

Additional information to the Submission of Plan Change 42 Dome Valley Landfill.

Auckland Council has confirmed that it has received a resource consent application along with a requested plan change from Waste Management NZ (WMNZ). The plan change is to rezone the WMNZ landholdings within Wayby Valley from “mixed rural” to a “special purposes landfill precinct” whilst the resource consent deals with the operational matter of the landfill. Several sec 92 and Clause 23 requests for additional information have been issued and the applicant has submitted several additional documents and studies to address these requests. Both the Resource Consent and the Plan Change applications have now been accepted by Auckland Council and were notified on 26 March 2020. Submissions are open for 40 days until 26 May 2020.

A desktop analysis discussed by the Kaipara District Council on 1 August 2019 revealed several issues to be consider when deciding whether to submit on the applications when notified by Auckland Council.

Two of these issues are forwarded as part of the Kaipara District Council Submission being Environmental—River and Harbour contamination and Traffic with the effect on the economy of Northland

Environmental – Sedimentation and leachate.

The Kaipara Harbour provides drainage catchment for approximately 640,000ha which is leading to an estimated 700,000 tonnes of sediment load entering the Kaipara harbour each year.

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.

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 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.

A 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”.

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 tonnes of sedimentation and high leachate level down through Valley 1. This water will enter 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.

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.

From the reports read 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 and an undetermined amount of leachate from old landfills entering the Kaipara Harbour through the Northern Wairoa River

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.

Recommendation:

To achieve this, additional information should be provided, hence the requirement to add to the Assessment criteria in 1617.9

Economic impact

An analysis of the economic impact 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 a 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.

Traffic congestion.

Safety and wellbeing are at the forefront of Kaipara District Council's mind. 80km per hour stretch through Dome Valley is planned to be made safer within NZTA's modified upgrades.

Analysis predict 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.

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.

It has been projected that there could be up to 36 heavy vehicles return trips (72 movements) and 100 light vehicles return trips (200 movements) per day.

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. This should also become a required condition in the Plan Change.

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 course of each day, excluding logging volumes. The report asserts that vehicles do not cause significant delays and the queues that might form are expected to dissipate quickly. It is accepted that the traffic delays during the construction of the new by-pass of Dome valley on the existing SH would have an effect on the economy of Northland.

A knowledge gap was revealed in the potential area of economic causation on Kaipara's economy.

Recommendation:

To achieve this, additional information should be provided, hence the requirement to add to the Assessment criteria in 1617.9

Providing evidence:

Council does not have in-house technical expertise to substantiate a submission to the Landfill consents or plan change. This submission is centered around matters such as the possible transport or leachate issues. We would be required to seek external advice which we estimate will cost approximately \$30,000. Given the recent review of Council's budgets and Annual Plan for the next financial year as a result of COVID19, there is currently no ability for Council to fund this expertise.