

For the benefit of the Commissioner Panel in regards to the Resource Consent Application for Smooth Hill Landfill proposal.

Verbal comments and responses to previous submissions to accompany Brief Of Evidence of Simon Laing.

It is with great sadness that I acknowledge the recent passing of Ōtokia Whanau Kaumatua, Paul Mataurangi Ropata. It was our expectation that Paul would be here, submitting alongside us, in opposition to this proposal. Paul was regarded as the Kaitiaki of the Ōtokia, and it was his assertion that, while Mana Whenua had been consulted on this proposal, Tangata Whenua had not been consulted.

- Responses to questions from the panel of Commissioners

Additional information in regards to recent fires, in the vicinity of the proposed landfill site:

To add additional detail to a question submitted to my fellow submitter, Blair Judd on examples of fires in the area, I am able to share my experience of a recent fire. I am currently an operational Firefighter and Medical First Responder with Fire And Emergency New Zealand (FENZ), in a volunteer capacity, reporting to Brighton Volunteer Fire Brigade. During the first COVID 19 lockdown, in the autumn of 2020, I attended a structural fire with no persons reported at 513 Big Stone Road. The structure under threat was a large double story building, the size of an average house, with garaging in the ground level and a residential apartment on the upper level. It had, until days before the fire, been the primary residence of the owner until they had completed building a larger house immediately next door. I was one of a four firefighter crew, in the first responding appliance. I was the first firefighter to don breathing apparatus fight the fire directly with water from our appliance. On arrival the structure was well involved and the nearby house was beginning to ignite. I quickly extinguished the house and began to attack the main fire. Other crews were quick to respond and we soon had three water deliveries attacking the fire directly. With three deliveries on attack we were able to subdue the fire, however intermittently throughout the event, we repeatedly and regularly ran out of water supply. I would be fighting the fire and knocking it down one minute, only for my hose to then go limp as I ran out of water and so I would retreat to watch the fire escalate again. This cycle of events continued through the night until the structure burned to the ground and the

fire ran out of fuel. In any fire in the area of the proposed landfill, FENZ are reliant on water being trucked in with truck mounted tankers. FENZ has three tankers in the district, at Portsmouth Drive, Dunedin, Waihola township and Portobello, all crewed by volunteer brigades. Usually for larger fires we are dependant on civil contractors such as Fulton Hogan to provide tanker trucks to provide additional supply. These trucks must return to Brighton Fire Station to refill at the hydrant. A lack of a reticulated water supply, or large water body nearby at Smooth Hill, poses a threat to firefighting capability.

In response to the question regarding the date Ōtokia Creek And Marsh Habitat Trust was formed, and its relation to the Smooth Hill proposal:

The environmental restoration work undertaken by trust members, who number in the dozens, has been carried out for quite some time. The majority of the trust members own land adjacent to Ōtokia Creek and the saltmarsh, and we have been swapping information, helping each other with planting and fencing projects, and encouraging each other for years. While the idea of a trust had been floated in the past, it had never been acted on. The Smooth Hill however was a catalyst that encouraged us to formalise our structure so that our actions would be measurable. It has also given us a greater ability to engage with community groups such as local schools.

In response to the panel making the point that waste transport trucks would be covered between the transfer station and the landfill:

It is in my experience in the waste collection industry as a Waste Disposal Technician (Rubbish Man) that transfer stations have a large amount of litter present on the ground and this regularly gets lodged in the spaces between wheels and tyres on a dual wheel axle truck. General waste litter, by its nature, is grimy and is prone to stick to the under carriage of vehicles. It should be a requirement that as well as the covering of loads, trucks should be required to go through a wheel wash trough, as is standard when carting contaminated materials from civil excavation sites.

It is not feasible that there will not be an increase of litter on the proposed landfill site. The site is on the top of a hill in a very high wind zone and loose litter will likely disperse around the site faster than ground crews can collect it. Furthermore, the applicant has shown an inability to manage litter on the current landfill site.

On a recent visit to the existing landfill at Green Island it was clear to me that DCC is not able to control litter dispersing around the surrounding area, at that

site. There is a large amount of litter present in waterways and vegetation adjacent to the landfill. The DCC Waste Management Team should be condemned for mismanagement of litter at Green Island, and until it can manage the Green Island landfill in a responsible manner should not be trusted with a new site.

The photos below are taken on a walk along the verge of the Green Island Landfill access road (Taylor Street), and provide just a sample of the terrible litter problem in the area around Green Island Landfill. Two short videos are also attached to the correspondence along with this document.















- To address previous submitters observations:

Sandy Graham indicated that Dunedin City Council didn't wish to assume that a community consultation process would be in the best interests of the community. We are community members, and we wish we had been provided with meaningful consultation. It is clear that DCC actively avoided community consultation throughout, and this is evidenced by their requesting that this application be limited notification

Dr Jaz Morris has come to the flawed conclusion that the Biodiversity Restoration Plan commissioned by Ōtokia Creek And Marsh Habitat Trust and developed by Wildlands Consultants will offset any loss of habitat or biodiversity from the proposed landfill. We are not undertaking to restore our whenua, our wai, for the benefit of the DCC's infrastructure aspirations. This work the Trust is undertaking is in not in any way intended to mitigate the effects of the proposed landfill, so given this riparian fencing and planting will happen regardless, the landfill proposal does not have any coherent plan to achieve any net positive habitat development.

Dr Jaz also discusses the need to manage pest plant invasion to the wetland on the upstream side of McLaren Gully Rd, due to a drying effect from stormwater retention on the landfill site. This effect will also take place on the large, grassy swamp flats on the downstream side of McLaren Gully Road. This area is part of a privately owned freehold rural property. The council has proposed to conduct vegetation management on private property, they have no access to.

Allen Ingles seems to have made his assessment on the flow of the creek at McLaren Gully Road based on a site visit in October 2018. Matthew York, a trustee on our board has made sit visits to this area every Sunday morning for many years, and his anecdotal evidence of flow rates should not be discounted so lightly. I note that Mr Ingles claims a more accurate transit time through the creek from McLaren gully Road to Brighton Beach would be four hours. We consider four hours a very short transit time in in the event of contamination. There may be a consequence to the intervals between water monitoring activities to identify contamination as early as possible, should it be released from the landfill site.

Tanya Blakely has made the point, which we think is an excellent one, that an eDNA sample that was taken by our Trust was further down the catchment from her own survey. It is our view that the fish survey commissioned by the applicant is of a poor quality, and was undertaken at the consultants own



admission at the wrong time of year. Environmental DNA samples could easily have been taken at multiple sites in the area at different times of the year to establish a better picture of the existing ecology.

Low quality assessments have been a theme of this application and are indicative of the rushed nature of it. Rushing may result from a lack of forward planning. The requirement to eke out another approximately 6 years from Green Island is an example of this lack of forward planning.

Ōtokia's forests, swamps and marshes are a valuable carbon storage asset. A landfill to replace a forested block of land within a network of interconnected wetlands will certainly diminish this natural asset. What seems to be less prominent in mainstream discourse is the question of what legacy of biodiversity, or lack thereof, we will leave our tuhanga. Biodiversity loss and climate change are driven by human factors and mutually reinforce each other.

The five main drivers of the biodiversity crisis are habitat loss, direct exploitation of species, climate change, pollution, and invasive species.

- This application, if approved, will incur a loss of habitat.
- It will cause pollution
- It will attract invasive pest species to the area

Nobody here today, or that have submitted to this commission so far, belong to the generation that will receive the legacy of reduced biodiversity.

This proposed landfill would bring three of the five drivers of biodiversity loss to the Ōtokia Creek catchment and surrounds, and leave a less fortunate future to our descendants.

Simon Laing

Chairperson

Ōtokia Creek And Marsh Habitat Trust