

Appendix M Landscape and visual

Technical Memorandum

Subject: Landscape and Visual Effects Assessment
Reference No: BM240110
Author: Tom Lines
Date: 14 November 2025

1 Introduction

Boffa Miskell Limited has been engaged by WM New Zealand (WMNZ) to provide technical assessments to understand the effects from a proposal to re-consent Redvale Landfill, north of Auckland.

Redvale Landfill is currently scheduled to cease accepting waste in December 2028 and due to a delay in the authorisation and establishment of the replacement Auckland Regional Landfill (ARL) a transition plan is required. The proposal is to continue sending the current residual waste (around 600,000 tonnes per year) to Redvale Landfill, beyond the existing consent limit of December 2028. This would require new resource consents at Redvale Landfill.

To accommodate the on-going placement of waste at Redvale Landfill beyond 2028, the proposed works will involve the following:

- **Revised final surface profile of the existing landfill:** The current final design landfill ground profile varies but is less than 1V:3H across the footprint. That ground profile will be steepened up to a maximum grade of 1V:3H, to allow placement of additional waste within the existing landfill footprint. Bunds, varying in height between 2 and 6 m, will be constructed along the eastern and southern boundaries to accommodate the required additional waste volumes.
- **Class 2 extension:** The landfill is proposed to be extended to the south-west of the current landfill boundary, within the area currently occupied by the now decommissioned Managed Fill and Pond 6. The extension will comprise the excavation and lining of a new landfill cell, allowing the acceptance of waste that meets the Class 2 waste acceptance criteria, which will be constructed in a manner similar to the already constructed cells within the current landfill.
- **Relocation of ancillary activities:** the relocation of ancillary activities to allow for the placement of waste.
- **Sediment Retention Ponds:** The removal and filling in of Sediment Retention Pond 6 and the Office Pond while enlarging Pond 1 to capture and treat the stormwater from these catchments.

This memo provides an outline of the initial findings of the Landscape and Visual Effects Assessment and has been prepared for inclusion in an application for Ministerial referral of the project under the Fast-track Approvals Act 2024. Specifically, this technical memorandum responds to the requirements under section 3.4 of the Fast-track Approvals Referral Application Form. A full description of the draft proposal is included in the accompanying information attached to the application form for the referral.

2 Summary of findings

The proposed extension of landfill operations will continue existing activities while slightly altering the landform through a larger footprint and steeper slopes. This preliminary assessment concludes that with the proposed changes, the landfill is expected to remain visually well integrated due to surrounding ridges, topography, and planned planting, resulting in low adverse effects on local landscape character and quality when compared with the consented landform.

Visibility of operations will be most noticeable within two kilometres as beyond this intervening landform, vegetation and structures reduce the prominence of the landfill. In particular residents and properties and road users along Horseshoe Bush Road, Richards Road, Jean Mackay Place and around the Surf Park (which is 660m to the landfill footprint) may receive low to moderate adverse visual effects. Once grassing and planting has established on the landfill these adverse effects are expected to reduce to a low to very low level. Other nearby roads and residential areas with views to the landfill footprint, including Blake Lane (1.4 kilometres), Austin (1.7 kilometres), Kahikatea Flat (1.2 kilometres), Turley (1.5 kilometres), Selman (1.5 kilometres), Blackbridge Roads (1.2 kilometres), and the Aeropark Drive subdivision (2 kilometres), are anticipated to generally experience low to low - moderate effects during operations, which diminish over time. Beyond two kilometres, the landfill would likely appear as a distant feature, with visual effects assessed as low during operations and very low after restoration.

To mitigate these effects, early establishment of vegetation on the eastern and northern slopes is proposed. Some supplementary planting is recommended around the perimeter of the landfill footprint to maintain visual screening, particularly for nearby properties along Richards Road and Horseshoe Bush Road. Overall, it is anticipated the proposal will continue to be integrated into the surrounding landscape once the landfilling is complete and landform established with grass and mitigation planting.

3 Assessment methodology

This preliminary assessment has been undertaken (by Tom Lines) and peer reviewed (by John Goodwin) by registered Tuia Pito Ora / New Zealand Institute of Landscape Architects (NZILA) with reference to Te Tangi a te Manu, Aotearoa New Zealand Landscape Assessment Guidelines (2022) and Quality Planning Landscape Guidance Note¹ and its signposts to examples of best practice. This preliminary assessment has been prepared in the context of the relevant statutory provisions of the Auckland Unitary Plan – Operative in Part (AUP) and the Resource Management Act (RMA) (and / or the relevant equivalent national planning policy at the time). It has included the rating of effects based on the professional judgements of the author and the proposed project.

In undertaking this preliminary assessment, a combination of field work and desktop analysis has been undertaken. This has included:

- Mapping of project site and statutory context (e.g. AUP zoning and overlays).
- Undertaking a site visit to both the WMNZ landholding and selected off site locations.

4 Existing environment

A general description of the site and surrounding locality is included in the accompanying information as part of the referral application.

¹ <https://www.qualityplanning.org.nz/node/802>

Surrounding Context:

The site sits on the western slopes of a broad valley near Dairy Flat, enclosed by elevated ridgelines with mixed native and exotic vegetation. To the east, the land opens into pastoral farmland and rural residential areas with increasing urban influence near Dairy Flat and the North Shore Aerodrome. Land use is mainly agricultural with some horticultural and industrial activity.

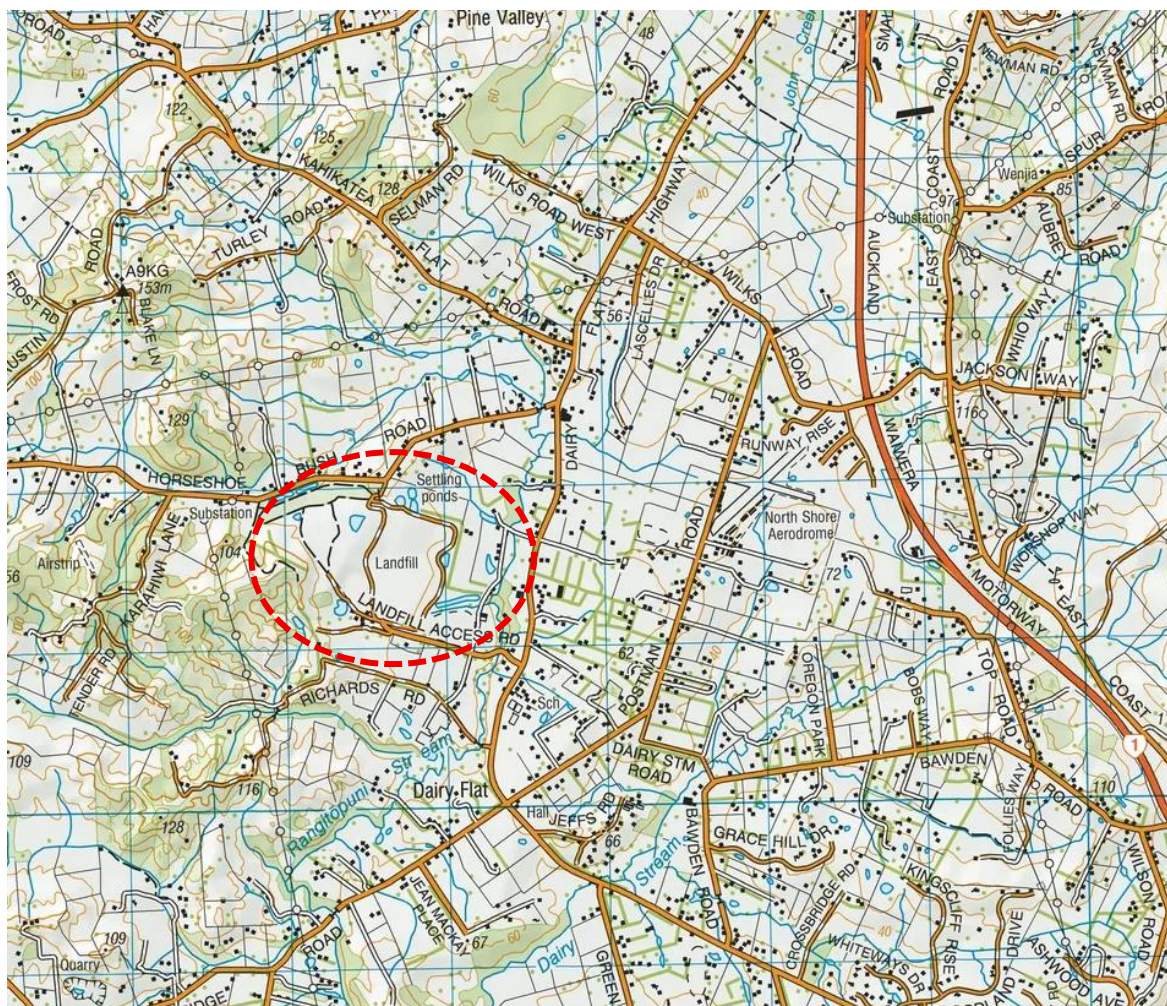


Figure 1: Topo map of surrounding context with the Site broadly indicated with red ellipse

Private Plan Change 103 forms part of the existing environment which rezones about 107 ha at Silverdale West for light industry use, while Auckland Transport's Designations 1497 and 1489 provide for upgrades to Dairy Flat Highway from Silverdale to Albany, including new walking, cycling, and safety improvements.

The surrounding existing environment also includes a staged development of a surf park at 1350 Dairy Flat Highway, Silverdale, Auckland (Surf Park). Only the first stage of this development has received resource consent which comprises of (Stage 1); the construction and operation of a surfing lagoon, restaurant(s), market space, 70 visitor accommodation units consisting of a lodge and eco-cabins; a solar farm; a standard data centre; and associated infrastructure, earthworks and landscaping.

The Site:

The 160 ha Redvale site includes a 59 ha landfill with associated infrastructure, tracks, ponds, and

planting. Existing vegetation follows a structure planting plan established in 1991 and will remain largely unchanged until 2028.

Vegetation includes mature native and exotic shelter belts and remnant pine stands. The landfill surface consists of capped grassy slopes, disturbed ground, and infrastructure for gas collection. The topography reflects operational shaping of the landfill, enclosed by higher ridges to the north and west, with flatter land to the south and east.

Visibility

The site's visibility is largely restricted by surrounding topography, vegetation, and buildings which screen the landfill from view.

Given the proposal will remain at the same elevation, albeit with steeper sides, the visibility of the proposal will be similar to the current landfill landform i.e. the landfill will only be visible from limited local areas—mainly within approximately 2 km—and mostly from private landholdings. Views from public roads such as Dairy Flat Highway are largely screened or fleeting.

5 Assessment of potential effects

Based on the proposal and the information available, a high-level preliminary assessment of potential Landscape and Visual Effects has been undertaken and is summarised below. Initial findings will be confirmed at the substantive stage of the application.

5.1 Landscape Effects

The project continues existing landfill activities, extending the duration and slightly altering the landform through a larger footprint and steeper slopes, with the overall maximum height not exceeding the current approved landfill landform. To facilitate expansion of the landfill, some areas of recently planted native vegetation and remnant exotic trees will be removed. Planting on the landform forms part of the current consent and this will be replaced following the completion of the proposed landform. Although the landform will appear more uniform, surrounding ridges of similar elevation and planting on the landfill (following its completion) will help it blend with the landscape context. Supplementary planting (as outlined in the recommendations below), will also assist in screening the additional fill placement and integrate the proposal into the adjacent landscape. Overall, effects on local landscape character and quality, with planting on the landfill in line with the current consent and supplementary planting around the perimeter (as per below recommendations), are expected to be low adverse.

5.2 Visual Effects

Within roughly two kilometres of the site, visibility of the proposal will vary with topography, vegetation, and viewer location. Properties and road users along Horseshoe Bush and Richards Roads (in addition to future visitors to the consented stage of the Surf Park development) will experience the most direct views of the proposal's northern and eastern slopes, with effects anticipated to range from low to moderate adverse during operations, reducing to very low once grassing and planting on the landfill itself, becomes established. Other nearby areas, including Austin, Kahikatea Flat, Turley, and Selman Roads, will experience more distant or filtered views, potentially resulting in low to very low effects overall. Along Dairy Flat Highway and Postman Road, views will be largely screened by vegetation, and any glimpses from traffic will be brief.

To the south and east, properties on Blackbridge Road and Jean Mackay Place may experience more open views, particularly from elevated positions, with effects anticipated to be up to moderate adverse during the operational phase but reducing to low following rehabilitation. In contrast, the Aeropark subdivision and nearby industrial and rural areas will have partial and/or distant views,

with visual effects anticipated to be low to moderate during operation and very low once vegetation matures.

Beyond the two-kilometre radius, visibility of the proposal will lessen considerably. From locations such as Wilks Road West, Kennedy Road, and the elevated rural areas around Sunnyside and East Coast Roads, the proposal will appear as a distant feature within a broad landscape, similar to the current situation, with effects generally low during operation and very low after restoration.

Overall, nearby properties (notably along Richards Road, Horseshoe Bush Road and visitors to the consented stage of the Surf Park development off Dairy Flat Highway) may experience up to low-moderate adverse visual effects. The majority of views of the proposal are however limited, well screened or at such a distance away, and that visual effects, following mitigation on the site, are expected to be very low adverse.

5.3 Recommendations

The existing consent includes a Structure Planting Plan which details mitigation planting to be carried out on the site. In addition to planting around the landfill, the Structure Planting Plan requires early establishment of vegetation on the eastern and northern slopes of the landfill following completion.

Replacement planting (shallow rooting native species) is also recommended on the completed landfill in areas where recently planted native vegetation would be removed where the landfill footprint is proposed.

Additional planting is recommended in peripheral areas of the boundary along Richards Road in addition to supplementary planting to the north where existing planting is either over mature or showing signs of tree failure. Planting in these areas will strengthen the visual screening and integration of the landfill in years to come.

6 Release and Reliance

This report has been prepared by Boffa Miskell Limited on the instructions of our client, in accordance with the agreed scope of work. If it is intended to support an application under the Fast-track Approvals Act 2024, it may be relied upon by the Expert Panel and relevant administering agencies for the purposes of assessing the application.

While Boffa Miskell Limited has exercised due care in preparing this report, it does not accept liability for any use of the report beyond its intended purpose. Where information has been supplied by the client or obtained from external sources, it has been assumed to be accurate unless otherwise stated.

Memorandum prepared by:



.....
Tom Lines
NZILA Registered Landscape Architect

Memorandum reviewed by:



.....
John Goodwin
NZILA Registered Landscape Architect

Document control

Title: Technical Memorandum <i>Landscape and Visual Effects Assessment</i>					
Date	Version	Description	Prepared by:	Reviewed by:	Authorised by:
8/10/2025	1	Expert Technical Memorandum	Tom Lines	John Goodwin	
11/11/2025	2	Expert Technical Memorandum	Tom Lines	John Goodwin	
14/11/2025	3	Expert Technical Memorandum	Tom Lines	John Goodwin	