WMNZ has proposed using proven engineered mitigation and prevention systems to combat sedimentation and leachate loss from the site. Approximately 70% of the total sedimentation load and an undetermined amount of leachate from old landfills is currently entering the Kaipara Harbour through the Northern Wairoa River.

Council could consider using our own district's experiences dealing with old landfills, sedimentation and leachate to inform a submission. More research on this would be required, including consultant work to ascertain possible compensation or bond amounts to ensure sufficient public liability insurance is in place.

## Issue Four: Economic impacts.

The independent report was Auckland District focused and was of little use to this report. A knowledge gap was revealed in the potential area of economic causation on Kaipara's economy. Possible causation that the landfill could have on Kaipara District are the PGF obligations, tourism, transportation and remediation work if the ARL containment systems failed. Council could consider commissioning a consultant to address any economic knowledge gaps to better inform a submission.

## Issue Five: Traffic congestion.

Analysis shows that this should not present a problem for the Kaipara District if the NZ Transport Agency (NZTA) roading plans stay within projected timeframes for the section between Warkworth and Wellsford, projected to be completed by 2021. WMNZ project that if the resource consent application is successful it will begin construction at the site in 2022. Council could consider remaining neutral on traffic and congestion as it directly affects the State Highway network. In the event that the proposal proceeds it will be important for Kaipara District Council to work closely with NZTA to ensure that the planned works are completed on schedule.

## Implications

### Resourcing Considerations

Should Council choose to make an informed submission on either or both of WMNZ's applications resources required would approximately be:

**Staff time:** 80 hours research; 40 hours drafting; 25 hours editing; 2 hours presenting to Council; and external expertise. This will require two Policy Analysts, one Policy Manager and one General Manager and an external consultancy.

**Costs:** staff time will be financed as part of business as usual, however, this will impact on other work. Consultancy fees are not easily quantifiable at this stage, potentially they could range between \$10,000 to \$15,000 for a report.

### Application timeframes

Auckland Council has not notified the resource consent application nor the plan change, as they are still working through the technical reports that supported WMNZ's resource application.

Currently they are seeking more information from WMNZ as per section 92 of the Resource Management Act 1991. Auckland Council indicated that they will notify both the proposed plan change and the resource consent application in either July or August 2019.

Once notified, Council will have 20 working days to prepare a submission.

## Next steps/E whaiake nei

If direction is provided to make a submission to the resource consent and plan change applications, staff will build this in to our work programme.

If timeframes do not allow formal approval of the submission by Council, a report will be brought to Council summarising the issues, and formally seeking a delegation for the Chief Executive to approve a submission based on the direction provided.

## Attachments/Ngā tapiritanga

	Title
A	<a href="#">Auckland Regional Landfill supplementary report</a>

Virginia Smith, 01 August 2019.

# Desktop analysis of the Auckland Regional Landfill Resource Consent and Plan Change application Supplementary Report

## Purpose/Ngā whāinga

To provide elected members a desktop analysis of the Waste Management New Zealand's (WMNZ) proposed new Auckland Regional Landfill (ARL) site and provide relevant information on any potential effects that the activity may have on the Kaipara District.

## Context/Horopaki

This desktop analysis primarily assessed the Tonkins & Taylor (T&T) technical reports that informed the WMNZ resource consent and plan change applications. Knowledge gaps around the actual effects that the landfill will pose to Kaipara District's wellbeing, natural environment and economy will require more in depth and targeted research in order to formulate a complete evidence-based opinion. However, potential targeted research streams for each have been identified.

The Auckland Council has confirmed that it has received the WMNZ resource consent application for the proposed ARL. Auckland Council has also advised Kaipara District Council (KDC) of WMNZ's application for a proposed plan change to have their land holdings within the Wayby Valley rezoned as a "Special Purpose Landfill precinct". Auckland Council is expecting to notify both applications in late July/August 2019.

Initial analysis of the T&T technical reports reveals that the proposed landfill will be a highly engineered waste management operation, utilising the latest technological advancements in waste collection, processing, disposal and waste energy collection. Should WMNZ receive resource consent approval, its indicative construction programme will commence in 2022.

The desktop analysis suggests that there are potentially four matters for the elected members and Executive Team to consider when deciding whether or not to make a submission. These are:

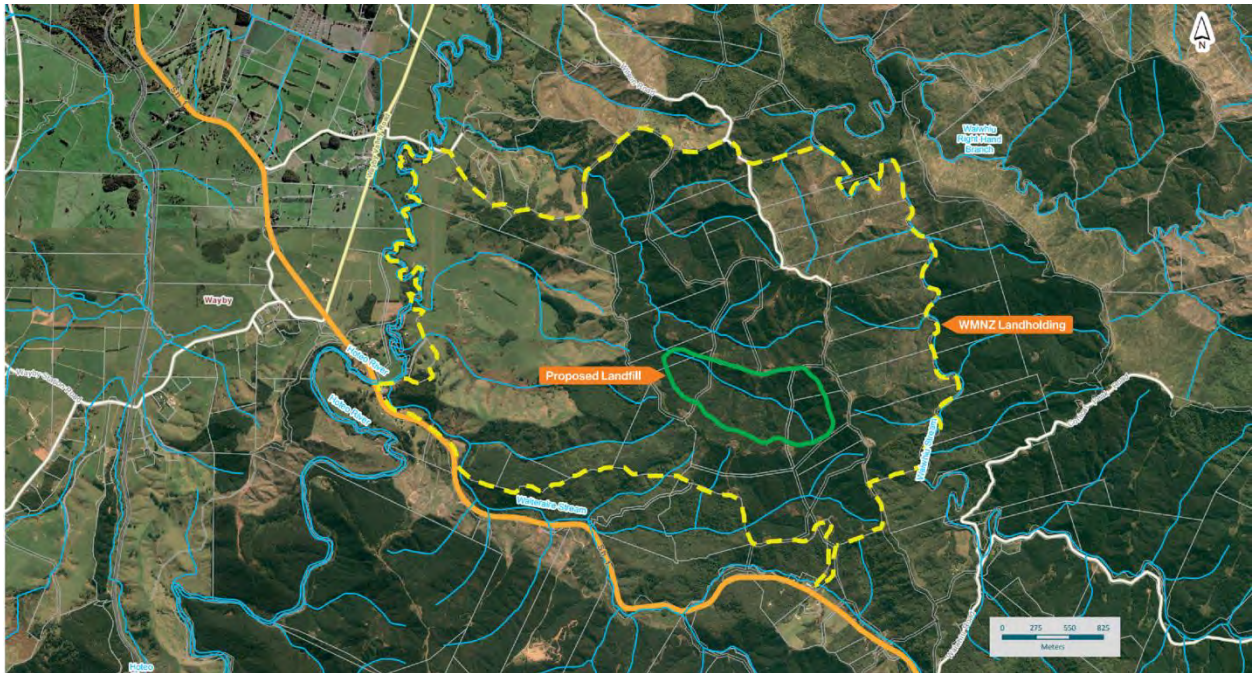
- Impacts of the rāhui
- Proposed plan change and impacts on the four wellbeing indicators
- Environmental impacts primarily from sedimentation and leachate
- Economic impacts
- Traffic congestion and safety.

Until reports can confirm the exact impacts on the Kaipara District's environment, economy and wellbeing and a decision is made by Kaumātua to lift the current rāhui, a precautionary approach to protect the Kaipara Moana and the economy and safety of our Kaipara District communities is justified.

## Discussion/Ngā kōrerorero

On 16 September 2018, the Overseas Investment Office (OIO) approved the Chinese company Beijing Capital Group NZ Investment Holding Limited's investment to purchase approximately 1020 hectares/ 2520.475 acres of land within the Wayby Valley near Wellsford through its New Zealand company arm WMNZ Ltd. The purchase is for the purpose of establishing the ARL. T&T was contracted to produce the 19 Technical Reports to inform WMNZ's resource consent and plan change applications to the Auckland Council.

Figure 1: WMNZ Landholdings in Wayby Valley (yellow dotted line), with proposed landfill site (green line).



WMNZ seeks a 35-year term for its regional consents and permanent land use consents to reflect the long term nature of landfill development. The proposed plan change would determine that the land may only be used for landfill purposes in the future.

WMNZ Ltd currently operates out of 70 locations across New Zealand. Its landfill known as Redvale (Figure 2) was the first in New Zealand to be privately owned. Through WMNZ's use of technology and engineering design, the Redvale landfill site now contains 17 landfill 'cells' and has become the largest landfill in the country at 20 million m<sup>3</sup>. The capacity of this proposed landfill is undetermined at this stage.

The waste management company holds consents which permit waste placement into the Redvale landfill until 2028; however due to the increased development that Auckland is experiencing this site is currently forecast to be full in 2026. WMNZ is looking to obtain consents to enable the development of a new landfill within the Wayby Valley (commonly referred to as Dome Valley) to ultimately replace the Redvale operating site and respond to the projected waste increase from the Auckland region.

Analysis of their Redvale reporting data shows that they have maintained 100% leachate containment and have remained well under their resource consent limits for sedimentation leaving the site. There have been no resource consent concerns raised about the operation.

Figure 2: Redvale Landfill – Wholly owned and operated by WMNZ Ltd.



Legally WMNZ resource consent application proposal meets its legal requirements under the Resource Management Act 1991 and the Auckland Unitary Plan.

- The proposed ARL works are consistent with Part 2 of the Resource Management Act 1991;

## Part 2 Purpose and principles

### 5 Purpose

- (1) The purpose of this Act is to promote the sustainable management of natural and physical resources.
  - (2) In this Act, **sustainable management** means managing the use, development, and protection of natural and physical resources in a way, or at a rate, which enables people and communities to provide for their social, economic, and cultural well-being and for their health and safety while—
    - (a) sustaining the potential of natural and physical resources (excluding minerals) to meet the reasonably foreseeable needs of future generations; and
    - (b) safeguarding the life-supporting capacity of air, water, soil, and ecosystems; and
    - (c) avoiding, remedying, or mitigating any adverse effects of activities on the
    - (d) environment.
- The ARL works are considered not contrary to the relevant objectives and policies in the Auckland Unitary Plan;
 

“The statutory purposes of the Auckland Unitary Plan (the Plan) are:

    - (3) for the parts which are the regional plan and the district plan: to assist the Council to carry out any of its functions as a regional council and as a territorial authority in order to achieve the purpose of the Resource Management Act 1991.”<sup>1</sup>

<sup>1</sup> At A1.1 Auckland Unitary Plan – Purposes of the Auckland Unitary Plan  
<http://www.aucklandcity.govt.nz/unitaryplan/Auckland%20Unitary%20Plan%20Operative/Chapter%20A%20Introduction/Chapter%20A%20Introduction.pdf>

Kaipara District Council's connection to the proposed ARL are via the Kaipara Harbour/Moana, the arterial transportation route of State Highway 1 and the relationships with our Mana Whenua partners.

### 1. Political Rāhui – Māori and Local Government Relations

Kaipara residents and Mana Whenua have expressed concerns around the proposed ARL project, with locals and officials participating in the Maori kaupapa/process of laying a 'political rāhui' over the proposed ARL site.<sup>2</sup>

Figure 3: Protesting sign on SH1 in Wellsford



Politically it has placed the Auckland Council and the Rodney Local Board on 'notice' by their Treaty of Waitangi partners and constituents who have supported the rāhui from the Rodney and Kaipara District areas.

There has been an internal division<sup>3</sup> between Te Uri o Hau tangata whenua (people of the land with whakapapa back to Ngati Manuhiri) and members of Ngati Manuhiri Settlement Trust, who are refusing to recognise the rāhui.<sup>4</sup> Division inside the Ngati Manuhiri Iwi has also surfaced with some of its members claiming that consultation about the ARL did not happen.<sup>5</sup>

The rāhui is causing political unrest within the Kaipara region and Māoridom as a whole with Hapu challenging the Mana Whenua over tikanga. Meanwhile the rāhui supporters remain steadfast that tikanga was followed and was left unchallenged by Mana Whenua therefore legitimising the placement of the rāhui. The rāhui status amongst Māoridom is yet to be determined.

WMNZ recognised Ngati Manuhiri as holding Mana Whenua over the area through the Ngati Manuhiri Claims Settlement Act 2012 and began consultations with them on 16 April 2018. The WMNZ consultation records state that during a meeting between the Chief Executives of WMNZ

<sup>2</sup> In accordance with Māori tikanga a rāhui prohibits any activity within the area that the rāhui is placed over until it is lifted from those who placed it.

<sup>3</sup> A speech given by Mikaere Muhi at the placing of the rāhui <https://www.facebook.com/watch/?v=695575150902363>

<sup>4</sup> Williams, C. (2019, Jan 15). *Dome Valley Landfill: Rāhui placed despite lack of iwi support*. Wellington, New Zealand. Retrieved from: <https://www.stuff.co.nz/environment/113513173/dome-valley-landfill-rhui-placed-despite-lack-of-iwi-support>

<sup>5</sup> A consultation record produced by WMNZ as part of its consent application clearly shows that Mana whenua engagement was commenced in April 2018 and has continued up until May of this year.



and Ngati Manuhiri Settlement Trust, discussions centred on long term partnerships and covenants with Ngati Manuhiri. It was also suggested Ngati Manuhiri were willing to assist WMNZ pitch the proposed landfill to other Iwi<sup>6</sup>.<sup>7</sup> This is creating further speculation amongst Ngati Manuhiri and Kaipara Harbour tangata whenua around transparency<sup>8</sup>.

Others disappointed by the lack of consultation are the Rodney District constituents who are also claiming that they were not consulted with some only being told after the OIO approved the sale for the land or when members from WMNZ visited<sup>9</sup> to inform them of the proposed landfill. From an initial analysis of associated documents, it appears that WMNZ consultation concentrated on the immediate neighbours to the ARL boundary and that public consultation was initiated by WMNZ through a series of three public 'open days'.<sup>10</sup>

Auckland Council, Rodney District Board and WMNZ have not made any comment<sup>11</sup> about the rāhui, nor made any indication whether they will respect or ignore it.

The Minister for Environment, Land Information and Conservation Hon. Eugene Sage is quoted:

"That's a matter for Auckland Council through a publicly notified consent process. I recognise the concerns of residents and mana whenua and their right to put a rāhui. Those need to be articulated through the resource consent process."<sup>12</sup>

This has become a public and political issue that will need to be resolved by Mana Whenua. A precautionary approach suggests elected members should consider remaining silent or neutral on this subject until Ngati Manuhiri and Kaumatua have resolved issues around the rāhui, and before considering using this as a possible subject for the submission.

## 2. Proposed Plan Change and impacts on the four well beings

The proposed plan change that WMNZ also seeks as part of its application to the Auckland Council, is to have the whole of Wayby Valley rezoned to become a "landfill precinct".

In 2015, WMNZ applied to Auckland Council to have their landholdings for the Redvale Landfill rezoned from 'Mixed Rural zone' to 'Special Purpose zone (Landfill and renewable industry precinct)'.<sup>13</sup> WMNZ was granted the plan change with a different set of provisions to govern that precinct including determining that the landfill activity status be deemed as a full discretionary activity.

A further discretionary activity resource consent would be required every time to extend the scale of the landfill. This feature of the zone provides certainty for nearby landowners and occupiers that the current suite of consents could not be altered without further consents being required.

<sup>6</sup> WMNZ consultation Document: 11/4/2019: Meeting held between Chairman of WMNZ (Mr Cao) and Chairman of Ngati Manuhiri (Mr Mook Hohneck). "Discussion of alternative iwi covenant, long term partnership. Mook Hohneck confirmed Ngāti Manuhiri support this and will assist in discussions with other iwi."

<sup>7</sup> Consultation documents show that the tangata whenua roopu/groups who participated in the consultation process were: Ngati Manuhiri, Ngati Rango, Ngati Whatua Rūnanga, Ngati Whatua o Kaipara, Ngati Manuhiri Trust, and Nga Maunga Whakahi. Other roopu/groups were informed through either email or phone calls about the OIO approval for the landfill, but were not contacted after that. These hapu and Iwi roopu/groups were: Te Kawerau a Maki, Ngati Whatua Orakei, Ngati Wai, Ngati Whanaunga, Ngati Te Ata, Ngati Maru, Ngati Tai Ki Tamaki, and Te Uri o Hau.

<sup>8</sup> A speech given by Mikaere Muhi at the placing of the rāhui <https://www.facebook.com/watch/?v=695575150902363> Section 35A Resource Management Act 1991 – The RMA refers to the Iwi authority as "the authority which represents an iwi and which is recognized by that iwi as having authority to do so."

<sup>9</sup> Local Matters, (2018, 1 October). Super dump bombshell. Warkworth, New Zealand. Retrieved from: <https://localmatters.co.nz/news/28122-super-dump-bombshell.html>

<sup>10</sup> Public advertisements were not able to be found at the time of writing this report.

<sup>11</sup> Ibid.

<sup>12</sup> Te Ao- Maori News.(2019) *A load of rubbish? Disagreement over Dome Valley Dump Rāhui* <https://teaomaori.news/load-rubbish-disagreement-over-dome-valley-dump-rahui>

<sup>13</sup> Cross, Bain Allott. (2015, 7 December). *Statement of Primary Evidence of on behalf of Auckland Council- Special Purpose Landfill Zone.*

A special purpose zone recognises that in the long term, ongoing landfill-based activities (filling, after care, gas collection, electricity production and transmission) will continue for a significantly long time, if not forever. When the property stops being an active landfill, the site will be contaminated land. The zone recognises the limited scope for using the land – after waste disposal, the rehabilitation phases will include gas collection and energy production<sup>14</sup>.

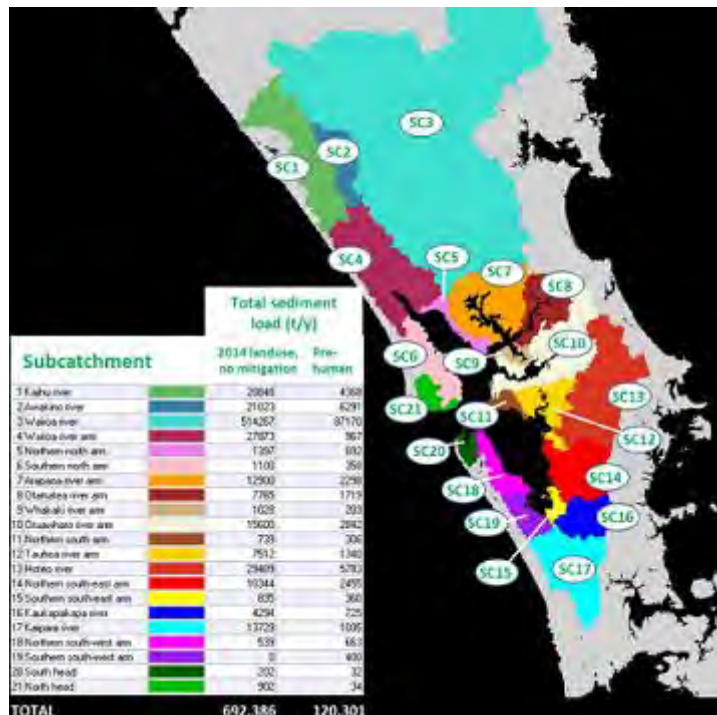
When deciding on whether or not to accept the plan change the Auckland Council will have to take into consideration the following; environment, heritage, culture, conservation, and people.

Elected members may wish to consider submitting on the proposed plan change using the above Auckland Council indicators to formulate a Kaipara District Council position.

### 3. Environmental Impacts

The Kaipara Harbour is the largest enclosed Harbour in New Zealand and is geographically split halfway by the Kaipara District Council and Auckland Council boundary line. The Kaipara Harbour provides drainage catchment for approximately 640,000ha/1,581,474.44 acres of land which is leading to an estimated 700,000 tonnes of sediment load entering it each year.

**Figure 4: Diagram taken from (2018). Kaipara Harbour Sediment Mitigation Study: Showing 2014 sedimentation levels**



### Kaipara Harbour, sediment and leachate.

The proposed footprint site (Valley 1) is approximately 60ha/148.263 acres. It is currently covered predominantly by exotic forestry, freshwater springs, and native flora and fauna. T+T reports have identified that harvesting the forestry (set for 2022) will result in the loss of these habitats which will contribute to soil erosion within Valley 1.<sup>15</sup>

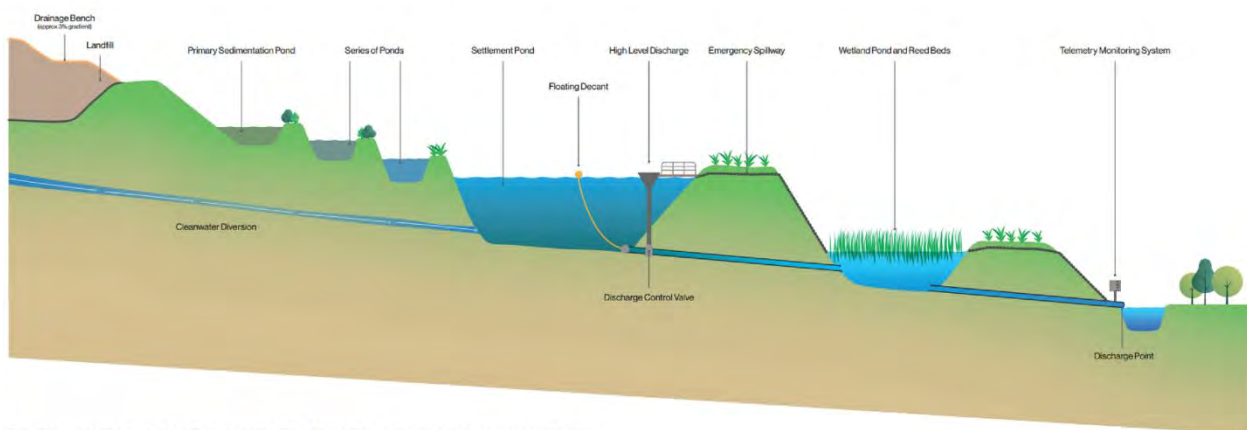
<sup>14</sup> Waste Management New Zealand Limited & Ors v Auckland Council [2015] EnvC 178

<sup>15</sup> Tonkins & Taylor, (2019, May). *Auckland Regional Landfill – Assessment of Aquatic and Terrestrial Ecological Values and Effects*. Waste Management. Job No: 1005069.1130 at 8  
 This is also supported by the report conducted for the Auckland Council in 2014. Hart, G and Scott, K (2014). Hoteo River catchment: environment and socio-economic review.  
 Prepared for Auckland Council by Landcare. Auckland Council technical report, TR2014/021

Significant earthworks are proposed to clear the site of any forest debris after harvest of the forestry is complete. When completed, the stabilisation process of the high inner slopes within Valley 1 will commence<sup>16</sup> along with major earthworks for roading, silt sieves, pond catchments, clay holding areas, loading bays, and associated infrastructure WMNZ needs to operate.

WMNZ has proposed engineered mitigation and prevention systems to combat sedimentation and leachate loss from the site during any development or operation stages of the ARL. The proposal by WMNZ promotes engineering and technological best practice measures to address sedimentation and leachate. Specific management issues are tailored to address the proposed site's geology and hydrology makeup. By using technology to assist natural processes functioned by waterways and wetlands, WMNZ's proposal will not only encourage the regeneration of the lost ecology directly associated with the development but it will also support and use it to filter any leftover impurities.

**Figure 5: Typical Class 1 landfill stormwater pond management system.**



This diagram is illustrative and is typical of a Class 1 landfill stormwater pond management system.

T&T's hydrogeological assessment has concluded that should leachate seep through the proposed landfill liner and enter the "four points of exposure" it will "not exceed the relevant guidelines" and that "any potential seepage of leachate is highly unlikely to have any adverse effects on the Valley 1 and 2 stream, the Hotēo River, the Waiteraire Stream or the groundwater users of the farm bore".<sup>17</sup>

Although highly engineered and technically reliant, these systems can fail due to human error, or an unplanned natural event, the outcome could be catastrophic for the Kaipara District through contamination of the Kaipara Harbour. The worst case scenario would see an entire system failure of the operation resulting in an extremely heavy water load carrying in it tonnes of sedimentation and high leachate level down through Valley 1. This water will enter into the immediate receiving environments, the Hotēo River, and the Kaipara Harbour. The immediate consequences that this will have would be devastating, and instantly felt and seen. The reports determine that this scenario would be of low probability, but high consequence.

Risks to the wellbeing and economies of our Kaipara Harbour Coastal communities could be considered, due to their proximity to the Kaipara Harbour. If all activities reliant on the Kaipara Harbour had to be stopped immediately because of health risks, this alone would undoubtedly affect morale, cultural food gathering practices, aquatic reliant tourism throughout the district. The reports determine that this scenario would be of low probability, but high consequence.

<sup>16</sup>'Cutting' shelves (similar to metal quarries) and adding lime to the soils will achieve stabilisation of the Valley's slopes.

<sup>17</sup> Tonkins & Taylor, (2019, May). *Auckland Regional Landfill – Hydrogeological Assessment*. Waste Management. Job No: 1005069.1130 at 9.7

From the reports read (including T&T reports)<sup>18</sup> a common thread is that any sedimentation increases will have an adverse effect on the fragile Kaipara Harbour ecology.

Kaipara District Council already knows how difficult it is to clean up sedimentation loads and leachate entering the Kaipara Harbour with approximately 70% of the total sedimentation load<sup>19</sup> and an undetermined amount of leachate from old landfills entering the Kaipara Harbour through the Northern Wairoa River.<sup>20</sup> Real attempts by Kaipara District Council to stem these are proving to be an impossible task. Unless huge amounts of resources are poured into having the old landfills emptied and disposed of correctly, leachate from these sites will continue to poison the river and Harbour. Creating new legacies is not best practice.

**Figure 6: Closed landfill at Te Kopuru- Since then mitigation work has been done by Kaipara District Council, however leachate continues to enter the Northern Wairoa River**



Elected members could consider using our own district's experiences dealing with old landfills, sedimentation and leachate to inform a potential submission.

Elected members may also wish to consider whether it is necessary to ascertain the appropriate financial compensation and landfill bond is needed to ensure that sufficient public liability insurance is in place for the Kaipara District communities.

<sup>18</sup> Please see reference list at the end of this report for a full list.

<sup>19</sup> Sustainable Business Network (2019). *Million Metres Streams Project*. Retrieved from : <https://millionmetres.org.nz/open-project/restoring-the-northern-wairoa-river-and-its-catchment>

<sup>20</sup> Information obtained from "Closed landfill" reports on the Kaipara District Council files.

#### 4. Kaipara Economy

Brown Copeland & Co Ltd (BC&C)<sup>21</sup> prepared the Economic report to support the resource consent application for WMNZ. They have reported the proposed landfill would provide jobs for the Rodney District and this would assist with any perceived road congestion coming from the south. The report itself did not provide any estimation of costs associated with any contingency plans should anything go wrong.

The desktop analysis suggests Kaipara District's economic concerns could potentially pivot around three areas, transportation of goods and services, road safety/congestion and the potential clean-up costs associated with a catastrophic event caused by an ARL systems failure.

There may also be adverse impacts on the Kaipara District Council's ability to meet the requirements and obligations of the current Provincial Growth Fund projects. With the potential for heavy loads of sedimentation entering the Harbour, coupled with the loss of ecology due to any potential leachate poisoning may lead to a change in the depth of water in the Harbour and could make water transportation unviable and undermine the targeted wharves project. Elected members could consider commissioning an economic analysis to address any economic knowledge gaps in order to better inform a possible submission.

#### 5. Road congestion

Safety and wellbeing are at the forefront of Kaipara District Council's mind. 80km per hour stretch known as Dome Valley is planned to be made safer within NZTA's modified upgrades. There are planned and committed works being advanced by NZTA including the Pūhoi to Warkworth Northern Motorway extension and the safety-related works through the Dome Valley. The next stage of the Northern Motorway extension from Warkworth to Wellsford is currently in a route protection phase.

The ARL project will be served by a new 2km long Landfill Access Road connecting the landfill area via a new roundabout-controlled access with State Highway 1 to be established as part of the ARL project. Proposed conditions of consent are provided such that WMNZ can develop the roundabout design further and continue to engage with the NZTA safety audit process prior to the roundabout being constructed and ultimately made operational.

During the initial phases of site clearance and establishment, a range of processes will be undertaken – some of which will make use of an existing access road Crowther Road, located approximately 3.8km south of the proposed Landfill Access Road roundabout. At most (with the coincident activities of bridge construction, Landfill Access Road construction, liner preparation and forestry – excluding roundabout construction) it has been projected that there could be up to 36 heavy vehicle return trips (72 movements) and 100 light vehicle return trips (200 movements) per day.

The construction of the NZTA safety improvements presently underway along State Highway 1 are expected to be completed by 2021.<sup>22</sup> The proposed widened centreline along with the existing wide sealed shoulder will allow for a through vehicle to pass a construction vehicle waiting to turn right into the site. A condition of consent is proposed to require the preparation and implementation of a Construction Traffic Management Plan in relation to this period of use of Crowther Road and its intersection with State Highway 1.

It is conservatively anticipated that the most likely trip generation of the ARL facilities (once operational) will involve a total of up to 55 vehicle movements (inclusive of inbound and outbound movements) during each of the weekday morning and afternoon peak hourly periods, and up to 740 vehicle movements (inclusive of inbound and outbound movements) across the

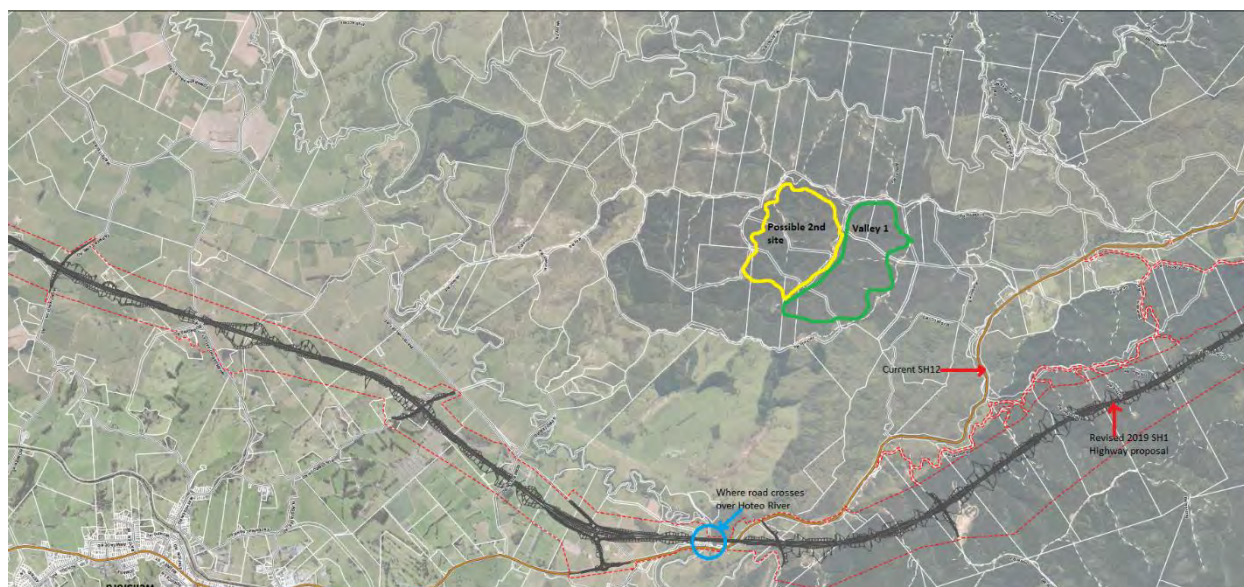
<sup>21</sup> Copeland, M. (2019, May 9). *Assessment of Economic Effects of the Proposed Auckland Regional Landfill*. Prepared by Brown Copeland & Co Ltd for Waste Management New Zealand Limited. Wellington, New Zealand

<sup>22</sup> <https://www.stuff.co.nz/auckland/107465922/anger-over-new-landfill-proposed-for-deadly-north-auckland-road>

course of each day, excluding logging volumes. The report projects<sup>23</sup> that vehicles do not experience significant delays (generally average delays in the year of opening of less than approximately 10 sec/veh for through vehicles on State Highway 1) and the queues that might form are expected to dissipate quickly.

“Overall, it is considered that the proposed roundabout is readily able to accommodate the traffic volumes generated by the proposed facility out to a theoretical 2060 future horizon year (despite the expectation that by this time there will be alternative transport facilities in place such as the Warkworth to Wellsford Northern Motorway project) and will continue to perform well as background traffic volumes on SH1 increase.” (Hall, M. 2019)

**Figure 7: NZTA Map showing the planned Pūhoi to Wellsford motorway.**



In the event that the proposal proceeds it will be important for Kaipara District Council to work closely with NZTA to ensure that the planned works are completed on schedule.

## Summary

There are a number of technical, social, environmental, economic and political issues the applications raise. The desktop analysis and associated preliminary discussions suggest if Council decides to submit on this matter, the most appropriate focus of the submission should concentrate on the issues discussed in this report.

More indepth research will be necessary with the guidance of additional external expertise. The time to prepare a submission will be managed as part of costs included as business as usual for the policy team. External technical expertise will incur consultancy costs to Council that are not as yet quantifiable.

<sup>23</sup> Hall, M. (2019, May 22). *Auckland Regional Landfill – Integrated Transport Assessment*. Prepared by Stantec for Waste Management New Zealand Limited. Auckland, New Zealand.

## REFERENCES

Auckland Council

Auckland Unitary Plan – Purposes of the Auckland Unitary Plan

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