

## MINUTES

### **Redvale Landfill Community Liaison Committee Meeting Held at the Redvale Landfill Office Monday 17/03/14 at 7.00pm**

Site Tour 7pm

Present: M Kunzli, B Earwaker, N Donovan, D Marshall, D Hardy, M Drury, S Walker, B Gibbs, R Sorensen, R Croker, K Storie, R Bailey, A Vosper, M Kennedy

Apologies: M Bradshaw, C Wills

Absent: John McLean, Vicki Shanley - Auckland Council Local Board, Fiona McKenzie - Manuhiri Kaitiaki Charitable Trust.

Minutes of previous meeting: Circulated prior to meeting.

Matters arising: Nil

Correspondence: Email from John McLean regarding local area roads – this will be discussed at next meeting as J McLean absent from meeting.

#### **Operations Report:**

##### **Disposal/Site Development**

Ph 17c top soil and grass seeding done. This area is now used for stock piling top soil and pond slops.

Ph 18 has now been filled to RL 70 which includes a new haul road that will lead to RL 100. Filling is extending to another lift over the old haul road, launching from RL 90 and heading west. This will also include a temporary road on the northern boundary which will continue from the haul road on Ph18, allowing operations to fill from RL 100 later in the year.

This gives us air space for the coming 18 months, heading west and removing both the old and existing haul roads.

The de-silting of the storm water ponds has commenced. Partial completion of the de-silting of the pond by Ph. 1pad, now moving onto the sediment ponds which lead to pond 1. We hope to de-silt the wet lands in pond 1 also. Cyclone Lusi slowed some of the desilting work down, but it will recommence shortly.

Final cover work on the eastern batter started in December and will continue through until April. This work also includes two contour drains, a litter fence bund and thickening of cover to allow for planting.

Other work planned for the next couple of months is concrete lining of some of the road side drains, surge on the roads to the Managed Fill and Tray Wash facility.

### **Managed Fill**

The Managed Fill has been busy; it should be free draining into the pond system by the end of this month.

15% of fill has been received. Topsoil from Millwater to be used on site.

### **Complaints**

A Vosper presented list of complaints from November thru to the end of February. Was noted that wind direction has now been included on this list for each of the complaints. Wednesday appears to be a day when complaints are made but this has no bearing on certain waste streams coming in on this day. Also mixed waste streams have been under control since the last issue back in June 2013.

### **Regulatory Issues**

N Donovan has not been receiving notification of pond levels being high, as these have been extremely low over the past few months there was no requirement of notification to be given.

### **Energy**

Currently at twelve generators and as gas generation increases new units will be brought on line. Currently no plan for more in this budget round. The leachate evaporator is working at 95% availability with a few hours a week of downtime to clean out the solids. The generators usually run at 90%.

### **Stockpile 6**

450,000m<sup>3</sup> to be shifted. 83% complete to stockpile. Planting and general tidy up to be done.

Was noted that more seagulls have been seen in the area and is more likely due to the fact that earthworks can attract the gulls.

### **Current Issues:**

#### **Generation Noise**

With trees matured and no greenery down the lower trunks it is more likely that planning for the next stage of planting is likely to see the planting closer to the generators as this would be a more effective solution.

B Gibbs mentioned that the noise monitoring point has not yet been moved to an appropriate point up at the top of his driveway as agreed at the June meeting.

#### **The Consent Renewal Update**

A Vosper gave an update to the committee. The consent renewal submissions were provided to Auckland Council in December 2013, and discussions are in progress. There has been a request for further information on some matters, which has been addressed by TPI consultants, Tonkin and Taylor. The Council Officers are currently in the process of compiling a Notification and Resource Consent Report with a Recommendation for Notification to go to the Independent Commissioner in the next week or so. Once the Independent Commissioner has made her decision in respect of the submission, notification will then proceed to those parties as deemed affected. N Donovan reported documentation received from TPI was very good.

**Peer Review Report No. 42**

Report circulated with agenda via email prior to the meeting. M Drury highlighted the monitoring of leachate levels.

R Bailey explained that the 'fluff' layer is non-compacted material but is then covered as soon as practically possible to lower the odour levels.

**General business:**

A Vosper circulated article from The National Business Review of the sale of TPI NZ to Beijing Capital Group. Mentioning that it is business as usual and a name change to follow.

M Kennedy advised that the Community Newsletter deliverers (Rodney ODC Girl Guides) can no longer continue to deliver due to the low support of family members. Advertisement went in the Feb issue for interested groups, but no interest received. Rural Delivery Mail has quoted approximate total of \$2000 to deliver to Rural Delivery areas 2, 3 & 4 each quarter.

M Kennedy raised the suggestion of creating a website for residents to access the newsletter which would be a more viable option. Need to ascertain if there is a requirement for the newsletter to go out. Survey of interest for residents to reply via email to go in the May issue. Suggestion of more information from the Landfill, History of Dairy Flat and recipients of Trust funding would be beneficial.

**Meeting closed:** 8:45pm

**Next meeting:** Monday 16<sup>th</sup> June 2014, 7pm start.

## **Michelle Kennedy**

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**From:** John McLean <[john@mfp.co.nz](mailto:john@mfp.co.nz)>  
**Sent:** Wednesday, 18 December 2013 12:23 p.m.  
**To:** Michelle Kennedy  
**Subject:** FW: CAS-114182-Y3S0R6: EMLU Request for Customer Services: local area roads

Hello Michelle / Mick

Whilst this does not directly affect Transpacific it does affect other stake holders bordering the tip . Horseshoe Rd is a defining road . It will be of interest to other committee members . Could we receive this letter into our next Liaison committee meeting in 2014 .

Also would you pass on to Mick Hunt. Seem to have misplaced his email address ?

Thank you

John

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**From:** Ellen Barrett (AT) [<mailto:Ellen.Barrett@aucklandtransport.govt.nz>]  
**Sent:** Wednesday, 18 December 2013 10:04 a.m.  
**To:** John McLean  
**Cc:** Steven Garner - Rodney; Michelle Sanderson; Kathryn Martin (Local Board Services)  
**Subject:** FW: CAS-114182-Y3S0R6: EMLU Request for Customer Services: local area roads

Hi John. Further to my email below, I've received a response from our Regulations and Standards team with regard to the request for a speed reduction on Horseshoe Bush Road, Dairy Flat.

In relation to rural local road speed limits and the setting of rural speed limits in general, speed limits are set in accordance with the criteria prescribed under the Land Transport Rule: Setting of Speed Limits 2003. This is a central government regulation which seeks to achieve a consistent approach to speed limit setting across the entire country. While the speed limit rule considers several factors, the outcome is largely driven by the level of roadside development. The open road speed limit (100km/h) applies in fully rural areas, and the urban speed limit (50km/h) applies in built up areas. Speed limits of 80km/h can be applied to slow the through traffic in transitional areas, such as rural areas with large numbers of lifestyle blocks, to take account of the greater numbers of vehicles turning into and out of properties and the likelihood of encountering pedestrians, horses, etc. on the roadway.

However, it should also be noted that drivers using the road network are required to drive to the conditions present on a road at the time and not simply to the posted maximum speed limit. Where a road is sufficiently straight, no other vehicles or pedestrians are present on the roadway and the weather and road conditions are suitable,

it is legal to drive at the posted maximum speed limit. However, road geometry, the presence of other road users, weather and/or road conditions will at some times and in some locations require drivers to travel at lower speeds.

For example, the Land Transport Act states that: *A person may not drive a motor vehicle, or cause a motor vehicle to be driven at a speed or in a manner which, having regard to all the circumstances, is or might be dangerous to the public or to a person. The Road User Rule states that: A driver must not drive a vehicle on a road that is not marked in lanes at such a speed that the driver is unable to stop in half the length of roadway that is visible to the driver. Consequently, 80km/h speed limits are most effective when used in areas of lifestyle blocks where the roads are relatively straight, as these roads would allow higher operating speeds than 80km/h if the speed limit was not reduced. Where the road environment/geometry/conditions already lower the operating speeds to below 80km/h, there is little benefit in applying an 80km/h speed limit and it can even be counter-productive. In some cases, posting an 80km/h speed limit will encourage drivers to speed up instead of using their own judgement to drive at a speed better matched to the conditions. Changing the speed limit to 80km/h for all local rural roads would require a policy/rule change at central government level.*

With specific regard to Horseshoe Bush Road and the issues related to it, there have been a number of new houses built recently, mainly in the eastern part of the road. The first four kilometres of the road from the Dairy Flat Highway end are now close to the level of development that would qualify for an 80km/h area under the rule. The remaining five kilometres, including the unsealed part of the road, are significantly less developed and don't meet the criteria under the rule.

There have been a small number of reported crashes in the road over the last five years which were all non-injury or minor injury. The two common trends were crashes involving intoxicated drivers and crashes involving inexperienced drivers who were not driving to the conditions on the unsealed part of the road. Site observations and speed measurement suggest that, for most of the length of the road, operating speeds are likely to already be significantly lower than 80 km/h. The safe operating speeds vary substantially along the route due to the constraints of the road alignment, visibility and conditions.

At present no speed limit signs are provided in Horseshoe Bush Road, as the adjacent roads it connects to are already rural open road (100km/h) zones, although there is a sign relatively nearby in Forestry Road where vehicles leave a lower speed zone at Waitoki.

Measurements of operating speeds on the route indicate that most drivers are already driving at or below 80km/h on the faster sections of the road, and significantly slower on the constrained sections of the road. As such there is unlikely to be any significant reduction in operating speeds achieved by lowering the speed, and there would be a significant risk of encouraging drivers to drive at 80km/h by sign posting this speed when in many parts of the route this would be much too fast. Consequently, Auckland Transport could not support any change to the speed limit at this time.

Kind regards

Ellen



**Ellen Barrett | Elected Member Relationship Manager (North)**  
**Elected Member Liaison Unit | Stakeholder Management**  
**Auckland Transport General**

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**From:** Ellen Barrett (AT)  
**Sent:** Monday, 11 November 2013 7:22 a.m.  
**To:** John Mclean - Rodney/Upper Harbour  
**Cc:** 'Vicki Shanley'; 'Michelle Sanderson'  
**Subject:** CAS-114182-Y3S0R6: EMLU Request for Customer Services: local area roads

Hi John. Just to let you know that a more detailed investigation (which will include monitoring operating speeds) into the request for a speed reduction on Horseshoe Bush Road (see the email below) is required and the results of this won't be available until the end of December 2013.

Kind regards  
Ellen



Ellen Barrett | Elected Member Relationship Manager (North)  
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**From:** John McLean [<mailto:john@mfp.co.nz>]  
**Sent:** Tuesday, 22 October 2013 11:28 a.m.  
**To:** 'Mick Hunt'  
**Cc:** Ellen Barrett (AT)  
**Subject:** RE: local area roads

Hello Mick

I think your comments re: Horseshoe Bush Rd are valid . Combined with a narrow carriageway , undulations and sight lines are also a concern . Thank you for pointing this out .

I will go to Auckland Transport and gather their thoughts aswell. A speed reduction to say 80kmph would require notification, gazetting etc. In the first instance however the support of AT

I will get this request underway. Thank you.

John

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**From:** Mick Hunt [mailto:[tanglewood@xtra.co.nz](mailto:tanglewood@xtra.co.nz)]

**Sent:** Friday, 18 October 2013 4:43 p.m.

**To:** John Mclean

**Subject:** local area roads

John, when things settle down, would you give some thought to the speed limit on Horseshoe Bush Road. Presently 100k. It carries increasing traffic and the residents ride horses, cycle, their children use the school buses. Increasing construction means more heavy traffic and as more houses are built, car traffic goes up. A lot of the local roads are now 80Kph and in my opinion all rural roads should be. I understand that you cannot wave a magic wand. but you may be able to get the right authority to do an intelligent survey. Incidentally the western end of Horseshoe Bush is unsealed before it joins Forestry Road and then Kihikatea Road. I appreciate your help. Regards, Mick

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Version: 2013.0.3408 / Virus Database: 3222/6760 - Release Date: 10/17/13

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## SUMMARY OF COMPLAINTS

October to February 2014

Date	Complaint	Complaint Location	Day	Time of Odour	Wind	Comments
No odour complaints for the month of October						
5/11/2013	Odour	AC - 99 Tender Rd	Tue	10:00am	SE/NE	No odour detected around or at property other than small scrub fires nearby
7/11/2013	Odour	118 Kahikatea Flat Rd	Thur	06:00am	S	Only light smoky smell from small fire detected along HB Rd
12/11/2013	Odour	AC - Tender Rd	Tue	09:00am	SE	No odour detected along Tender Rd
20/11/2013	Odour	AC - Tender Rd	Wed	09:00am		No visit as not reported till following day. No odours reported at L/fill,
1/1/014	Odour	48 Horseshoe Bush Rd	Wed	11:50am	SW/NE	No visit as not reported for five days
29/01/2014	Litter	118 Kahikatea Flat Rd	Wed	unknown		Litter flowing from WM truck travelling to landfill
"	Odour	118 Kahikatea Flat Rd	Wed	07:30am	SE	No odour detected at property
3/02/2014	Odour	AC - Tender Rd	Wed	08:30am	N/NE	AC attended with no odour detected.


# THE NATIONAL BUSINESS REVIEW

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9:45AM Thursday 6 March 2014

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## What does the Beijing Capital Group want with New Zealand?

 Paid content | Jamie Ball | Wednesday March 05, 2014

Who is the Beijing Capital Group and why has it chosen New Zealand for its first acquisition outside China?

On Monday BCG, owned by the Beijing municipal government, bought Australia's Transpacific Industries Group's [NZX: [TPI](#)] New Zealand business for \$950 million but very little is known about the Chinese megacorp outside its own borders.

"It is pretty diversified. They are very entrepreneurial and switched-on business people. It's a pretty impressive company," says Graham Mulligan, BCG advisor and authorised spokesman.

A Brisbane-residing Kiwi, Mr Mulligan is a former Transpacific Industries director from 2004 -2010 and former managing director of Port Wellington and former director of New Zealand Oil & Gas.

Mr Mulligan describes BCG as having "four legs."

Firstly, infrastructure, environmental protection and waste management; secondly, real estate; thirdly, financial services and capital securities and, lastly, "other business capital and investment."

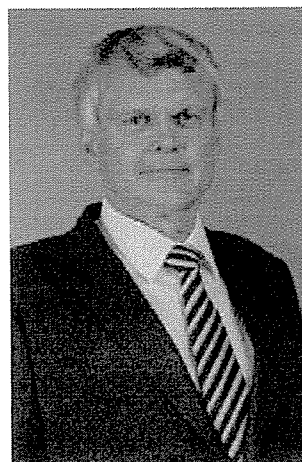
It also holds "agricultural investments" across China.

It employs 20,000 staff, with assets worth \$US21 billion and annual revenue of more than \$US3.7 billion.

BCG has six publicly listed subsidiaries on the Hong Kong, Shanghai and Shenzhen stock exchanges.

Its TPI NZ acquisition is seen as a means to enable it to acquire technology and a carbon-friendly skill set that may help it to take on China's chronic pollution.

"Beijing Capital provides the municipal collections of rubbish in Beijing and Shanghai and operates landfills there as well. It is also into water and sewage treatment and has a joint venture with Veolia," Mr Mulligan says.



Graham Mulligan, BCG advisor and authorised spokesman



Beijing Capital Group home page



A Transpacific Industries truck

