DRY CREEK REPLACEMENT CLEANFILL

1 EXECUTIVE SUMMARY

1.1 Introduction

Winstone Aggregates (Winstones), a division of Fletcher Concrete and Infrastructure Ltd, is seeking consents from Greater Wellington Regional Council, Porirua City Council and Hutt City Council to establish, operate and maintain a cleanfill on rural land near Judgeford, Porirua.

Winstones currently operates a large cleanfill operation at Dry Creek, Lower Hutt. This site has operated since the early 1990s and meets a market demand for the disposal of cleanfill within the Hutt Valley, but also further afield throughout the wider Wellington urban region. The site is reaching the end of its practical life, and is expected to reach capacity by at least 2015.

Winstones has identified an appropriate site for the continuation of its Dry Creek operations, and is seeking approvals to establish and operate the replacement facility, to be known as the Dry Creek Replacement (DCR) cleanfill.

1.2 The Proposal

The proposed DCR cleanfill site is located off State Highway 58 (SH58) approximately 4km to the northwest of the current Dry Creek facility. It is expected that the cleanfill will have an operating lifespan of 55-60 years. The site is to the west of SH58, and will require a new access to be constructed.

The site is currently used for grazing sheep and cattle. The upper part of the valley beyond the site has been subject to minimal recent grazing, and has a mixed cover of regenerating indigenous vegetation. The site is located in the lower part of a side gully and has been designed to largely avoid the regenerating and mature native vegetation in the upper gully. An unnamed tributary of the Pauatahanui Stream flows south to north within the footprint of the proposed cleanfill in a series of pools and faster-flowing stream sections. The tributary is fed by intermittent side streams. The tributary passes under SH58 in a culvert to join the upper reaches of main Pauatahanui Stream.

Access to the site is proposed through a new controlled access point onto SH58. The location for access takes into account sightlines and acceleration distances on SH58. It is proposed to remove an existing substandard passing lane in this location which will provide the opportunity to develop a high standard at-grade intersection for the site. NZTA have provided written approval for the proposed new intersection, subject to conditions.

It is proposed to develop the cleanfill on a staged basis. Cleanfill activity will commence with the construction of the intersection and an access road off SH58 and the development of a level area for cleanfill reception set back approximately 250m from the junction with SH58. The development will work its way a further 500m across the fill face to a retaining and supporting structure to the west of SH58, including clean filling to RL142m. This development is referred to as Stages One and Two. Stage Three allows filling up to RL158 and Stage Four fills the site to RL200 with the establishment of a gently mounded platform over most of the area.
The final fill will result in a contoured surface which is largely suitable for stock grazing, although some of the steeper slopes may be planted with indigenous vegetation for long term stabilisation and amenity purposes. In addition, there will be some screen planting on some slopes and in the vicinity of the toe of the fill.

The management of the existing streams that cross the site and the stormwater which will fall onto the site is a key design element. The existing main tributary that crosses below the main area of cleanfill is proposed to be progressively piped as the cleanfilling proceeds. It is intended that on-site water management will meet appropriate standards before discharging from the site. This is expected to include monitoring conditions and conditions relating to detailed design and management of the necessary site infrastructure and erosion and sediment control systems.

Cleanfill management and monitoring will be carried out as documented in a Cleanfill Management Plan to be endorsed by the Councils. The Cleanfill Management Plan will include details on the methods of site management, including acceptance criteria, placement and compaction of cleanfill, dust, noise management and other matters.

General hours of operation will be 6am to 5pm Monday to Friday. On Saturday opening hours will be 6am to 12pm. Operations outside these general operating hours may be required in emergency circumstances such as essential maintenance or slip repairs. In addition, Winstones is seeking the ability to operate extended hours on specific contract requirements. This is for periods of up to four days at a time, up to four times a year.

### 1.3 Environmental Offsetting

In recognition that the proposal involves a significant change to the current character of the area it affects, particularly the tributary stream area which will be piped, Winstones has included in the project a component of environmental offset. This involves fencing of land, which is part of the same property, in the upper reaches of the main stem of the Pauatahanui Stream on the east side of SH58, directly opposite and slightly south of the filled area. This offset is based on Biodiversity Offset model principles, which are beginning to be accepted in circumstances where full avoidance or adequate mitigation of effects is not possible.

### 1.4 Resource Consents

The resource consents sought from Greater Wellington Regional Council are:

a. A discharge permit for the discharge of sediment to freshwater during the construction stages of the proposed cleanfill.

b. A discharge permit for the discharge of sediment to freshwater on an ongoing basis.

c. A water permit for the diversion of water associated with the construction and management of the cleanfill activity.

d. A land use consent for the reclamation of the existing stream beds in the area of filling.

e. A discharge permit for the discharge to land of material which may not always fully comply with the definition of cleanfill in the Regional Soil Plan.
f. An air discharge permit (sought on a precautionary basis)

g. A land use consent for roading and tracking and soil disturbance activities.

Land use consents will also be sought from Porirua City Council and Hutt City Council. The first of these land use consents is being sought at the same time as this application. The second applies to a very small sliver of land within the Hutt City boundaries comprising a small area of paper road and is being sought separately.

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The adverse effects associated with the proposal are considered to be manageable and none are significantly adverse. The main findings of the assessment include:

- The site is not located in an area identified as an outstanding natural landscape or feature, nor is it a significant amenity landscape;
- While it is anticipated that there will be some variation in water quality at times from the site, depending on rates of runoff and the particular stage of the cleanfilling operation, overall, adverse effects are considered to be able to be maintained at a minor level;
- The proposal involves progressively piping the permanent and ephemeral / intermittent streams within the cleanfill area. This represents an overall loss of habitat currently occupied by an aquatic ecosystem. To address this, the application includes provisions for offsetting the overall adverse effects on aquatic ecology by enhancing an equivalent aquatic area of similar values in a similar position in the same Pauatahanui catchment area. Overall, it is expected that in the very long-term there will be a moderate net benefit to aquatic ecology from the cleanfill and proposed offset.
- Subject to appropriate traffic conditions relating to the proposed intersection and access design, any adverse effect on the safety or convenience of other SH58 road users would be, at most, minor;
- Any adverse visual and landscape effects are limited by the proposed location and relatively small viewing audience. The site, once completed, will be different to what exists now, but will not be out of character in its rural environment. Any long term visual effect will be less than minor;
- With appropriate conditions in place any adverse cultural effects will be no more than minor. Winstones will, if consents are granted, progress a Memorandum of Understanding with Ngati Toa (who are mana whenua in the area) to ensure on-going iwi engagement;
- The minimal quantity of terrestrial ecology affected means any adverse effects are considered to be able to be maintained at a minor level;
- The only potential discharges to air are dust from the construction and operation of the cleanfill activity and on-site vehicle emissions. As contaminated material will not be accepted at the cleanfill, any dust will be derived from uncontaminated fine surface material. The potential for any air quality assessment criteria being exceeded at any nearby residence is considered to be unlikely, provided that intended mitigation is in place;
• The proposed cleanfill will affect the existing natural character of the stream and its containing landform by substantial earthworks and stream modifications. Over time, and overall, it is considered that natural character will not be diminished in the vicinity, although the site will be substantially modified; and
• Potential contamination will be addressed in a Cleanfill Management Plan which will include acceptance criteria. Winstones proposes to meet the cleanfill criteria stipulated by the Ministry for the Environment. On this basis, any site contamination will be minor or less than minor.

1.6 Beneficial Effects

Urban and rural development, and infrastructure, generates cleanfill waste on an ongoing basis, and it is very desirable that there is a competently-managed replacement site in this part of the Wellington region. This helps avoid illegal dumping of cleanfill material.

Cleanfill is waste that cannot be used for another purpose. Cleanfill sites have the benefit of providing an appropriate facility for the permanent disposal of this material. Cleanfills dispose of material that would otherwise be taken to local landfills. Thus cleanfills help prolong the life of landfills, which usually are provided at significant community cost as they have very specific site requirements, must be lined and where leachate management is a significant issue.

This particular site is advantageous for a wide part of the development community because of its location, and it is expected to have a very long life thereby avoiding the need to find an alternative site in the near future. Thus it could be considered to be part of the region’s long-term urban infrastructure.

Overall the positive outcomes of the proposed cleanfill can be achieved in a way that generally avoids, remedies or mitigates adverse effects. Achieving positive, sustainable outcomes, while making practical efforts to deal with adverse effects is consistent with the purpose of the Resource Management Act 1991.
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The management of the existing streams that cross the site and the stormwater which will fall onto the site is a key design element. The existing main tributary that crosses below the main area of cleanfill is proposed to be progressively piped as the cleanfilling proceeds. It is intended that on-site water management will meet appropriate standards before discharging from the site. This is expected to include monitoring conditions and conditions relating to detailed design and management of the necessary site infrastructure and erosion and sediment control systems.

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DRY CREEK REPLACEMENT CLEANFILL

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