

news from

Transwaste Canterbury

on a short 3km stretch of Mt Cass Road, between the Omihi Stream Bridge and the landfill access road. They do not travel on State Highway One.

The gravel is used for the liner protection layer in the landfill. It had been expected that sufficient sand suitable for this purpose would be found during site excavation, but that has not been the case to date. Accordingly, no gravel truck numbers were included in the original consent application, but may now need to be.

Kate Valley Landfill must have consents that allow it to take the waste produced in Canterbury, and carry out normal landfill operations, such as laying liner protection gravel. Transwaste's application is about ensuring that this is the case. A notified hearing is likely to be held in mid 2006.

Community Liaison Group

In May, a public meeting in Waipara elected representatives of the wider community to the Kate Valley Community Liaison Group. The representatives are Alec Baxter (Chairman), Robin Gardiner, William Hughes-Games, Carol Parker, and Ross Harper. The Chairman can be contacted at 03 314 5897.

Oil Exploration

Canadian oil company, Tag Oil, is working with Transwaste and other landowners in the Waipara/Amberley area over the summer, to investigate the potential for oil and gas deposits underneath the group of hills immediately north of Amberley Beach. The investigation is part of a wider look at both onshore and offshore oil potential in North Canterbury. A survey using sound reflection equipment will be undertaken to obtain a picture of the subsurface structure between 1 and 2 km below ground. If results show promise, exploratory deep drilling may occur late in 2006. The area under investigation is around 1km to the south of Kate Valley Landfill, and the work will have no effect on landfill activities.

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Gravel protection layer being laid on top of liner

Who is Transwaste?

Transwaste Canterbury Limited is a joint venture company with 50% owned by six Canterbury Councils and the balance by Canterbury Waste Services Ltd (CWS). The six Councils currently involved are Christchurch City, Hurunui, Waimakariri, Selwyn, Banks Peninsula and Ashburton Districts. CWS is itself a joint venture company, formed by the two leading waste companies in New Zealand, Waste Management (NZ) Ltd and EnviroWaste Services Ltd.

Transwaste has eight directors, four appointed by the Council shareholders, and four appointed by CWS. The current Chairman is Denis O'Rourke.

CWS is responsible to Transwaste for the operation of the Kate Valley Landfill and waste transport from transfer stations.

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Landfill and Walkway Open Day Planned

Transwaste plans to hold two public open days on Sunday 2nd and Sunday 9th of April 2006. A parking area will be set aside on Tiromoana Station near Simmonds Road and free buses with tour guides will run from 10.30 am to 4 pm to transport people to view the landfill site and the Tiromoana Bush area. A display area will be set up next to the carpark.

The capacity of the buses is limited, so to avoid people being disappointed, those wanting to guarantee a seat must obtain a bus ticket in advance. Tickets can be ordered by mailing or faxing the ticket request form attached to advertisements in local papers. The only way to view the site is via the free buses. For safety reasons, cars and pedestrians cannot be allowed into the landfill area.

If the public interest exceeds the bus capacity on the two Sundays, further open days will be held in the future.

Mt Cass Walkway

Transwaste has been working with the Waipara Promotion Association to develop a public walkway across Transwaste land to the summit of Mt Cass. This walkway provides spectacular views of Pegasus

Bay and North Canterbury, and access to the unusual limestone landscape near the summit. It is a climb of around 400 metres, which should help raise a healthy thirst in visitors to the area. This walkway is expected to be open to walkers from Monday 10th of April.

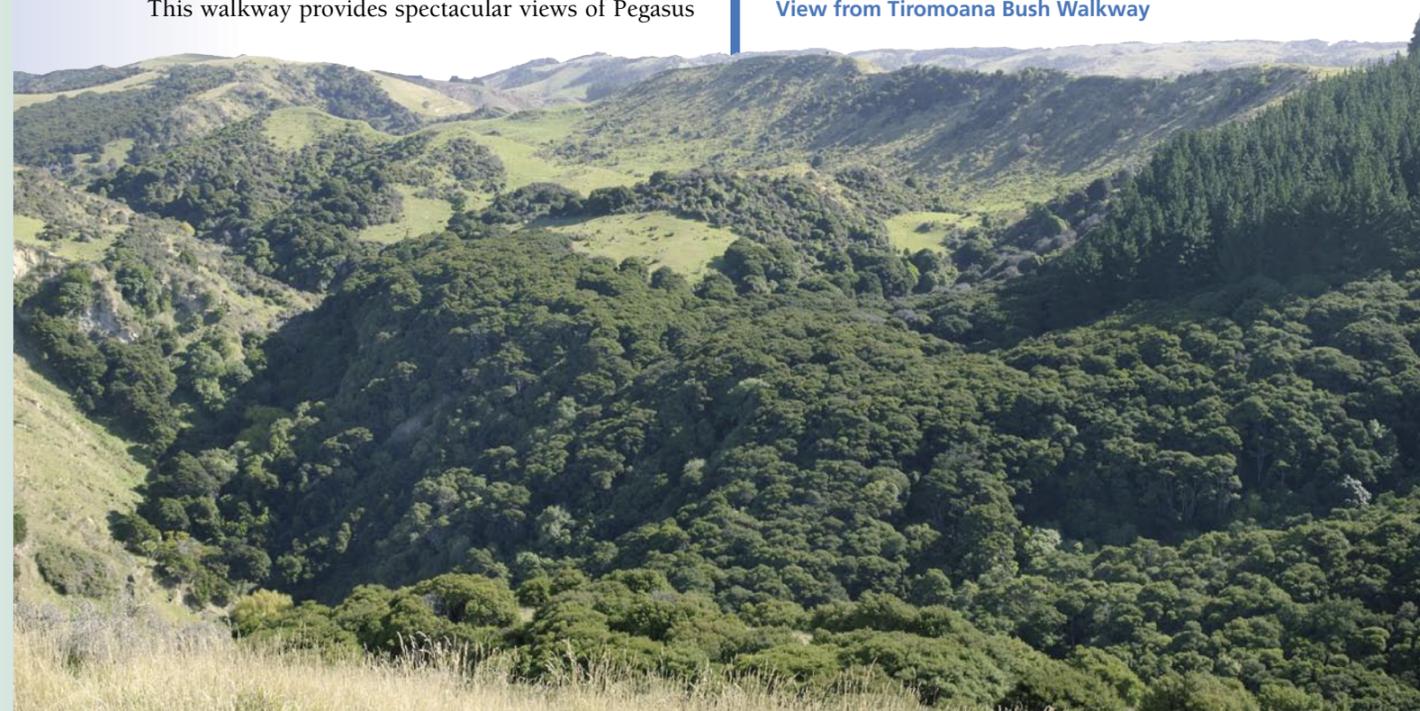
Tiromoana Bush Walkway

The first stage of the walkway through the Tiromoana Bush area will be completed by April 2006, and is expected to be open to walkers from Monday 10th of April. This walkway will provide access to native forest areas, wetlands, coastal cliffs and a remote beach. It also has wonderful vistas across Pegasus Bay and of surrounding countryside. The initial walkway has walk options ranging from 1 to 4 hours, and from easy to steep terrain. Later stages will be developed over next summer, providing an even wider range of walking experiences.

Landfill Compactor

Waste at the Kate Valley Landfill is compacted as densely as possible thanks to the 58 tonne Caterpillar 836H compactor owned by CWS. This machine, worth close to \$1.5 million, not only makes the most efficient

[View from Tiromoana Bush Walkway](#)





use of landfill space, it eliminates vermin and lowers fire risk by removing air voids in the waste.

The performance of the machine is monitored by satellite, with data on the status of major engine and drive train components collected by on-board computers and downloaded daily to supplier and service agent Gough, Gough and Hamer.

Being the biggest of the “big boys’ toys” at Kate Valley, it needs very experienced and skilled operators. Fortunately, CWS has found local North Canterbury people with the right stuff who share the operating duties.

Mt Cass Road Maintenance

Some time ago, in response to Hurunui Councillor concerns about Mt Cass Road, Transwaste offered a six month “maintenance period” for the reconstructed section of the road, during which all maintenance costs would be met by Transwaste. While it was not required by the consents or any other legal obligation, the Company was prepared to make this offer, as it expected that there would be parts of the road requiring more repair than normal maintenance needs, due to the construction and sealing of the road having to be undertaken in the winter.

As expected, the drier weather and traffic loading over the maintenance period have identified the soft spots in the subgrade, and these are being repaired by Transwaste’s contractor.

During the original consent hearing in late 2002, Transwaste had also offered to contribute towards ongoing maintenance of the part of Mt Cass Road used by landfill vehicles, rather than Hurunui ratepayers having to meet the full local share. Transwaste offered to meet 75% of the expected cost to Hurunui District for maintaining the newly reconstructed and upgraded part of Mt Cass Road.

This offer was very innovative, and represented a

substantial departure from normal NZ practice. It was accepted by the Hurunui District Council, and was subsequently included as a condition of consent.

However, the Council has continued to express concern about taking over responsibility for Mt Cass Road maintenance. Transwaste recently offered to take on complete responsibility for maintenance costs on the reconstructed section of Mt Cass Road, to allow the Council time to see that concerns regarding ongoing maintenance costs are unfounded.

Transwaste offered to undertake to fully maintain Mt Cass Road from State Highway One to the Landfill Access Road at its cost until 30 June 2008, and also pay a contribution towards future resealing costs. This offer has been accepted by the Hurunui District Council.

Consent Condition Change Sought

In March 2004, a decision by the Environment Court granted Transwaste resource consents to establish a modern engineered municipal solid waste landfill within Kate Valley. As part of this decision, a condition of consent requires that:

“The total number of vehicle movements to or from the site in any seven day period shall not exceed 1090, of which no more than 600 shall be heavy vehicles.”

Transwaste’s legal advice says that its existing consent allows 600 heavy vehicles to enter the landfill site in any seven day period. The Company has been operating on this understanding. The average number

of heavy vehicles carrying waste entering the site in all seven day periods since starting operations has been 280, with a maximum of 358 in the peak week before Christmas. The average number of all types of heavy vehicles entering in any seven day period has been 338, with a maximum of 446. The vehicle numbers have thus complied with the consent as Transwaste’s legal advisors understand it.

The Hurunui Council has recently advised Transwaste that it believes that the consent only allows 300 heavy vehicles to enter the landfill site in any seven day period, and requested Transwaste to lodge an application to clarify which interpretation is correct. While heavy vehicles carrying waste are within the Council’s view of the limit, overall heavy vehicle numbers are not, for reasons explained below.

In response to the Council’s request, Transwaste has lodged an application for up to 800 heavy vehicles to enter into the site in any seven day period, or for the condition to be cancelled. The primary reason for the condition originally being imposed by the Commissioners was to limit the ability of Transwaste to accept waste from outside Canterbury. The Environment Court subsequently imposed a much more effective geographical limit to ensure waste cannot be accepted from outside Canterbury, superseding the heavy vehicle limit for this purpose.

While the amount of waste being produced by people in Canterbury has increased 25% since 2001, only a minor part of the consent change application relates to heavy vehicles carrying waste to the landfill. Transwaste is not looking to have any more waste truck trips going to the landfill each day than has been the case

Reconstructed Mt Cass Road before roadmarking



New culvert on Landfill Access Road under construction

in the period since operations began. The consented hours of operation of the transport system effectively puts a cap on the number of truck trips per day that is physically possible, and this level was reached on several days during November and December. If Canterbury waste volumes continue to increase, then we can expect that there will be more days where the transport system operates at the maximum level, but there aren’t expected to be more truck trips on the main road on any day than has already been the case already. Pursuant to the conditions of consent for the operation of the landfill, Transwaste cannot and does not accept waste from outside Canterbury.

The major part of the application, and the primary cause of the requested change to 800 heavy vehicle entries into the landfill, relates to the need for gravel to be hauled into the site from the nearby Waipara River. Because the consent conditions count all truck trips in seven day periods, it must allow for sufficient heavy vehicle numbers to enter the site when both gravel trucks and normal waste trucks are operating. At present, when Transwaste has both waste and gravel being hauled into the site, the seven day heavy vehicle numbers exceed the Hurunui interpretation of the consent condition, although not the Transwaste interpretation.

The gravel is only hauled for short periods of several days to a stockpile in the site. Up to 200 heavy vehicles per seven day period may enter the site hauling gravel, but this may only happen for a few weeks interspersed throughout the year. The gravel trucks only operate