

From: [Councillor Support](#)
To: [David Benson-Pope](#)
Cc: [Council 2022-2025 \(Elected Members\)](#); [Executive Leadership Team \(ELT\)](#)
Subject: Otago Daily Times Smooth Hill Fact check
Date: Thursday, 11 September 2025 02:38:00 p.m.
Attachments: [image001.png](#)

Kia ora Cr Benson-Pope,

In response to the advertisement in the ODT on 27 August:

In general, the advertisement makes it sound as if DCC did not explore all viable alternative options. The business case is robust and clearly demonstrates that multiple alternative options were investigated.

In relation to the mention of rail transport as an option for waste transport to Kate Valley:

– This option is not currently viable as it would involve transfer to and from rail links at both ends of the waste journey - Kate Valley has already been open for 20 years without rail transport as an option.

The ad quotes the \$92.4M figure:

- This figure is for both the landfill and the upgrade of McLaren Gully Road, including significant contingency. The actual estimated construction figure is \$80M for both projects.

The ad mentions 'onerous' resource consent conditions:

- Smooth Hill's consent conditions are very similar to Kate Valley, including the control of bird population.

The ad mentions 25,000 tonnes of municipal council waste:

- This figure should be approximately 35,000 tonnes, as used in the business case.
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Waste source	Tonnes per annum
DCC waste:	35,000
<i>Kerbside collections (after recycling and organics diversion)</i>	<i>21,000</i>
<i>Green Island public transfer station</i>	<i>6,800</i>
<i>Wastewater treatment plant solids</i>	<i>7,000</i>
<i>Rural transfer stations</i>	<i>200</i>
Commercial waste:	25,900
Total	60,900

In relation to the mention of a 35-year contract with AB Lime:

- AB Lime are very likely to have re-thought their position recently, but in 2021, DCC signed a contract with AB Lime for disposal of DCC's waste at AB Lime's landfill in Southland. The contract term is ten years, expiring in 2031, which was the maximum contract term AB Lime were willing to enter into at that time.

Other points:

While it is technically feasible to transport waste to Kate Valley, a variation to the Resource Consent condition would need to be applied for that states that only waste generated within the Canterbury region of New Zealand shall be accepted for disposal at Kate Valley. It is assumed that all the partner councils would need to agree to this change.

Costs:

According to publicly available information:

- Christchurch City Council Transfer Station charge - per tonne of general refuse = \$431.30 including GST ([EcoDrop Canterbury - EcoCentral](#))
- Hurunui District Council (includes Amberly, very close to Kate Valley) = \$379.00 ([Waste & Recycling - Hurunui District Council](#))
- Smooth Hill (using the business case figures) = \$380.00 (including transport from GI Transfer Station to Smooth Hill)

Therefore, once you include transport of 400km one way (around \$140 per tonne?), Kate Valley would have to be considerably more expensive per tonne than Smooth Hill (at around \$520 per tonne).

Kā mihi,

Jackie Harrison

Manager Governance

Governance Support Office

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From: David Benson-Pope <David.Benson-Pope@dcc.govt.nz>

Sent: Thursday, 11 September 2025 10:56 a.m.

To: Councillor Support <Councillor.Support@dcc.govt.nz>

Subject: Fact check

Hi

Is there a fact check available for us please on the claims made by candidate Simms in his advertising!

Thanks

DBP

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