



## GLEESON MANAGED FILL APPLICATION –

Huntly Community Board Meeting Notes and Community Questions raised (23/06/2020)

ISSUE / QUESTION	RESPONSE
<b>GENERAL &amp; PLANNING</b>	
What benefits does it bring to the town?	<ul style="list-style-type: none"> <li>• Job opportunities</li> <li>• Use of local businesses (café's, services etc)</li> <li>• Sponsorship of community activities, schools, sports etc.</li> <li>• Safety around trucks school programme</li> <li>• Quarry annual open day - education</li> <li>• Protection of natural habitat/improved water quality/refuge for bats</li> <li>• Reputation for very high-quality roading metals</li> </ul>
Will a site visit be possible?	<ul style="list-style-type: none"> <li>• Every year Gleeson will hold a community open day in the quarry front yard, which allows for visiting the main working area.</li> <li>• The fill gullies are located behind the quarry in steep gullies and are not easily accessible. If you have a specific reason for visiting, this could be arranged at the discretion of the quarry manager – however once operational, a site visit would not be advisable for health and safety reasons.</li> </ul>
What is the need for the managed fill site as there already is a managed fill site 15km from here (Puke Coal)?	<ul style="list-style-type: none"> <li>• Construction and demolition waste is a significant waste stream in the Waikato, with an estimated 120,000 to 150,000 tonnes disposed of to landfills and cleanfills each year.</li> <li>• The life span of this fill site is 8-10 years max and will meet market demand for spoil associated with construction and demolition (of old state houses etc – remember, Gleeson do not take toxic waste – just dirt with low level contaminants.</li> <li>• Gleeson are trying to be sustainable by allowing trucks to arrive full (instead of empty), dispose of clean/managed fill, then take a load of metal away – this is a good use of existing resources.</li> </ul>
Has the Council already granted the managed fill as it seems that the site works has already started.	<ul style="list-style-type: none"> <li>• The current traffic movements on site are related to the quarry operations and works at the top of the hill relate to the quarry internal roads.</li> <li>• Further investigations in collaboration with Council are underway in response to all recent site activities (at the top of Fill Area 2 and in Fill Area 3) and any remedial actions, if required.</li> </ul>
Were other areas / locations considered for the fill areas?	<ul style="list-style-type: none"> <li>• Not really, as across the back of the farm most gullies have pockets of native bush, which are identified as 'Significant Natural Areas' (SNA)(in the Proposed Waikato District Plan – therefore Gleeson did not consider putting fill there – but one of these SNA gullies is being restored/protected as part of the application.</li> <li>• The gullies identified to take managed fill:               <ul style="list-style-type: none"> <li>(a) They have been previously worked (for consented quarry related works, permitted logging of forestry etc)</li> </ul> </li> </ul>



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	<ul style="list-style-type: none"> <li>(b) They are close to the quarry and existing haul roads</li> <li>(c) They are partially hidden from view and have good separation from the wider community</li> <li>(d) The gullies were assessed by ecologists and deemed to have very low ecological values (overall)</li> </ul>
What will the employment opportunities be for the local community	<ul style="list-style-type: none"> <li>• Until consent is granted, this is not specifically known – but Gleeson will advertise as is required for any new positions.</li> <li>• Currently the quarry employs a number of locals.</li> </ul>
Huntly residents recommended developing a reservoir rather than a dump	<ul style="list-style-type: none"> <li>• While this is a good idea (and water storage dams are much needed), unfortunately the gullies are not suitable for reservoir use.</li> </ul>

ISSUE / QUESTION	RESPONSE
<b>WATER (STREAMS / LAKE PUKETIRINI / WETLAND)</b>	
<p>Leaching of sediment / heavy metals / contaminates into stormwater and water ways / Puketirini / Waikato awa</p> <p>What protection measures will be put in place to protect the lake in question – Lake Puketirini</p> <p><i>Note: More to come on query around 'how will Gleeson protect the essence of Lake Puketirini' in next update</i></p>	<ul style="list-style-type: none"> <li>• Protection of water quality is focussed on the 'front end' of the operation and management of fill being imported.</li> <li>• Any fill coming from site that has known low level contaminants is pre-tested at the source site to check it is within the acceptable levels of waste acceptance criteria set by WRC.</li> <li>• When trucks arrive to site, they are logged, weighed, visually inspected, with random loads being screened with X-Ray.</li> <li>• Any loads that fail testing are quarantined for further testing, and rejected if they fail the analytical testing. Random analytical testing is also done about every 15 truckloads, and twice a year an independent auditor comes in to test random loads.</li> <li>• Every load is put into a 'matrix map' so the operator knows exactly where each load is placed on site</li> <li>• Remember, most fill being imported is dirt – there is just low levels of contaminants such as rusty zinc or copper nails, flakes of lead paint etc</li> <li>• 'Synthetic Precipitation Leaching Procedure (SPLP) testing will be undertaken on soils that contain elevated zinc levels, as well as boron, lead and nickel (where triggers are exceeded). This is an additional test to safeguard from leachability</li> <li>• SPLP testing determines the mobility of inorganic phases present in waste materials in acid conditions caused by acidic rain. The pH adjusted extraction fluid is made by adding a 60/40 weight percent mixture of sulfuric and nitric acids to reagent(deionize/distil) the water.</li> <li>• Existing rural land-uses are likely to have a much greater impact on water quality than controlled discharge from a managed fill – this is because of the stringent regular testing and adjusting of treatment.</li> </ul>



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	<ul style="list-style-type: none"> <li>Discharge from the pond only occurs during rainfall or storm events – the ponds are designed for the 1 in 20 year storm event.</li> <li>Fill Area 2 is at the start of a tributary that eventually flows to Lake Puketirini. There is an oversized sediment treatment pond at the base of the gully, then approx. 80m of ‘polishing’ in artificial and natural wetlands before it leaves Gleeson land – a further 1.2km of flow through farmland and under road before reaching Council reserve; then a further 1km (approx.) before discharging into Lake Puketirini</li> <li><b>Modelling show that discharge concentrations from the managed fill of all contaminants (after reasonable mixing) are likely to be less than 0.001% of the freshwater guideline values (ANZG2018) and therefore within the 95% ecosystem protection guidelines</b></li> <li><b>Waste acceptance criteria meet (and are less than) human health guideline values</b></li> </ul>
<p>The community is concerned about the waterworks intake located 300m downstream from the quarry / managed fill site. How will the MF impact this?</p>	<ul style="list-style-type: none"> <li>A contaminant discharge specialist report was completed (and reviewed by the Regional Council) that assessed the surface water quality risk as ‘low’.</li> <li>A Risk Based Corrective Action software package has been used to model whether deposited fill will result in any leachate to the river/lake.</li> <li>The RCBA model shows that the fill sites will not result in any measurable change the water quality in the Waikato River or Lake Puketirini, and therefore will not impact on downstream municipal water.</li> <li>Regular sampling at the point of discharge &amp; downstream will monitor this &amp; report to the Waikato Regional Council.</li> </ul>

ISSUE / QUESTION	RESPONSE
<b>ASBESTOS</b>	
<p>Asbestos migrating into air, ground or surface water</p>	<ul style="list-style-type: none"> <li>Asbestos Fill Management Plan</li> <li>Complies with Health &amp; Safety at Work (Asbestos) Regs 2016</li> <li>Pre inspected before arrival at site</li> <li>Visually inspected on arrival</li> <li>Location (in fill area), type and volume recorded</li> <li>Dust suppression &amp; daily cover (with Cleanfill)</li> <li>Trained person on site to supervise</li> <li>Cover layer (0.2m) within 2m of placement</li> <li>Asbestos material to be wetted before depositing and kept wet – <b>once in the ground it is ‘inert’ -ie does not leach.</b></li> </ul>



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	<ul style="list-style-type: none"> <li>• <b>Does not migrate into air if kept wet</b></li> </ul>
Where is the asbestos waste coming from and what protection measures will be put in place for air and water?	See above – the asbestos is only traces trapped in soil after old buildings have been demolished – while the actual asbestos building product goes to a certified fill site, Gleeson only take the earth that has the residue traces of asbestos.

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<b>ECOLOGY (FAUNA &amp; FLORA)</b>	
Removal of trees / vegetation / native regrowth	<ul style="list-style-type: none"> <li>• The filling proposal will result in the removal of native scrub, gorse, pasture and pine forest, along with short reaches of ephemeral and intermittent watercourses, and small areas of wetlands. The removal of native and exotic scrub, pasture, ephemeral and intermittent stream reaches will result in a low or very low level of effect.</li> <li>• This is because the gullies are degraded (and are eroding) from farming, forestry and mine related works. Filling these gullies enables Gleeson to: <ul style="list-style-type: none"> <li>○ Stabilise the land</li> <li>○ Create contours more suitable for future land use (pastoral etc)</li> <li>○ Rehabilitate and replace degraded wetlands with engineered wetlands that are planted and can naturalise over time</li> </ul> </li> <li>• 3.9ha of Significant Natural Area is being protected and covenanted over the back of Gleeson farm – this includes stream, wetland and bush habitat. Extensive fencing, planting and weed and pest control is proposed. The Ecological Management Plan is available on request. This work is also bonded and has a clear timetable and programme for completion</li> </ul>
Bats and other native species that reside in the gully	<ul style="list-style-type: none"> <li>• Fish relocation Plan will be implemented before works begin – overland flows and intermittent streams will be checked for Tuna (eels) and other fish species, and relocated; Fish habitat will be improved in stream/wetland area to be protected as above; and</li> <li>• Bat Management Plan – includes gaining Permits from Department of Conservation to remove possible habitat in Fill Area 4.</li> <li>• Creation of ‘Bat Reserve’ – Gleeson are protecting 1.5ha of established pines along the river and will install artificial bat roost boxes and undertake pest control to ensure mature vegetation remains in perpetuity for Pekapeka to feed from and roost/nest in. This will be monitored</li> </ul>



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<b>MONITORING OF FILL SITES</b>	
Monitoring, both of run off, but also of material arriving to fill location. How will this be done and how can residents raise issues.	Sediment discharge from the filling will be similar and possibly less than existing discharge from stormwater off the farmland.
Will data be public	All information provided to WRC/WDC after lodgement of an application and during monitoring is available to the public on request to council.
Smell from marine sediments and acid sulphide soils	<ul style="list-style-type: none"> <li>• Acid sulphate soils (commonly abbreviated to ASS) are naturally occurring soils and sediments which contain sulphide minerals that have the potential to cause water and soil to acidify when they oxidise.</li> <li>• All Managed Fill is to be placed at a depth of 2.0 m or more below the surface of the final cover;</li> <li>• Be below the maximum chemical concentrations for managed fill as set out in Table 6;</li> <li>• Does not include acid sulphate soils unless they have been adequately lime stabilised/neutralised to pH greater than 6.5 pH units and total acid neutralising capability is greater than to acid generating capability.</li> <li>• Marine sediments have to have a solids content of at least 20% with no free liquids being released during transporting, meet the WAC and have undergone ASS testing and be limed neutralised.</li> <li>• There is no risk of odour based on these criteria – and the separation distance between sites also provides an added reassurance in this regard.</li> </ul>

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<b>TRAFFIC &amp; NOISE</b>	
Noise and vibration caused by full trucks	<ul style="list-style-type: none"> <li>• Council’s Acoustic Specialist has confirmed that the conclusions of the noise report provided are valid.</li> <li>• Vibration: there is a potential for vibration levels to differ depending on full or empty trucks. As preface, vibration is generally caused when the road surface is not well maintained and smooth. So any pot holes, rutting or other unevenness causes vibration when trucks drive over them.</li> <li>• Where there are such faults with the road surface, a full truck will cause more vibration as it has a greater mass impacting on the fault.</li> <li>• Speed is also a factor, the faster the truck, the higher the comparable vibration on the same road fault. – Overall, if the road is well maintained (which is the road controlling authority’s responsibility), then vibration should be minor.</li> </ul>



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Route through Huntly that the trucks will take and north / south split	<ul style="list-style-type: none"> <li>• 50 percent of trips to the site will be from the north and 50 percent from the south.</li> <li>• 25 percent of the empty trucks that are going to the quarry will now have a load of fill material.</li> </ul>
Damage to road fixed by ratepayers as trucks more damaging than cars. Including damage in areas such as roundabouts and rail crossings	Gleeson pay a 'Heavy Vehicle Impact Fee', which is calculated by WDC Roading department; this is used for the required roading improvements
Noise from operation early especially outside typical working hours and earlier / later than gates open	Hours of operation will be 7am – 7pm Monday – Friday and 7am – 2pm on Saturdays. No works on Sundays and public holidays (unless required by emergency/civil defence)
Dust / debris dropping off trucks	All loads are covered. A new upgraded wheel wash is being installed and a road sweeper has been purchased to constantly monitor and respond to any debris on the road.
Speed of trucks / not sticking to speed limit Distracted driving Harris street especially around school times Light blindness for drives at night	Gleeson drivers are upskilled and educated around this – Gleeson have checked their records and are satisfied there have been no recent breaches. If you see a truck speeding, first check it is actually a 'Gleeson' truck (look for maroon colour) – there is a number you can call on the back of the trucks Gleeson run a 'Safety around Trucks' programme in local schools to educate children
Level of dust / gunge / filth on road – truck discharge can go all the way to Ngaruawahia	Upgraded wheel wash going in; upgrades to entrance proposed (seal). Roads are constantly being monitored and washed/swept. All loads are covered.
Increase in traffic	<ul style="list-style-type: none"> <li>• The existing traffic on the road are associated with the quarry operations and these vehicle movements are already consented as part of the existing Quarry operation.</li> <li>• Most of the traffic movements associated with the proposed managed fill material are existing movements.</li> <li>• It is anticipated that 80% of the trucks importing fill will be from the applicants own trucking business which at this stage is arriving empty on site to collect aggregate. This equates to 48 trucks per day which forms part of the already consented truck movements associated with the quarry and the extraction of aggregate.</li> <li>• The remaining 20% is proposed to be imported by approved subcontractors which equates to 12 trucks (24 vehicle movements).</li> </ul>
What is the size of the trucks	The average capacity of a truck and trailer is 18m <sup>3</sup> (28 tonne truck)



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What safety measures will be implemented for the current Riverview Road issue at the corner before the quarry entrance?	This is an issue that should be raised with NZTA and Waikato District Council. Until the relevant authority has accident data/complaints, they have no reason to action anything. I believe Gleeson have asked that the speed limit to the quarry gates be lowered, but not had any success in this regard. (to be confirmed)
Surrounding residents do not agree with finding that noise and traffic effects are less than minor	Expert reports have been provided to Waikato District Council (available on request), reviewed by council appointed experts, their queries answered by Gleeson, and we have not heard to the contrary that noise and traffic effects are over Resource Management Act thresholds
What will be done about the 1 lane bridge with the increase in traffic?	The proposed increase in trucks with this application is only 12 (24 truck movements) – so deemed acceptable. Again, this is an issue to raise with the relevant authorities, not Gleeson. Although the route choice depends on the origin and destination of the trucks, the most significant route is to and from the north via Tainui Bridge Road. Gleeson do pay a ‘Heavy Vehicle Impact Fee’ when consents are granted, WDC/NZTA are supposed to use these funds for identified road upgrades.
How will the safety measures such as speeding and trucks leaving the quarry / MF be improved as the trucks are currently speeding.	All Gleeson truck drivers are highly trained and monitored. Gleeson do want to know if any driver is not driving safely. In rural areas/towns, trucks are an inevitable part of the infrastructure for farming and industry. Gleeson is ‘doing its bit’ by running the ‘Safety Around Trucks’ programme, educating its drivers and using real time monitoring.

ISSUE / QUESTION	RESPONSE
<b>VISUAL</b>	
Visual impact on landscape	<ul style="list-style-type: none"> <li>• Fill Area 2 is mostly hidden from sight; Fill Areas 3/4 – works mostly hidden behind bunding/‘toe’ of gully.</li> <li>• Initial works (after clearing site and putting in drains/pond) involve constructing a 10m high ‘bund’ or ‘toe’ out of clean engineered fill, which is certified as stable. Then the fill is deposited behind this bund – so works, for the most part, are hidden from view. Once the fill is nearly at the same level as the top of the bund, then another bund is formed, and fill is placed behind that – and so on.</li> <li>• The outward slope of the bunds is covered in mulch and hydro-seeded to assist with stability and reduce run-off. This may take 4-6 weeks to go green.</li> <li>• Remember that in Rural Zones, lower visual amenity is allowed for, with activities such as Production Forestry being undertaken as of right, with similar visual impact effects.</li> </ul>



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Impact on property values along truck route, next to fill and along line of site	While economic effects can be relevant under the provisions of the Resource Management Act, in this case as the increase in number of trucks is so low and the quarry has been a part of the local environment since the 1930's, any additional economic impact on property values due to the managed fill operation is considered less than minor. Furthermore, the timeframe to fill the gullies is limited, and will be completed in a timely manner.
Will the fill sites be visible for surrounding residents?	See above. Due to existing hills and valleys, trees and distance, the fill sites will not be highly visible.
What is happening to the current skyline as it seems that the fill activities / site works has already started. Will the MF have a visible impact on the skyline?	Upgrades have occurred to the existing haul road, which will also service the managed fill gullies in the future. Additional room was made between the west perimeter of the quarry and proposed Fill Area 2 to allow more room and passing area for trucks/quarry diggers etc. The fill will not extend over the ridgelines of the hills – in fact the fill will be below the top height of gullies. The land is not within a ridgeline protection overlay. The

ISSUE / QUESTION	RESPONSE
<b>DUST / AIR</b>	
Dust from operation	A Dust Management Plan has been drafted that outlines potential controls/mitigations.
What will be done to monitor and mitigate impacts from wind specifically for the south easterly winds	An onsite meteorological station, with capability for issuing text alerts at windspeeds 10 m/s or greater shall be installed prior to earthworks or filling works commencing at Fill Site 4, where wind is considered to pose a low level of risk. The accuracy and calibration of the meteorological station is to be certified by a suitably experienced and qualified person and certification provided to the Waikato Regional Council. The following methods of dust suppression will be used: (a) The use of water sprays to suppress dust from fill areas from access roads and from other disturbed land, on an as required basis; (b) The use of dust stabilisation systems (water, water plus additives or mulch); (c) The stabilisation of disturbed land which is currently not being worked; (d) The regrassing of completed surfaces; (e) The maintenance of all access routes; (f) The use of a truck wheel wash; and (g) Keeping the total area of exposed soil to a practicable minimum at all times.





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	A daily log of dust emissions and observations is to be kept.

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<b>CONSULTATION</b>	
Also what Iwi were consulted	<p>Gleeson engaged Mr. Norm Hill, who had mandate from Waahi Whaanui Trust to undertake a Cultural Impact Assessment. Discussions have also been held with Lorraine Dixon of Waikato-Tainui</p> <p>The six marae (Te Ohaaki, Kaitumutumu, Matuhuru, Te Kauri, Taupiri and Waahi Paa) affiliate to Ngaati Mahuta, Ngaati Whawhaakia and Ngaati Kuarangi hapuu (subtribe) are all represented by Waahi Whaanui Trust.</p> <p>A zoom meeting was held with Lorraine Dixon (Waikato-Tainui Kaitiaki Representative), who supported Mr Hill’s Cultural Impact Assessment which resulted in Gleeson agreeing to undertake a Maatauranga Maaori Environmental Management Plan in collaboration with mana whenua. This is a new approach and enables the interweaving of cultural values, insights, wisdom and knowledge into the monitoring and compliance of the fill activity.</p> <p>In addition, Mr. Hill is in the process of organizing a hui between mana whenua and Gleeson representatives.</p>
The community has not been consulted properly and the efforts does not meet the definition of consultation. The Mayor requested that Gleeson comes back to community for a CONSULTATION that will allow the community to participate as the Board meeting is not the correct platform.	Further updates will be provided, and a consultation strategy is being considered.

Thus far, over 150 draft stringent conditions have been proposed and discussed with WRC, including 13 separate management plans. A monitoring and compliance team will be appointed, with an overall supervisor who will work at least part-time from the quarry/fill offices should consent be granted.