

Meeting minutes

External

23 March 2023

Project name	Allied Asphalt Resource Consent Application	From	Madi Lawry
Subject	Hui Minutes – 8 March 2023	Tel / email address	+61 7 8347933 / Madi.Lawry@ghd.com
Date / Time	12.30 pm – 3.30 pm / 8 March 2023	Project no.	12576135
Attendees inc. company	<u>Project team</u> <u>Applicant Representatives - Allied/Fulton Hogan:</u> Brian Palmer (BP) Allied Asphalt Ltd Blain Brown Allied Asphalt Ltd Dale Eastham (DE) Fulton Hogan Helen Caley (HC) Fulton Hogan <u>Applicants Consultants</u> Madi Lawry (ML) GHD Craig Batchelar (CB) Cogito Rose Turnwald (RT) T and T Jim Maddock (JM) ISW <u>Iwi Representatives</u> Aroha Kopae (AK) Nathan James (NJ) Hayden Henry (HH)	Apologies inc. company	Mokere Te Amo Awhina Ngatuere Anaru Timutimu Ngawiki Dickson Jenny Simpson Tonkin and Taylor Darlene Dinsdale GHD
Copy to	All	Location	54 Aerodrome Road, Mount Maunganui
Objective	Discuss the Allied Asphalt Resource Consent Application for a new asphalt plant.		

Minutes	Action	To be actioned by
Site Walkover	KA and NJ and applicant team attended the site walkover where BP provided a commentary on the existing plant operation and new plant.	N/A
Hui and Presentation	HH arrived for the presentation	N/A
Overview of the existing and proposed plants	CB and BP provided an overview of the existing plant: <ul style="list-style-type: none"> – Description of how the plant works. <ul style="list-style-type: none"> • Aggregate and bitumen mixed in a drum and exposed to burner; • Asphalt stored in hot storage bins • Three tanks hold bitumen. • Processing capacity of 70 tonnes per hour but averages 50 to 60. CB and BP provided an overview of the proposed plant: <ul style="list-style-type: none"> – New plant will be in a different location. – Aggregate heated in batches and mixed with bitumen not exposed to burner. 	For information

Minutes	Action	To be actioned by
	<ul style="list-style-type: none"> – The new plant reduces emissions of odour and volatile compounds. – A road will be built to allow for access into the site at the current entrance and out to a separate exit. – Production capacity will increase to 200 tonnes per hour, however production volume is unlikely to change dramatically from the current 60,000 tonnes annually. – Upgraded stormwater system for the site. <p>BP confirms there will be a up to 12 month construction and commissioning of the new plant.</p>	
Core values	<p>HH questions if the proposal is consistent with Maatauranga Maori values:</p> <ul style="list-style-type: none"> – Mauri – Mana – Wairua – Oranga 	For information
Consent required	<p>CB provided an overview of the consents required:</p> <ul style="list-style-type: none"> - Air discharge (BOPRC) - Stormwater discharge (BOPRC) - Contaminated land (BOPRC) - Height exceedance (TCC) - Minor noise exceedance (TCC) - Hazardous Substances storage (TCC) <p>HH questions what is under the soil and CB confirms soil and ground water testing is being undertaken.</p> <p>HH questions the duration of consent sought and discusses that iwi preference would be for a short-term consent with review timeframes.</p> <p>CB confirms a 25-year consent is sought with 5 yearly reviews.</p> <p>NJ comment: the site is part of the Whareroa Block and is confiscated land previously held by iwi and was part of Hori Ngatai's garden. The area is no longer suitable for food production as it is considered to be contaminated.</p>	For information
Greenhouse Gas Emissions	<ul style="list-style-type: none"> – Allied Asphalt have assumed the new plant is subject to the requirements under the RMA reform in relation to greenhouse gas emissions, – The proposed Plant will utilise an adaptive management approach to meet long term greenhouse gas emission requirements – A condition will be offered to require an Emissions Reduction Plan 	For information
Air Quality	<ul style="list-style-type: none"> – RW provides an overview of the air quality assessment and modelling undertaken. – HH questions how the modelling is undertaken and RT confirms they use the BOPRC meteorological data and the emission rates taken from the three main fuels used at the site in accordance with the guidelines. The modelling looks at all types of weather conditions that can occur in a year including winter, summer, windy, calm etc. – RT confirms the discharge to air is not expected to exceed the air quality guidelines. – HH discusses getting the modelling reviewed by their own air quality specialist to gain balance (Ecocific). <p>NJ questions the difference between a warm and hot mix plant – BP confirms that in warm mix additives can be used in the processing of the asphalt to mix at a lower temperature reducing odour, greenhouse gas emissions and fuel use.</p>	For information

Minutes	Action	To be actioned by
	RT confirms the modelling only includes the emission from the site not the surrounding land uses.	
Water Quality	<ul style="list-style-type: none"> – CB advises that TCC hold a comprehensive discharge consent for stormwater, however this does not include high-risk facilities such as an Asphalt Plant. As such, a discharge consent is required for the site which will then be transferred to the TCC comprehensive consent. <p>JM provides an overview of the stormwater management proposed for the site which will include:</p> <ul style="list-style-type: none"> – Segregation of the site based on stormwater contamination risk – Containing hazardous substances – Bunded storage tanks – Trade waste diversion – Site contouring to allow for stormwater to go to the right treatment area on the site. <p>The new system is a treatment train to remove all types of contaminants:</p> <ol style="list-style-type: none"> 1. Sedimentation / gross pollutant trap 2. Oil trap 3. “Jellyfish” filter (for bigger contaminants) 4. Microfiltration (for very fine contaminant particles) <p>JM described the proposed stormwater system as the best practicable option for industrial / asphalt sites.</p>	For information
Discussion	<ul style="list-style-type: none"> – HH questions if there is any greenspace on the site / any proposed as it alleviates some of the environmental effects and provides cultural value. JM comments that the site is constrained for space, but this can be considered. – AK commends Allied Asphalt for improving the site and states that the starting point for Ngāti Kuku is managed retreat of emitting industries from Mount Maunganui. – Iwi representatives in attendance are supportive of the steps being undertaken by Allied Asphalt to make significant improvements in environmental management and are willing to discuss further the consent terms and the next steps. – AK and NJ left the hui – HH suggested an education programmes and that AA could assist with papakainga development as a good way to build a “betterment relationship”. – HH advised that further engagement should be through hapu who have varying perspectives on some issues. 	For information
Next steps	<ul style="list-style-type: none"> – The presentation was not completed with main focus on the key air and water quality issues, but many of the issues were discussed in the site walkover. – Allied Asphalt to engage with iwi representatives to continue the conversation on the project. 	For information

Attachments: PowerPoint Slides

This confirms and records GHD's interpretation of the discussions which occurred and our understanding reached during this meeting. Unless notified in writing within 7 days of the date issued, we will assume that this recorded interpretation or description is complete and accurate.

NOTE: If the information in this report does not agree with your record of this meeting or if there are any omissions, will you kindly advise this office immediately, otherwise we shall assume its contents to be correct.

Distribution: All Present/Absent

Resource Consent Application for Asphalt Plant

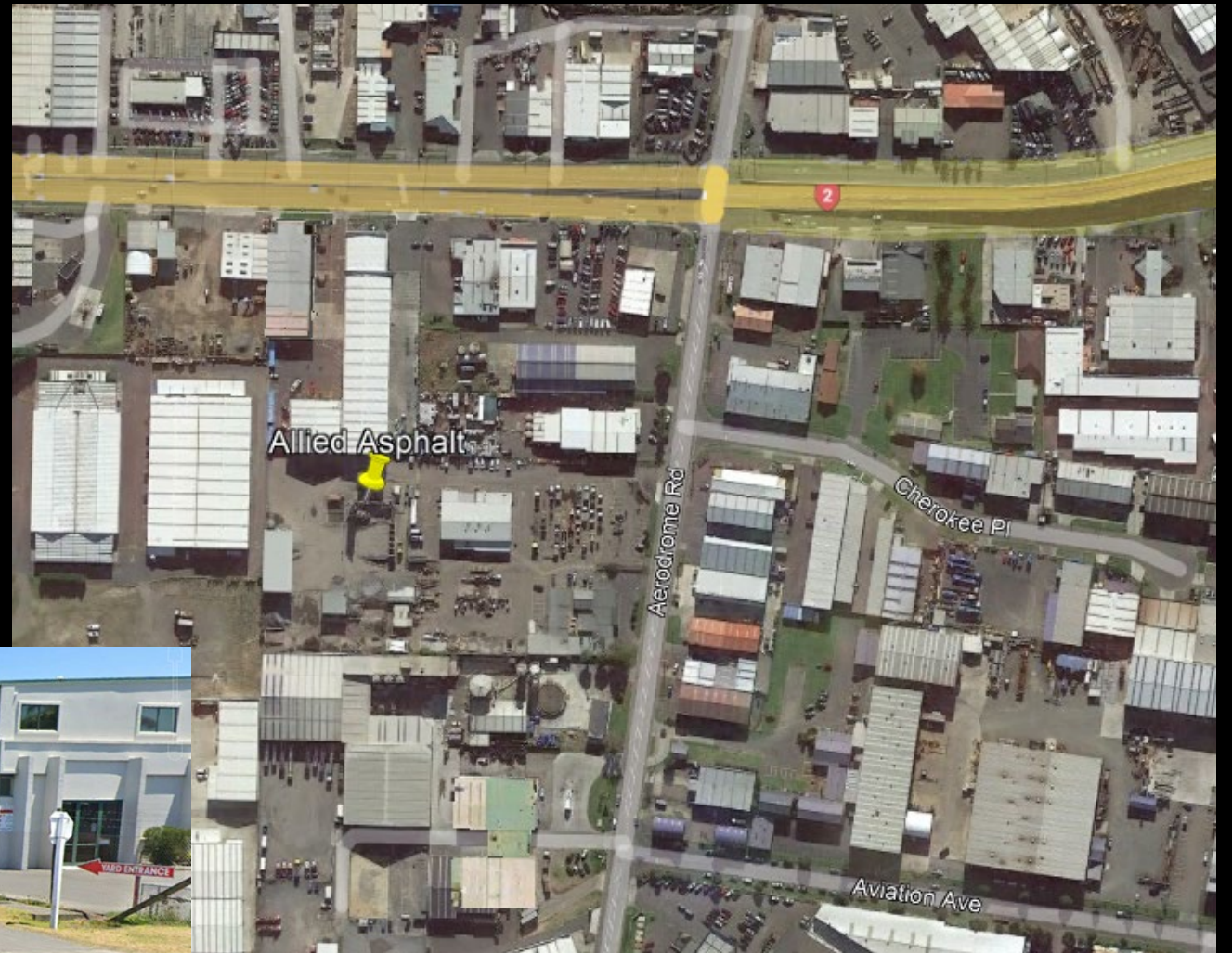
Allied Asphalt Ltd

8 March 2023

Site and Locality

54 Aerodrome Road

Mount Maunganui



Existing Asphalt Plant “Drum Mix Plant”

Aggregate is dried and heated before having liquid bitumen binder added in a drum in a continuous process

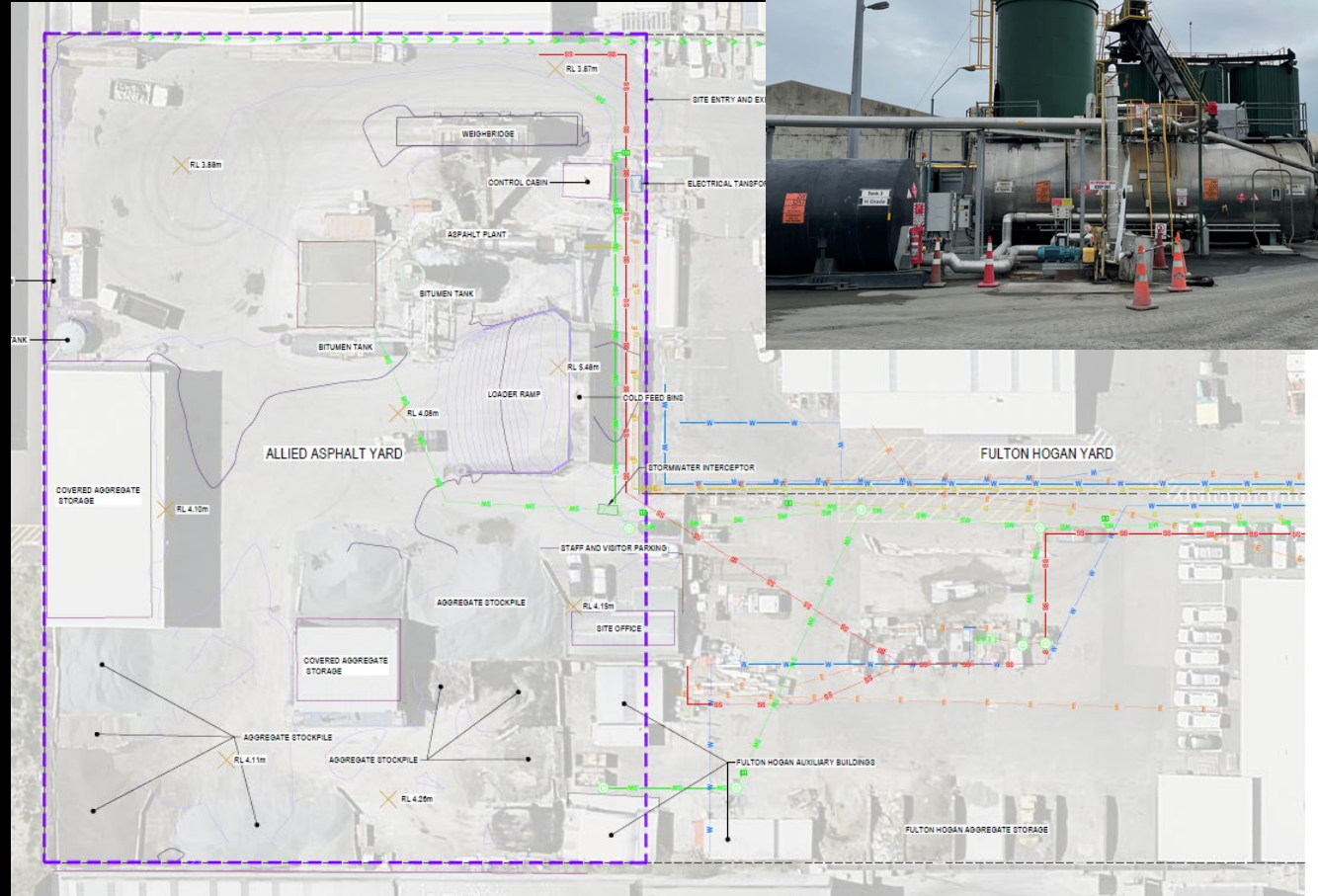
Asphalt production first established on the site in 1970

New upgraded plant constructed at its current location on the site in 1997

Processing capacity of up to 70 tonnes per hour of hot mix asphalt

Production typically averages 50 to 60 tonnes/hour

Fuelled by used lubricating oil (ULO).



Proposed Asphalt Plant

“Batch Plant”

Aggregate is dried and heated in a counter - flow drum and then mixed with bitumen in a separate mixing tower

Reduces emissions of odour and volatile compounds by ensuring the bitumen is not exposed to high temperatures in the flame zone.

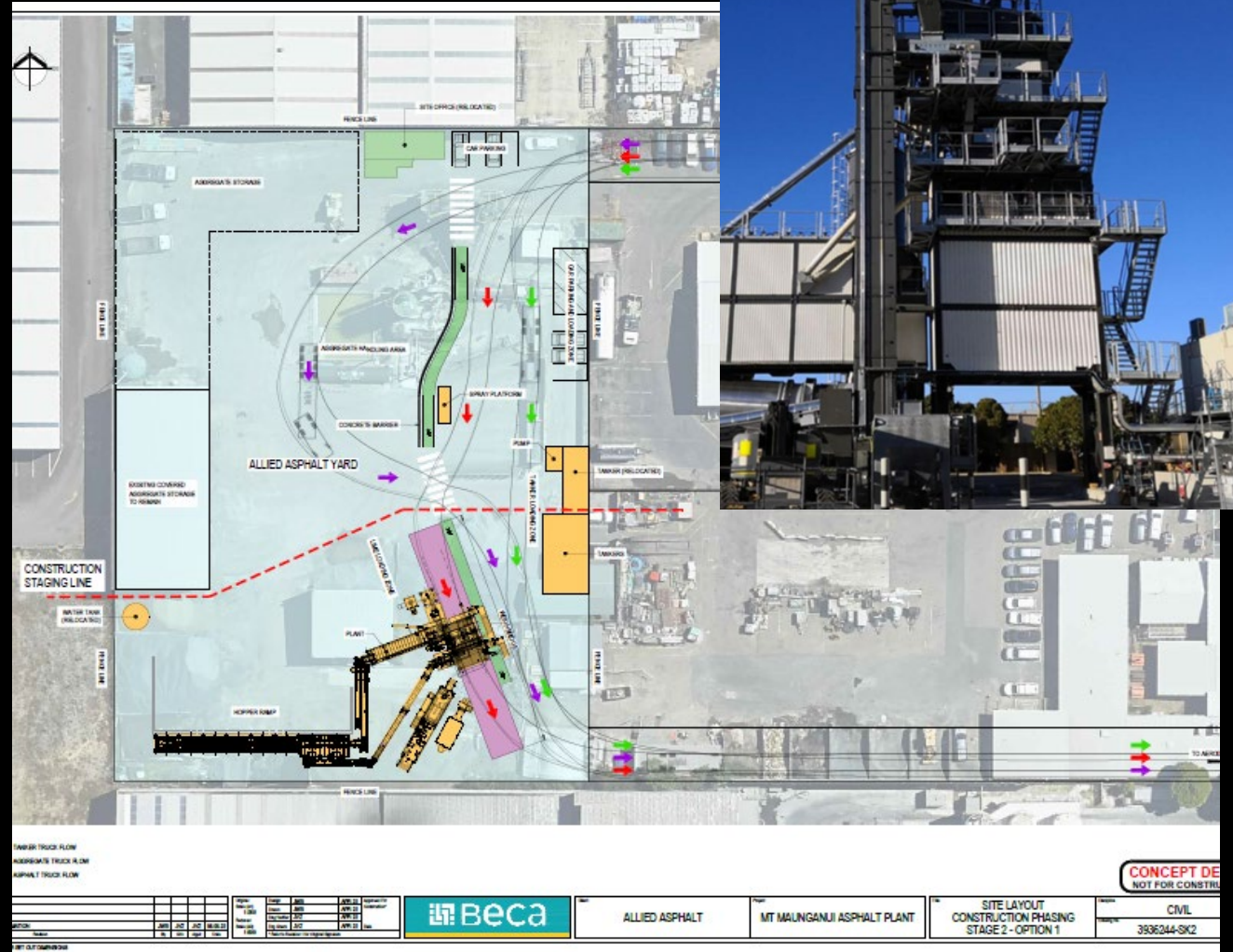
Lower energy consumption and greenhouse gas emissions

Production capacity up to 200 tonnes per hour of asphalt

Asphalt demand much lower, but produced more quickly, reducing energy consumption and emissions

Alternative fuel capability (used oil, diesel and natural gas)

Upgraded stormwater system and safer vehicle access



Bay of Plenty Regional Natural Resources Plan

- Resource Consents required for
 - Air Discharge for:
 - New Asphalt Plant
 - Continuation of existing Asphalt Plant for up to two years until new plant is commissioned (only one plant will operate at any time)
 - Stormwater Discharge from upgraded system (contaminated stormwater discharged to sewer as trade waste)
 - Disturbance of potentially contaminated land

Tauranga City Plan

- Zoned Industrial
- “Industrial Activity” a permitted activity
- Resource Consents required for
 - 27.6m stack exceeds 16m height limit
 - Minor noise exceedance on neighbouring industrial site boundary
 - Hazardous substances storage
 - Works in “Flood Prone Area” and “Overland Flowpath”

RMA Amendment 2020 - Greenhouse Gas Emissions

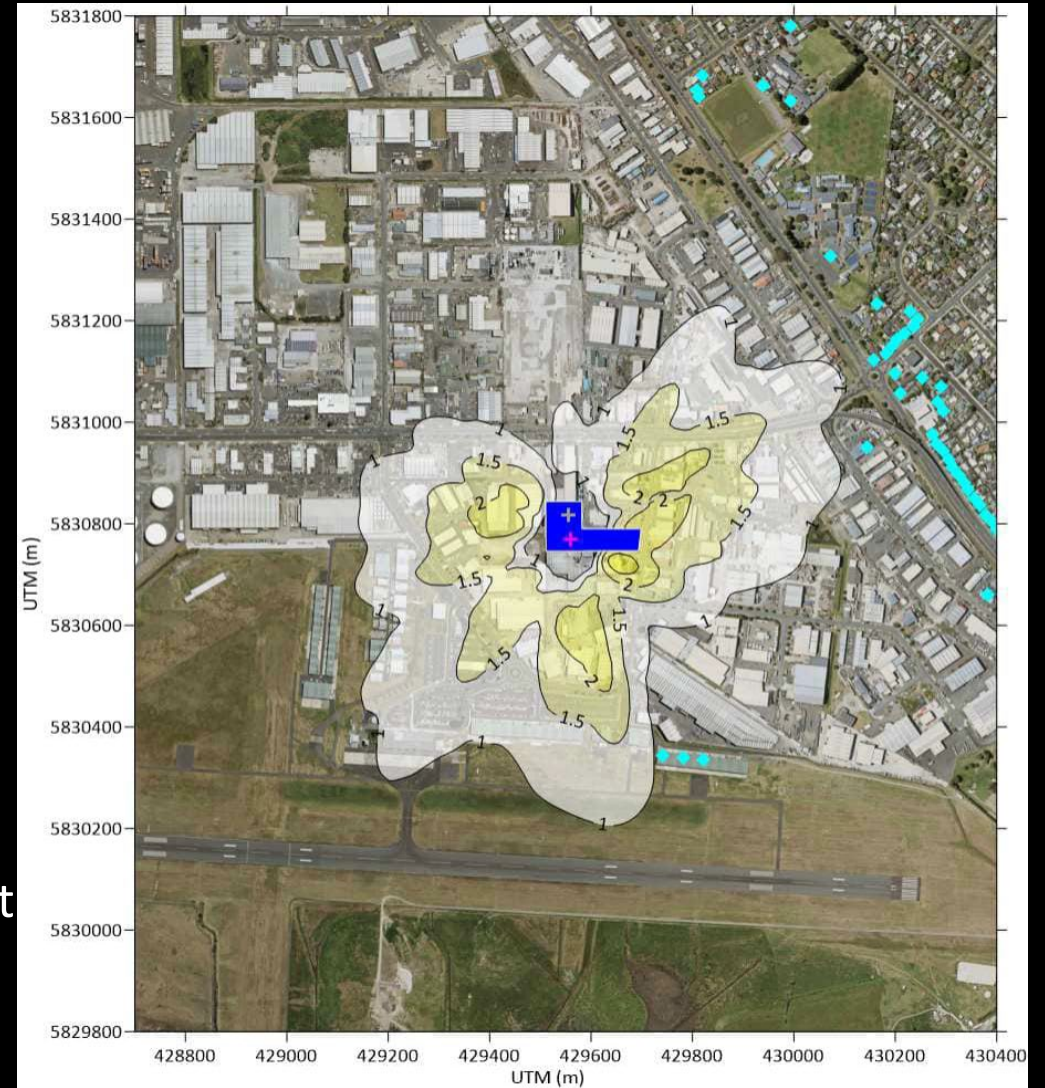
- Consent authorities may now have regard to the effects of discharges into air of GHGs on climate change when considering an application for a discharge permit or coastal permit
- Future national guidance: likely to require industrial sites above a certain threshold to have a GHG emissions plan to encourage energy efficiency and the uptake of best practice, and transition to low emissions energy sources over time
- Application assumes AAL asphalt plant will be subject to future GHG emissions plan requirements – condition proposed

Environmental Effects Assessed

- Air Quality
- Greenhouse Gas Emissions
- Water Quality
- Landscape and Visual
- Flood Hazards
- Hazardous Substances
- Soil Contamination
- Cultural
- Transportation
- Noise
- Infrastructure and Services
- Geotechnical
- Construction

Air Quality

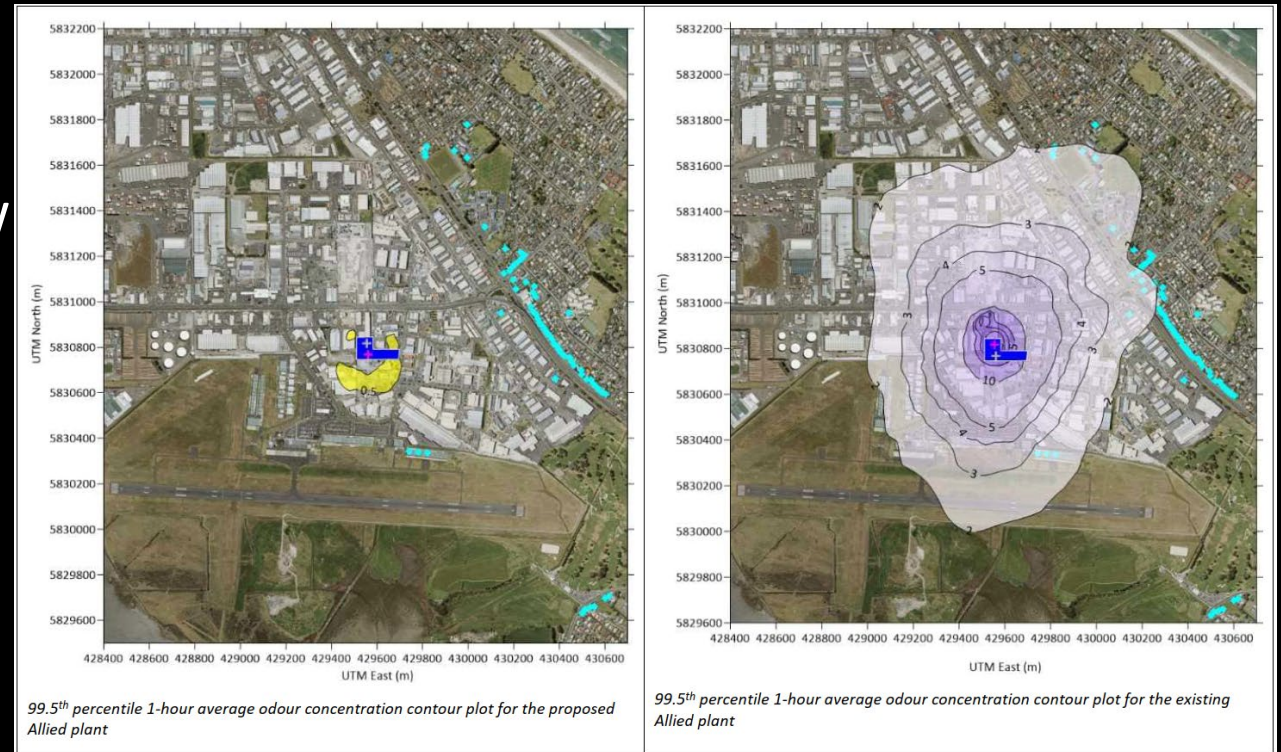
- Contaminants discharged to air from operation of the existing and proposed asphalt plant include PM_{10} , $PM_{2.5}$, SO_2 , NO_2 , CO, VOCs, trace metals and odour
- Emissions evaluated in atmospheric dispersion modelling study for maximum envelope of effects
- Conservative modelling parameters:
 - Continuous operation of plant (24/7, 365 days) at the maximum production rate
 - Emissions assumed to be at the proposed consent limit at all times



Maximum 24-hour average PM_{10} concentration ($\mu\text{g}/\text{m}^3$) contour plot for the proposed plant (pink cross indicates the proposed stack)

Air Quality – cont.

- Cumulative effects of contaminant emissions from the proposed plant plus background levels are well below relevant air quality assessment criteria
- Odour effects of the proposed plant will be significantly less than the existing plant and well below odour modelling assessment criteria



Comparative contour plots for the 99.5th percentile 1-hour average odour concentration (proposed plant on left and existing plant on right)

Aerial imagery: Imagery was captured for BOPLASS Ltd by AAM NZ Limited

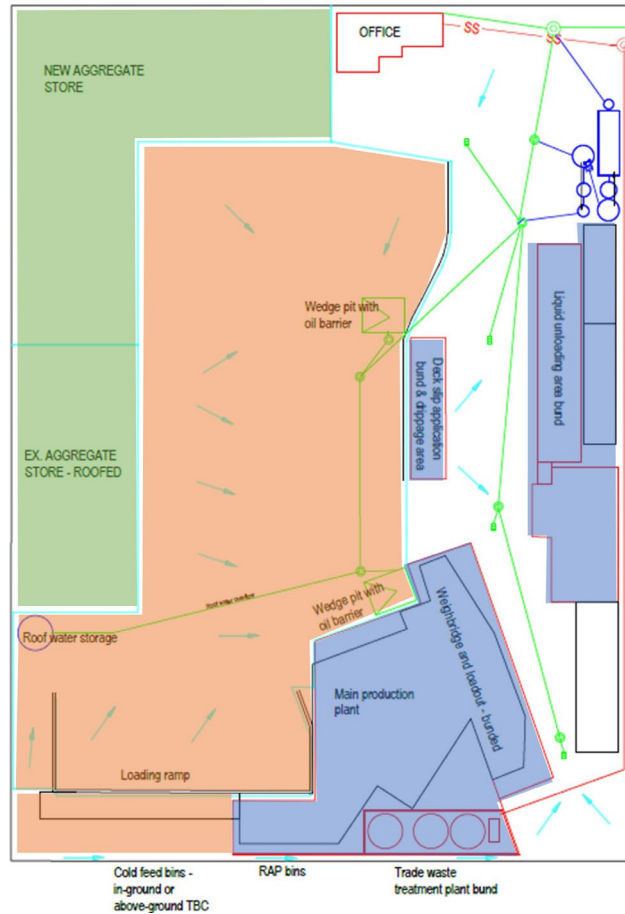
Water Quality

- New stormwater system will be installed on site including a suite of proprietary treatment devices and connection to the public network
- Trade waste connection will divert runoff from the asphalt plant weighbridge and bunded areas surrounding the bitumen and oil tanks, where there is a higher risk of contaminated runoff
- Potential contamination from a hazardous substances spill event managed through storing substances in a secondary containment bund (liquids) and appropriate design and maintenance of containers
- Discharge will come under TCC Comprehensive Stormwater Discharge Consent conditions for Mount Industrial

Stormwater Management & Treatment Suite

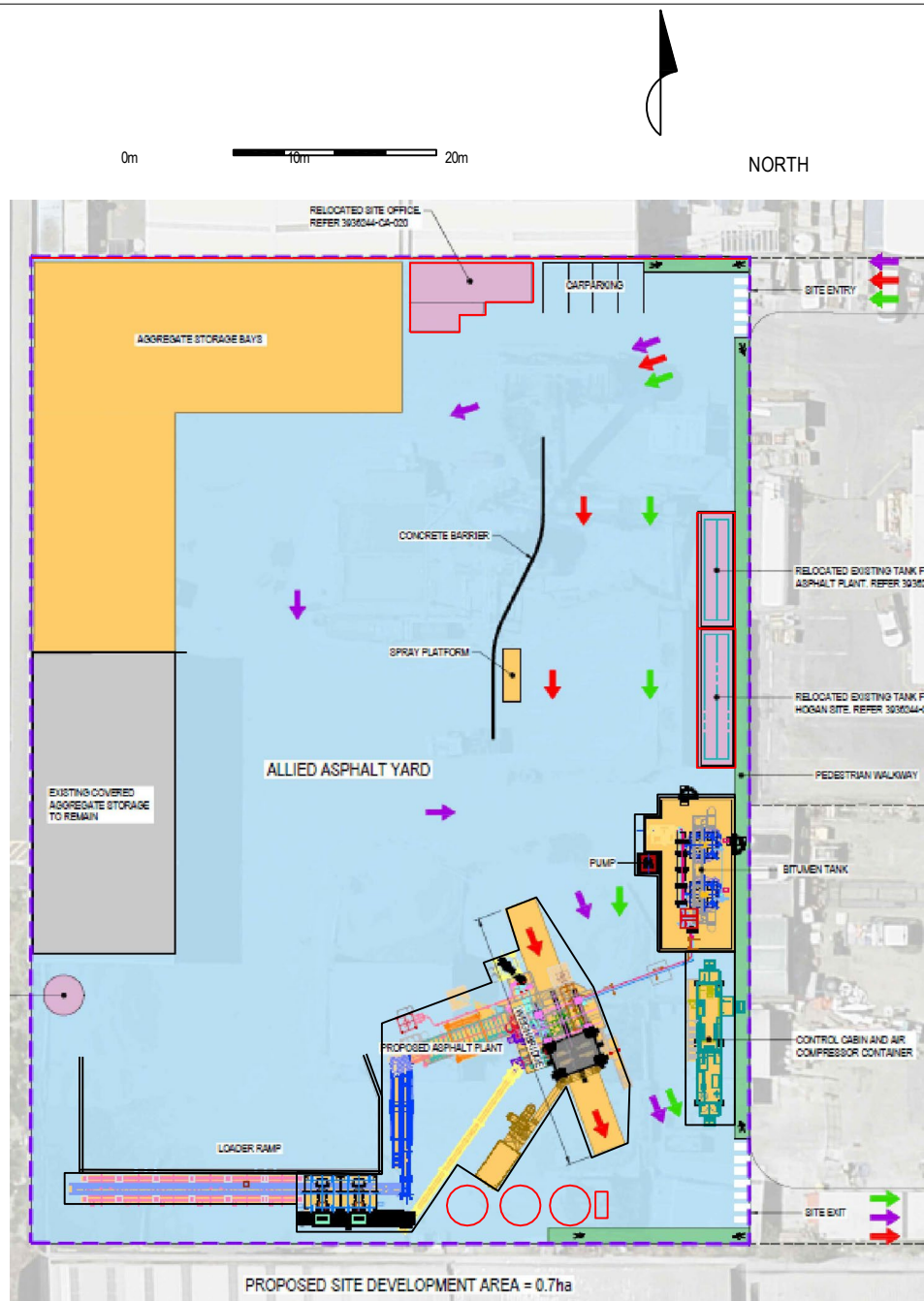
- Pollution control at source
 - Hazardous substances & production areas
- Multi-stage treatment suite
 - Wedge pits for sediments
 - Settling chamber and Gross Pollutant Trap
 - Oil collection device (floating petroleum products)
 - Very fine filtration (microfiltration)
 - Media absorption – targeted at heavy metals removal
- A Best Practical Option
 - Monitoring for performance, maintenance & discharge quality

Asphalt plant area segregation – Rev A



Areas:

1. Clean roof water
2. High-load stormwater (sand and aggregate storage)
3. Normal industrial stormwater
4. Wet Process Area = trade waste area, including tank bunds



Allied & FH
Tauranga site
Concept
stormwater &
tradewater
treatment
solutions.

F
o
r
d
i
s
c
u
s
s
i
o
n
I
W
S
(
J
M
)

14 Feb 2023

The Beca concept
plan from November
2022 is shown



IWS

Drawn

Checked

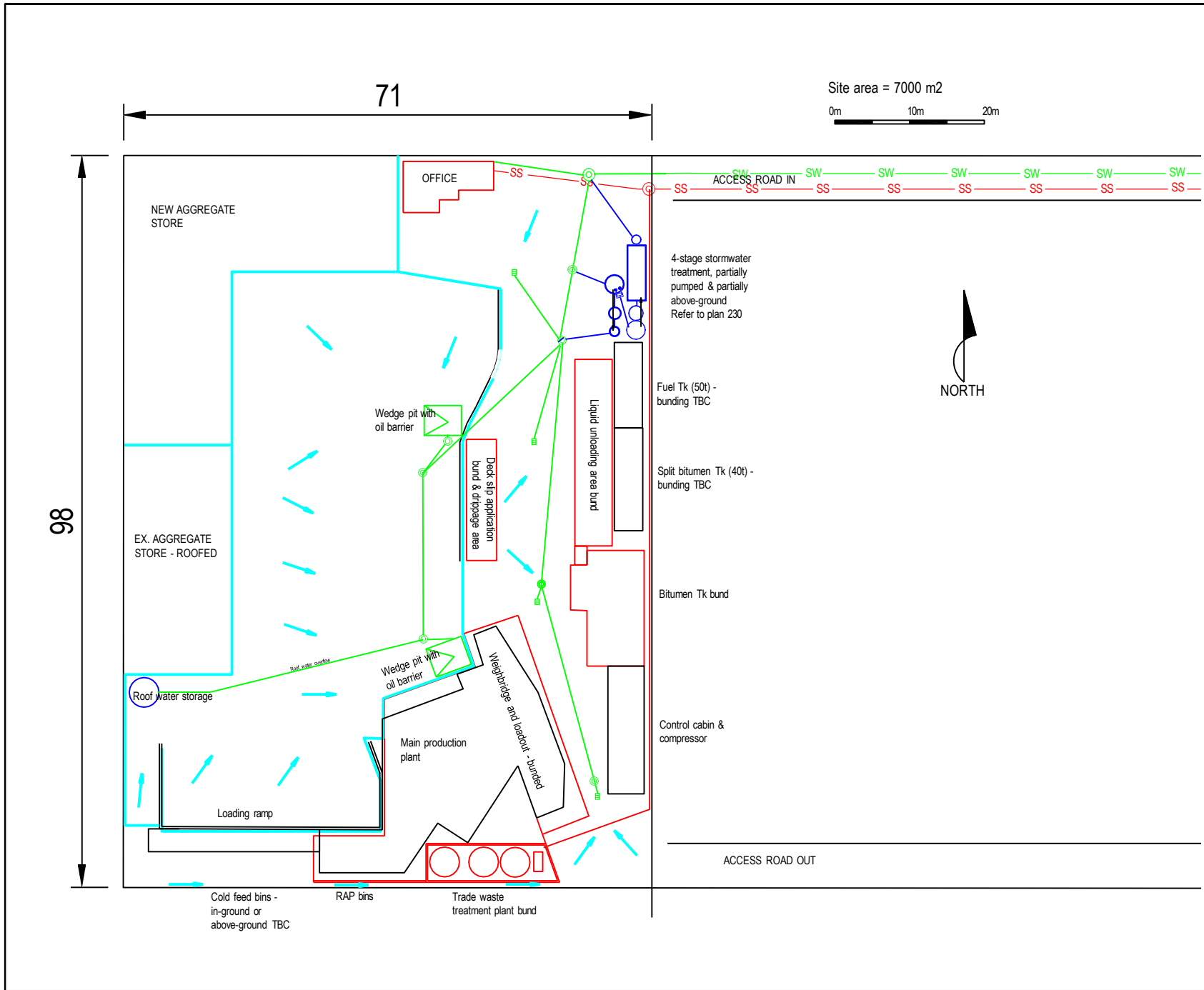
Industrial Waters Solutions Ltd

495 Airfield
Rd

PO Box 34
Ardmore

Clevedon
Ph 09 298 1238
email info@twsgroup.co.nz

The go-to guys for
Stormwater, Wastewater



Allied & FH Tauranga site
 Concept stormwater & tradewaste treatment solutions.
 For discussion
 IWS (JM)
 14 Feb 2023
 Updated 15 Feb 2023



Drawn		
Checked		

Industrial Waters Solutions Ltd
 495 Airfield Rd PO Box 34
 Ardmore Clevedon
 Ph 09 298 1238
 email info@iwsgroup.co.nz

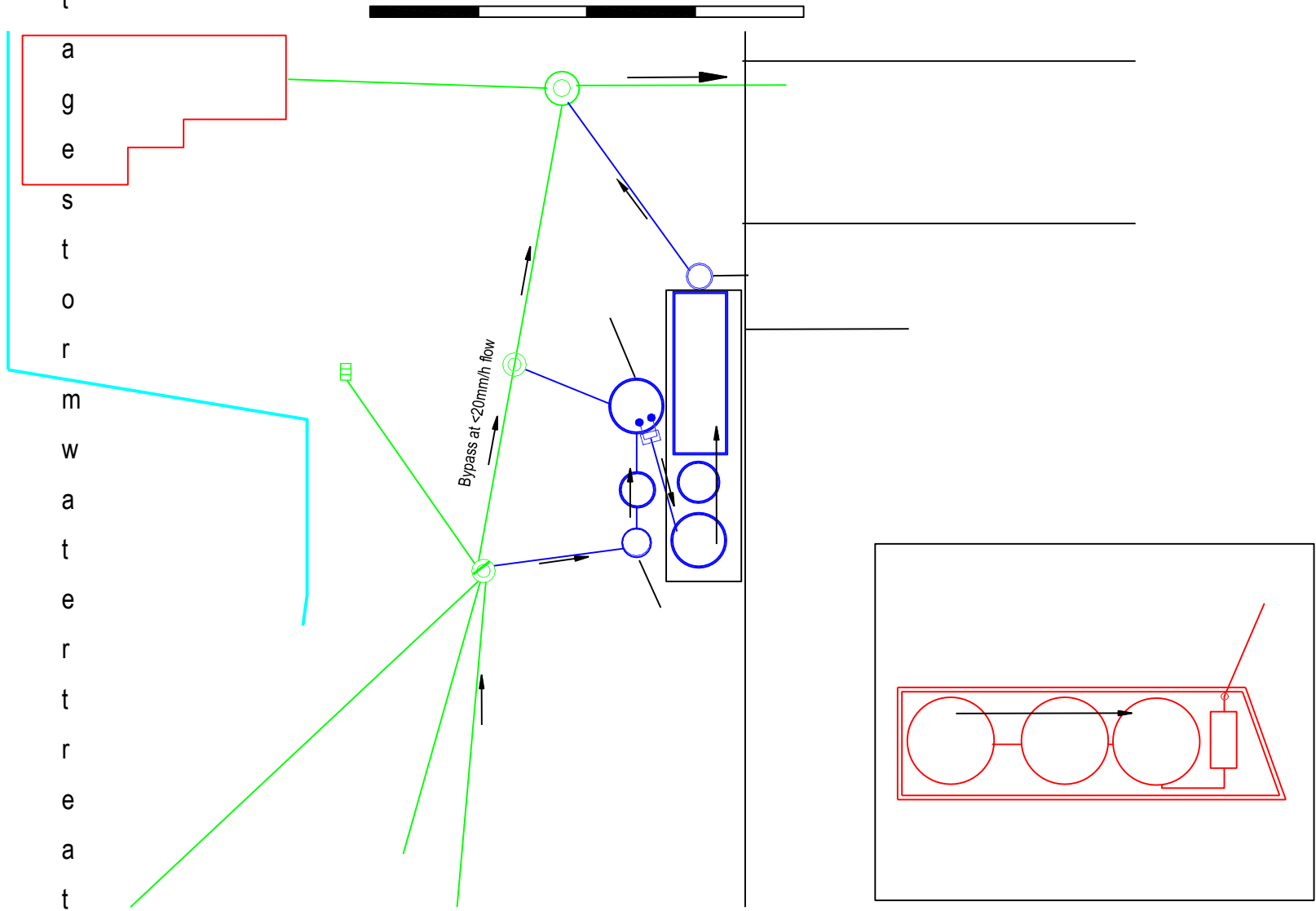
The go-to guys for Stormwater, Wastewater and Environmental Management for Industry

Project Name
 ALLIED & FH TAURANGA
 SITE DEVELOPMENT

Title
 Site layout with
 environmental controls

File
 Plan No AFHTGA 220 A

4
-
s
t
a
g
e
s
t
o
r
m
w
a
t
e
r
t
r
e
a
t
m



Allied & FH
Tauranga site
Concept
stormwater &
tradewaste
treatment
solutions.
F
o
r
d
i
s
c
u
s
s
i
o
n
I
W
S
(
J
M
)
14 Feb 2023
Updated 15 Feb 2023



IWS

Drawn		
Checked		

Industrial Waters Solutions Ltd
495 Airfield
Rd
PO Box 34
Ardmore
Clevedon
Ph 09 298 1238
email info@wsgroup.co.nz

Flood Hazards

- Office and access within floodable area - Asphalt Plant outside floodable area
- Effects Assessment
 - Changes to overland path will have no additional impact on people or buildings beyond the site
 - No change in displacement effects on other land and Council infrastructure
 - Flood depth less than 300mm. Office floor levels will be set accordingly. Shallow, low velocity flows during flood events will not cause a safety risk to people
 - No stored materials or parked vehicles will be mobilised during a flood event

Hazardous Substances

- Hazardous substances stored as part of the new asphalt plant are already stored and managed as part of the current facility
- Effects managed through storing hazardous substances in a secondary containment bund (liquids) and appropriate design and maintenance of containers
- Upgraded stormwater disposal system, with diversion of runoff from higher risk operational areas to trade waste, will avoid contaminants entering the stormwater system.

Land Contamination

- Entire site associated with the proposed asphalt plant upgrade is a 'Hazardous Activity or Industry List' (HAIL) site:
 - Asphalt or bitumen manufacture or bulk storage
 - Storage of chemicals and fuels.
 - Historic wood treatment and bulk storage has likely occurred along the site's eastern boundary.
- Further work being undertaken with soil and groundwater investigation to inform a Contaminated Soils Management Plan (CSMP)

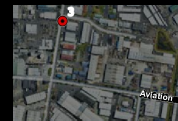
Landscape and Visual

- Site not located within any specific landscape overlay and there are no known landscape values that require protection.
- Height is below the 32m high floor of the protected viewshaft of Mauao from the Tahuwhakatiki Marae viewing point
- Proposal will be seen within the context of the surrounding industrial land uses and structures, including the wider Mount Maunganui Industrial area and the Port of Tauranga
- Landscape and Visual Assessment concludes effects will be very low



Figure 9 - Viewpoint3 - Proposed

From Aerodrome Road



Mount Maunganui Asphalt Plant | Allied Asphalt | November 2022

Original Photo AE | 50mm | DSLR Nikon D700 | 4:39 pm 11 August 2021 | 1882531 E 5826315 N (NZTM)
 Reading distance for correct scale: 400mm | Viewpoint Elevation: 8m
 Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical



Figure 6 - Viewpoint1- Proposed

Cnr of Talaho Place and Totara Street



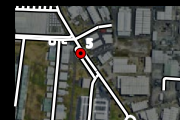
Mount Maunganui Asphalt Plant | Allied Asphalt | November 2022

Original Photo AE | 50mm | DSLR Nikon D700 | 11:48 am 12 August 2021 | 1881098 E 5826161 N (NZTM)
 Reading distance for correct scale: 400mm | Viewpoint Elevation: 8m
 Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical



Figure 13- Viewpoint 5 - Proposed

From Jean Batten Drive



Original Photo AE | 50mm | DSLR Nikon D700 | 4:39 pm 11 August 2021 | 1882086 E 5826215 N (NZTM)
 Reading distance for correct scale: 400mm | Viewpoint Elevation: 9m
 Field of View Approximately 110° horizontal (across 2 x A3 pages) & 34° vertical

Mount Maunganui Asphalt Plant | Allied Asphalt | November 2022

Greenhouse Gas Emissions (GHGs)

- GHG emissions from the production of asphalt mix at the asphalt plant is the relevant scope for consideration
- Selected plant is the best practicable option based on current technology:
 - Optimised processes retain heat and reduce energy consumption
 - Can produce low carbon asphalt including 'recycled asphalt products' (RAP)
 - Can switch to low or zero carbon fuels when available
- 'GHG Emissions Plan' requirement consistent with the proposed national direction

Cultural

- Understanding of previous comments from Mana whenua
 - consider the effects of the activity to be significant and adverse because the activity contributes to the cumulative adverse effects of industrial uses in the Mount Maunganui Industrial area that already exceed a culturally acceptable level
 - preference is for removal of heavy industry including the AAL asphalt plant from Mount Industrial Area to reduce cumulative effects

Other Effects

- Effects are less than minor for:
 - Noise
 - Transport
 - Infrastructure and services
 - Geotechnical
 - Construction