

Question	Answer
<p>What are the approved quarry operating hours?</p>	<p>Rock extraction & stripping works:</p> <ul style="list-style-type: none"> Monday – Friday 6am–7pm, Saturday 6am-2pm <p><u>Truck</u> movements¹ (to/from site entrance):</p> <ul style="list-style-type: none"> Summer months (1 Oct – 30 Apr): Monday – Friday 5am-8pm; Saturday 6am-3pm Winter months (1 May – 30 Sept): Monday-Friday 5am-6pm; Saturday 6am-3pm <p><i>Note: Between 5-6am only 12 truck movements are permitted (6 trucks) – this is to allow for early concrete trucks picking up metal. NO works Sundays/Public Holidays.</i></p>
<p>Will the hours for the managed fill operation be the same or different?</p>	<p>Not exactly. Hours associated with the Managed Fill Operation will be:</p> <ul style="list-style-type: none"> Monday – Friday 7am-7pm Saturdays 7am-2pm No trucks on Sundays/Public Holidays.
<p>What are the approved truck numbers for the quarry?</p>	<p>The current consent allows for a maximum of 252 trucks per day (or 504 truck movements).² The conditions state a maximum of 60 truck movements in any single hour (so 30 trucks). So, there is both a daily and hourly maximum.</p> <p>Right now, an average of 125 trucks per day arrive/depart from the quarry (so 250 truck movements)</p> <p>See Figure 1 for the internal access route and capacity of each gully.</p>
<p>Will the managed fill increase truck numbers on the road? And what routes do Gleeson trucks use?</p>	<p>The proposed managed fill is expecting to have 60 truck and trailers or 120 trips delivering material to and from the site per day. Most of these trucks will be Gleeson trucks, arriving with fill and departing with metal – so these trucks do not increase truck numbers on the road.</p> <p>The addition of 12 trucks (24 truck movements) will be other approved operators dropping off fill (but not taking metal)</p> <p>Approximately 50 percent of trips to the site will be from the north and 50 percent from the south.</p>

¹ Note: There is a difference between truck numbers and truck movements – eg. 10 trucks arriving at site then leaving the site would equate to 20 truck movements.

² Note: The quarry is not currently operating at full capacity.

GLEESON MANAGED FILL PROPOSAL – FOCUS ON AMENITY VALUES 17 JULY 2020

<p>How is Gleeson remedying the impact of trucks on the community and public roads?</p>	<p>Gleeson pay a 'Heavy Vehicle Impact Fee', which is calculated by WDC Roading department; this is used for the required roading improvements. Thus far, under Stevenson's & Gleeson's, a total of almost \$190,000 has been paid as 'Heavy Vehicle Impact Fee'. This figure is reviewed every 19.35 million tonnes of aggregate extraction. Waikato District Council & NZTA administer these funds, and they should be ear-marked for local road upgrades and improvements.</p> <p>Gleeson have lobbied Council to reduce the speed limit outside the quarry but have been unsuccessful as yet.</p>
<p>How can we report poor driving/speeding or debris on the road that is Gleeson related?</p>	<p>There is a phone number on the back of Gleeson trucks – please phone and report any concerns (or compliments).</p> <p>Trucks are tracked 'live time', with speeds and driver behaviour logged.</p> <p>If there is debris on the road directly outside the quarry, please contact the quarry direct – they have a street sweeper operating during the day with regular checks; an upgraded wheel wash is being installed to ensure the base of the trucks are clean before they reach the road.</p> <p>If the debris is further away, please contact Waikato District Council Compliance and Monitoring in the first instance, unless you are sure it has been caused by a Gleeson truck. All trucks have covered trailers, so dust and debris from the trucks themselves should not occur at any time.</p>
<p>What about increased dust?</p>	<p>Gleeson have undertaken an Air Discharge Report, which has been reviewed by Waikato Regional and District Council Officers, and considered acceptable – in other words, no actual air discharge consent is required for the low level of dust emissions. The quarry and managed fill gullies are located in a rural area, where amenity expectations are lowered, due to farming and productive activities.</p> <p>A Dust Management Plan has been formulated and will be a condition of consent</p> <p>The following methods of dust suppression will be used:</p> <ol style="list-style-type: none"> a) The use of water sprays to suppress dust from fill areas from access roads/other disturbed land, on an as required basis; and b) The use of dust stabilisation systems (water, water plus additives or mulch); and c) The stabilisation of disturbed land which is currently not being worked; and d) The regrassing of completed surfaces; and e) The maintenance of all access routes; and f) The use of a truck wheel wash; and g) Keeping the total area of exposed soil to a practicable minimum at all times. <p>A daily log of dust emissions and observations is to be kept. Works stop in high winds.</p>
<p>Will I be able to see the gullies from my house?</p>	<p>Fill Area 2 is mostly hidden from sight; Fill Areas 3/4 – works mostly hidden behind bunding/'toe' of gully.</p>

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	<p>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.</p> <p>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. Council have reviewed the Visual Impact Assessment provided, have asked questions, these have been responded to and no further queries raised.</p> <p>The Geotechnical Plan attached as ‘Figure 2’ is a cross-section, which shows how the bunds are ‘stair-cased’, with fill occurring behind these bunds.</p>
<p>How are visual impacts being reduced/avoided?</p>	<p>The bunding at the toe of FA3 of 10m will provide additional visual separation; 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. Slowly, as the fill height rises, each bund or embankment builds on top of the last, and a green grassy slope will remain. This means machinery and bare earth will not always be visible, with most works occurring behind the 10m high bund – it will only be when works reach that level and a new bund has to be constructed, that works will be visible. (See Figure 2).</p> <p>It should be noted that the historic mine to the north, which is now closed, has altered (and improved) the visual amenity of the landscape This proposed fill operation provides an opportunity for the subject site to do the same.</p> <p>The views towards FA 3 and 4 are relatively distant (1-1.5km) and are oblique rather than direct – in addition there are existing visual interruptions such as ridgelines and clumps of vegetation.</p> <p>The proposed fill areas do not impact on indigenous vegetation or sensitive landscapes – in addition, the CIA provided by Mr Norm Hill on behalf of Waahi Whanui Trust confirms that there are no cultural values being impacted by visual effects associated with the application;</p> <p>Each gully is likely to take 2-4 years to fill (depending on demand) – best case scenario’s it is estimated:</p> <ul style="list-style-type: none"> • Fill Area 2 – Just over 2 years • Fill Area 3 – Just less than 2 years • Fill Area 4 – Approx. 2 and ½ to 3 years • Shortest time = 7 years; Longest time = 15 years (length of consent proposed by Waikato District Council)
<p>What happens after filling is completed? What will the final landform look like?</p>	<p>Final rehabilitation will include grassy usable paddocks & ponds either filled or converted to engineered wetlands and left to naturalise. Gleeson are required to draft a ‘Rehabilitation Management Plan’ for approval if consent is granted.</p>



FIGURE 1: INTERNAL ACCESS ROAD AND LOCALITY/CAPACITY OF GULLIES

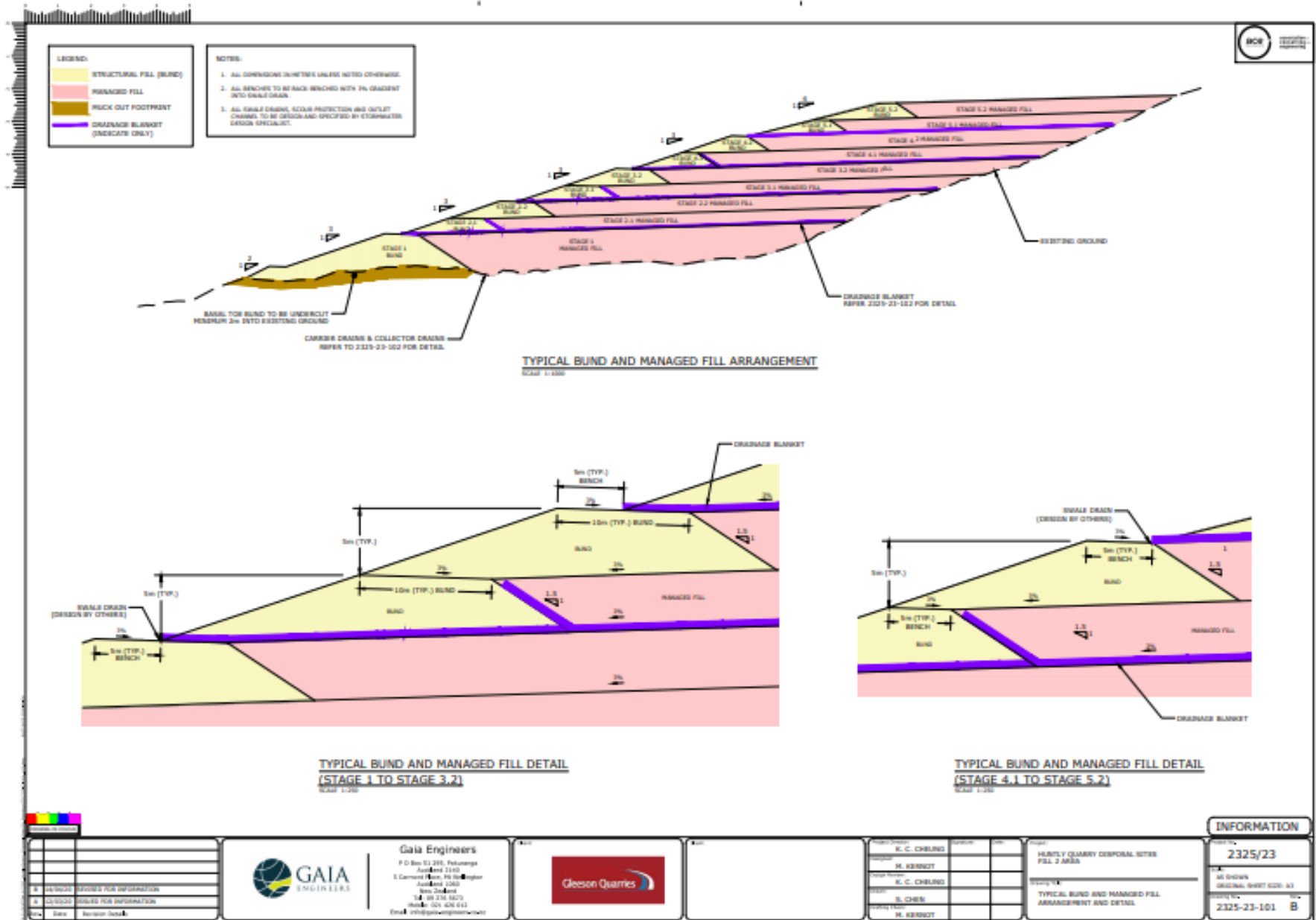


FIGURE 2: EXAMPLE OF BUNDING & FILL PROCESS

		Gaia Engineers P O Box 51 200, Palmyra Auckland 2140 10 Carmichael Road, PO Box 100 Auckland 2140 09 276 1470 09 276 1470 Email: info@gaiaengineers.co.nz				<table border="1"> <tr> <td>DESIGNED BY</td> <td>M. C. CHEUNG</td> <td>CHECKED BY</td> <td></td> </tr> <tr> <td>DRAWN BY</td> <td>M. KENNEDY</td> <td>DATE</td> <td></td> </tr> <tr> <td>DATE</td> <td></td> <td>SCALE</td> <td></td> </tr> <tr> <td>PROJECT NO.</td> <td></td> <td>PROJECT NAME</td> <td></td> </tr> <tr> <td>DATE</td> <td></td> <td>SCALE</td> <td></td> </tr> <tr> <td>PROJECT NO.</td> <td></td> <td>PROJECT NAME</td> <td></td> </tr> <tr> <td>DATE</td> <td></td> <td>SCALE</td> <td></td> </tr> <tr> <td>PROJECT NO.</td> <td></td> <td>PROJECT NAME</td> <td></td> </tr> <tr> <td>DATE</td> <td></td> <td>SCALE</td> <td></td> </tr> </table>		DESIGNED BY	M. C. CHEUNG	CHECKED BY		DRAWN BY	M. KENNEDY	DATE		DATE		SCALE		PROJECT NO.		PROJECT NAME		DATE		SCALE		PROJECT NO.		PROJECT NAME		DATE		SCALE		PROJECT NO.		PROJECT NAME		DATE		SCALE		<table border="1"> <tr> <td>PROJECT NO.</td> <td>2325/23</td> </tr> <tr> <td>PROJECT NAME</td> <td>HUNTLY QUARRY DISPOSAL SITE FILL 2 AREA</td> </tr> <tr> <td>DATE</td> <td></td> </tr> <tr> <td>SCALE</td> <td></td> </tr> <tr> <td>PROJECT NO.</td> <td>2325-23-101</td> </tr> <tr> <td>PROJECT NAME</td> <td></td> </tr> <tr> <td>DATE</td> <td></td> </tr> <tr> <td>SCALE</td> <td></td> </tr> </table>		PROJECT NO.	2325/23	PROJECT NAME	HUNTLY QUARRY DISPOSAL SITE FILL 2 AREA	DATE		SCALE		PROJECT NO.	2325-23-101	PROJECT NAME		DATE		SCALE	
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