

Your written comments on a project under the Fast Track Approvals Act 2024

Project name	Redvale Landfill Expansion FTAA-2511-1136
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Before the due date, for assistance on how to respond or about this template or with using the portal, please email contact@fasttrack.govt.nz or phone 0800 FASTRK (0800 327 875).

All sections of this form with an asterisk (*) must be completed.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)	Auckland Council		
*First name	Warwick		
*Last name	Pascoe		
Postal address	Private Bay 92300, Victoria Street West, Auckland 1142		
*Contact phone number	s 9(2)(a)	Alternative	s 9(2)(a)
*Email	s 9(2)(a)		

2. Please provide your comments on this application	
Response to specific questions from the Ministry	
Question	
Under section 17(3) of the Act and without limiting any general comments under subsection (1)(a), Auckland Council must provide comments advising on the following matters: 1. any applications that have been lodged with the Council that would be a competing application or applications if a substantive application for the project were lodged. If no such applications exist, please also confirm this in writing	
Council response	
Based on a review of Council records, I confirm that no competing applications have been identified.	
Question	
2. in relation to projects seeking approval of a resource consent under section 42(4)(a) of the Act, whether there any existing resource consents issued where sections 124C(1)(c) or 165ZI of the Resource Management Act 1991 (RMA) could apply, if the project were to be applied for as a	

resource consent under the RMA. If no such consents exist, please also confirm this in writing.
Council response
Based on a review of Council records I confirm that no existing resource consents where sections 124C(1)(c) or 165ZI of the RMA could apply were identified.
Feedback received
<u>Specialist / Interested Party Reviews</u> <u>Rodney Local Board</u> The Rodney Local Board provided comments on the subject referral application on 12 January 2026. This commentary confirmed that the Local Board are opposed to the use of the Fast-Track Approvals Act 2024 (FTAA) for this application on the basis of unmitigated human and environmental effects and the inability to comply with the Auckland Unitary Plan (Operative in Part) (AUP(OP)). Primary issues of concern include odour, noise, dust, heavy vehicle movements, and pests, with resulting adverse effects having increased as the landfill has expanded and the proximity to surrounding properties decreased. These effects will increase further if the lifetime of the landfill is extended, with Auckland Council having conceded that they lack internal technical expertise in respect of the oversight of consent conditions. Of particular note is that Waste Management have not been able to comply with existing leachate conditions, which is of concern. Extending the landfill lifetime will also be at odds with the previous Environment Court decision, which granted a five-year extension from 2023 to 2028 to facilitate time for the landfill's closure and not to expand operations. If the landfill is to be processed using the Fast-Track Approvals process, the Local Board requests the following: • Strict monitoring by qualified and independent technical experts. • The following parties are invited to comment: all residents within a 2km radius of the landfill; Dairy Flat School and Parents; the Redvale Environmental Protection Society; the Auckland Surf Park; and covenanted property owners within the notional boundary of the landfill. • International independent expert assessment of the technical reports included with the application. Of note is that Rodney Ward Councillor Greg Sayers provided a letter supporting the Local Board's feedback on 30 January 2026.

Copies of the Local Board comments and the letter from Councillor Sayers are appended (Attachments 1 & 2 respectively).

Plans and Places

The Council's Plans and Places Team provided commentary, dated 22 January 2026, with the following being a summary of the key comments made:

- From a high-level perspective, the proposal likely has regionally significant benefits given the importance of landfills to supporting regional operations and the limited number of alternative landfills, particularly for North Auckland.
- An assessment against the National Policy Statement for Infrastructure (**NPSI**), which came into effect on 15 January 2026, is recommended given that it specifically relates to all consents that involved the operation, maintenance, renewal and upgrades of existing infrastructure and the provision of new infrastructure. Objectives (a) to (e) and policies 1, 4, 6, and 7 are noted as being the most relevant.
- Chapter B3 'Infrastructure' within the Regional Policy Statement (**RPS**) are also noted as being of relevance.

At a high-level, the appears to meet the regionally significant threshold (subject to economic review) and appears to be consistent with the objectives and policies of the NPSI and RPS (subject to assessment by the applicant).

A copy of the commentary from the Plans and Places Team is appended (Attachment 3).

Auckland Council Environmental Monitoring

The following brief summary of compliance issues at Redvale Landfill was provided on 2 February 2026:

Waste Management NZ have received several formal actions for breach of consent conditions at the site currently known as 66 Landfill Access Rd, which are summarized below:

- 2010:
 - Abatement notice (Feb 2010) – A1526
 - Objectionable/offensive odour beyond the notional boundary
- 2013:
 - Infringement notices (E2753 & E2754) - odour

- It is noted these infringements were challenged, however an outcome of the challenge is unable to be determined
- 2015
 - Formal warning s15(1)(b)
 - Contaminated water discharge from site to the stormwater network
- 2016
 - Infringement Fine s322(1)(a) issued 29th January 2016 - breach of abatement notice issued in 2010 as odour found beyond notional boundary.
- 2020
 - Formal warning: c27(d)
 - The consent holder shall advise the CLC of any resource consents being sought or submissions made by the consent holder in relation to the Redvale Landfill, prior to the application or submission being lodged with the Council.
 - A copy of the application or submission shall be provided to the CLC no later than 5 working days following lodgement of the application or submission with the Council.
 - Formal warning: s15 tracking on dairy flat road
- 2021
 - ABT: breach of c108 Leachate levels in landfill

The leachate level in the landfill was first reported to exceed the consented limit in Quarter 2 of 2018. Actions and investigations were undertaken by WMNZ, including new technology and management techniques in consultation with Council. The reported leachate levels continued to consistently exceed the consent limits until early 2020, when a new leachate monitoring bore came into effect. The leachate levels continued to spike above the consented levels during 2020, and in 2021 a significant spike was reported which resulted in the abatement notice being issued. In early 2022, the level dropped below the consent limits for a brief period. Since mid-late 2022 until present, the leachate levels have been breaching the consented limits. A section 127 amendment has been lodged in December 2025 to review the consented leachate level limits.

In addition to the above, historic compliance issues include failure to comply with vehicle movement numbers. In the last ~10 years, there have been 12 days which have exceeded the maximum consent truck movement numbers.

The vehicle movements, as counted at the weigh bridge, have been compliant with the consent from 2019 to present.

It has been recently noted there are groundwater level monitoring bores which have been returning no results for an extended period. Auckland Council were not formally notified of the inability to receive monitoring data from these bores. This is a breach of consent where-by WMNZ is required to consult with Auckland Council when a bore becomes damaged or in-operable. The actual or potential environmental risks of this non-compliance are considered low risk, and Council are in the process of determining whether enforcement action will be taken.

The community have reported an increase of odour nuisance over the last 12-24 months, which is reflected in a sharp increase in complaints received both by WMNZ directly and to Auckland Council.

There has been 1 occasion of verified odour by an enforcement officer outside the notional odour boundary in the last 12 months. No enforcement action was taken due to various factors including duration of odour, weather conditions, and intensity.

Auckland Council are in the process of undertaking additional and independent environmental sampling and investigations in the community surrounding the landfill due to allegations of human health implications caused from discharges from the landfill. Until data has been collected, no further compliance comment can be made regarding this matter.

The community liaison committee (CLC) were not provided with reports from the Peer Review Panel (PRP) for a period of ~5 years. This was identified and rectified in 2025 when all reports were circulated to the CLC. While condition 27D requires the PRP reports to be provided the CLC, there is no timeframe specified for these to be provided by. Given the backlog of all reports was provided to the CLC, no further actions were taken.

The community have expressed their ongoing concerns with the following aspects of the landfill management:

- Pest control (in particular Myna birds)
- Odour management
- Potential health implications of exposure to landfill odour
- Air quality/potential air contamination resulting from landfill activities

- Traffic danger on Dairy Flat Highway
- Noise
- Safety of drinking water as many households in the area are serviced by roof-fed rainwater
- Dust
- The proximity to the Dairy Flat Primary school is a big concern of the community for all of the above reasons having an impact on children

The above concerns are reported from the community. Monitoring reported by WMNZ does not substantiate the above matters. There are active discussions and investigations into the above matters being undertaken by Auckland Council, independent of WMNZ.

Auckland Transport

A summary of the final comments received on 2 February 2026 from Mr Neil Stone, a Principal Development Planner at Auckland Transport, is set out below:

- The current resource consent for the landfill does not require the management of any roading-related effects other than the provision of a wheel wash and 'traffic management'. It is unclear whether the fast-track consent process will adequately identify and address the future roading related effects of the activity when compared to a consent under the RMA.
- The submitted traffic assessment does not appear to sufficiently assess adverse traffic generation and road safety effects from heavy vehicle movements.
- There is no detail as to whether proposed construction traffic will be in addition to the maximum number of 650 vehicles per day.
- While it is stated that there will be no changes in effects in the future based on the existing operation, as the landfill has not been operating near peak capacity, there is potential for a significant increase in use of the site such that its current performance does not provide an accurate indication of future performance or effects
- While Dairy Flat Highway is generally built to withstand heavy vehicle usage, a further 10 years of landfill operation has not been included in maintenance and renewal calculations. Minor but visible damage is also visible at the Dairy Flat Highway / Landfill Access Road intersection and up to 500m on either side.
- Information on potential adverse effects on roads and road user safety from flooding and flooding velocities has not been provided, noting that the site is located within a floodplain and physical changes are proposed.

Noting the above and based on the information provided, Auckland Transport considers that the subject landfill consent offers some regional benefit given its established nature and convenient location. However, they are neutral to the fast-track proposal and consider that it is unclear whether a fast-track consent is more appropriate than a standard RMA consent. Auckland Transport considers that it is likely that the RMA consent process will provide for improved environmental outcomes given the need for a stronger effects-based assessment and more robust process with respect to requests for further information on transport matters, including road pavement conditions.

A copy of the commentary from Auckland Transport is appended (Attachment 4).

Watercare Services Limited

In an email dated 27 January 2026, Tim Matthews, a Senior Development Planner at Watercare Services Limited confirmed that they will not be providing any comments.

AWH Limited

Comments have been received from AWH Limited, being company with interest in the Auckland Surf Park, a consented development located approximately 1km from the landfill.

As these comments were received on 2 February, there has been insufficient time to summarise the comments within this review. A copy of the commentary from AWH Limited is appended (Attachment 5).

Question

Under section 20(1) I also invite you to provide further information on the following matters:

- 1.** Whether you consider the benefits associated with the project are significant in the context of the Auckland region.

Municipal landfills are defined as infrastructure within the AUP(OP), which confirms their importance in terms of overall 'human' function within the environment with respect to the disposal of waste that cannot be reused, repurposed or recycled. This waste includes not only household waste but also waste from construction and demolition. Of note is that there are no other alternatives available within New Zealand for the disposal of such waste, such as incineration.

While there is currently sufficient capacity to provide for existing waste disposal demand, Redvale Landfill is only consented to operate until 31 December 2028 and with the Applicant's proposed replacement landfill in Wayby Valley yet to be consented, landfill capacity within the Auckland Region will be notably constrained from 1 January 2029. Even if the Wayby Valley Landfill was approved today, as I understand it, there will be a minimum four-year period to complete the required constructions works. While there are other options available, including

Class A landfills to the north (Puwera) and south (Hampton Downs), both are outside the Auckland Region (Northland & Waikato respectively), with additional usage of these facilities resulting in additional transportation costs as well as affecting their ability to serve the regions in which they are located, particularly in the long term. Whitford Landfill which is located in the Auckland Region (in Whitford) has limited capacity.

Based on the details contained in the application and noting the importance of landfills in providing for waste disposal needs, I consider that the benefits associated with the project are 'significant' in the context of the Auckland Region.

Section 22 of the FTAA sets out the criteria for assessing the acceptance of a referral application, with the relevant criteria set out below:

22 Criteria for assessing referral application

- (1) The criteria for accepting a referral application are that—
 - (a) the project is an infrastructure or development project that would have significant regional or national benefits; and
 - (b) referring the project to the fast-track approvals process—
 - (i) would facilitate the project, including by enabling it to be processed in a more timely and cost-effective way than under normal processes; and
 - (ii) is unlikely to materially affect the efficient operation of the fast-track approvals process.
- (1A) For the purposes of subsection (1)(a), the Minister must consider a relevant Government policy statement.
- (2) For the purposes of subsection (1)(a), the Minister may consider—
 - (a) whether the project—
 - (i) has been identified as a priority project in a central government, local government, or sector plan or strategy (for example, in a general policy statement or spatial strategy), or a central government infrastructure priority list;
 - (ii) will deliver new regionally or nationally significant infrastructure or enable the continued functioning of existing regionally or nationally significant infrastructure;
 - (iii) will increase the supply of housing, address housing needs, or contribute to a well-functioning urban environment (within the meaning of policy 1 of the National Policy Statement on Urban Development 2020);
 - (iv) will deliver significant economic benefits;
 - (v) will support primary industries, including aquaculture;
 - (vi) will support development of natural resources, including minerals and petroleum;
 - (vii) will support climate change mitigation, including the reduction or removal of greenhouse gas emissions;
 - (viii) will support climate change adaptation, reduce risks arising from natural hazards, or support recovery from events caused by natural hazards;
 - (ix) will address significant environmental issues;
 - (ixa) will promote competition in the grocery industry;
 - (x) is consistent with local or regional planning documents, including spatial strategies;
 - (b) any other matters the Minister considers relevant.

In respect of these matters, as set out in the response to question 1, the project is for infrastructure that will have significant regional benefits ((1)(a)), noting that it will also enable the continued functioning of existing regionally significant infrastructure ((2)((a)(ii)), will deliver

significant economic benefits ((2)(a)(iv)), will address significant environmental issues ((2)(a)(ix)) and will be consistent with local and regional planning documents ((2)(a)(x)).

With respect to (1)(b)(i), the project would likely be processed in a more timely and cost-effective way than under the RMA process, which would likely be subject to an extensive assessment period, public notification, a hearing and a decision-making period. Any decision would likely then be subject to appeal and an Environment Court process.

With respect to (1)(b)(ii), there is no evidence before me that referral of the application will materially affect the efficient operation of the fast-track approvals process.

Overall comments

The benefits of the application are significant at a regional level given the need to provide for waste disposal and the lack of capacity within the Auckland Region from 1 January 2029 onwards. While there are a number of matters that need to be addressed, and particularly those relating to noise, odour, dust, traffic and ecology, in addition to matters relating to landfill engineering and management, including leachate containment, stormwater discharge and landscape character and amenity values, it is considered that these matters can be addressed alongside the resulting benefits / positive effects as part of the FTAA consenting process.

While Auckland Transport considers that there will be some transport-related regional transport benefits, there is no evidence that they have considered the additional traffic movements that would be required to landfills further afield than Redvale Landfill in the absence of it operating. In this respect, I consider the regional benefits to be significant but note that there will be localised adverse effects, particularly in terms of the condition of Dairy Flat Highway and Landfill Access Road. It is these matters that any Fast-Track application will need to carefully assess and I consider that there is scope with that process for this to occur.

With respect to the comments from AWH Limited, it is considered unlikely that the reverse sensitivity effects raised would be of notable concern given that the landfill was in place when the surf park was consented. That notwithstanding, this matter and all other relevant matters raised within the commentary from AWH Limited could be considered and assessed as part of the Referral process ((2)(b) – “any other matters the Minister considers relevant”).

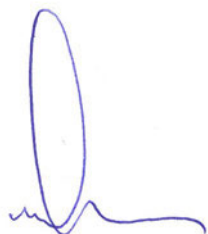
Overall, for the reasons outlined above, Council is not opposed to the referral of the subject application to be processed under the FTAA.

Planning comment provided by



Mark Ross
Consultant Planner

Manager's signoff

A handwritten signature in blue ink, consisting of a large, stylized 'W' followed by a horizontal line.

**Warwick Pascoe
Principal Project Lead
Premium Resource Consents**

Date: 2 February 2026

Attachment 1

Local Board Feedback Template – Fast-track Approvals Act 2024

Project Name:

Waste Management Redvale Landfill Extension

Location:

Landfill Access Road, Dairy Flat

Date:

December 2025

Prepared by:

Lisa Whyte, Rodney Local Board member for the Dairy Flat sub-division and Chairperson Guy Wishart, Resource Consent lead for Rodney South.

Note: local community comments are included.

1. Context – About Fast-track Applications

The Fast-track Approvals Act 2024 (FTAA) provides a streamlined consenting process for projects deemed to have significant regional or national benefit. Decisions are made by an appointed **Expert Panel**, with no public notification and limited avenues for appeal.

It is important to note:

- The Local Board does **not have a formal decision-making role**, but can provide **local insights** on community impacts, transport, open space, mana whenua engagement, and infrastructure alignment.
- There is **no requirement for applicants to respond to Local Board feedback**, but it can be considered by the Expert Panel.

2. Local Board Feedback

The Rodney Local Board is opposed to the use of the Fast-Track Approvals Act 2024 for this application on the basis of unmitigated human and environmental effects.

This application does not comply with the Auckland Unitary Plan.

Odour effects cannot currently be mitigated for their impact on residents within 1km of the boundary. As the landfill has expanded, so have the negative impacts on the community, including odour, noise and pests. Auckland Council recently

conceded at a community meeting that the technical expertise for oversight of consent conditions is lacking in house.

There have been more than 500 complaints already in 2025 – most due to odour, noise and vermin that extend well beyond 1km from the landfill.

The proposed extended life of the landfill will result in the creation of a new landfill on the site and the active tip faces moving closer to the existing residential housing, the school, and the consented housing that will be in place in the coming years.

The Dairy Flat School has strongly opposed the Fast Track for the landfill and has engaged with the Ministry of Education around the ongoing and future risks.

Waste Management is unable to operate within the constraints of their existing Leachate consents so have applied to redefine them at a level at which they can comply. This does not give us confidence that environmental effects are being well managed. There are Peer Review Panel Reports for the last four years, available via the Auckland Council consent monitoring team, which make for alarming reading. We hope the consent monitoring team will be asked to comment on this matter as they have clear oversight of current and likely future issues.

Matters which have informed the Local Board view:

The Rodney Local board received a petition on 3 December 2025 from a 10 year old who attends Dairy Flat School which has been signed by 725 people already. Dairy Flat school is only 686 metres from the intended tipface. The petition opposes any extension of time being granted to Waste Management due to the ongoing impacts from the current operation.

Dairy Flat school was there before the landfill original consent was granted in 1993. Due to changes in land use the Dairy Flat resident and school population has more than doubled since then. 1350 people currently live within 1 kilometre of the landfill and this is set to grow significantly in three years with the development of housing associated with the Auckland Surf Park.

The Rodney Local Board heard from a large group of local residents by way of a deputation to our 3 December 2025 Business meeting. The presenters represented a broad cross section of affected Dairy Flat community members and included community members from Waste Management's Redvale Community Liaison Committee (CLC) and the Redvale Environmental Protection

Society. This group are very aware of current monitoring and compliance issues at the site.

Local residents unanimously oppose this proposal due to the inability of Waste Management to manage and mitigate the impacts of its current operations. The impacts which give rise to the opposition to the proposal include:

Odour, Noise, Dust, Heavy Vehicle Movement Volumes on local roads, Environmental effects, and Vermin. The landfill operations impact the community every day and the proposition of an extension of time, with no ability to have a say during consenting is untenable

Residents sought the support of the Board in objecting to the use of the Fastrack legislation to achieve an extension of the landfill consent in the belief that it is an attempt to relitigate an earlier application failure under the RMA .

In 2016, in response to an application to extend the life of the Redvale Landfill from the original consented end date of 2023 to 2049, the Environment Court granted a five year extension for the site to close in December 2028. The judgement was very clear that this additional time was to facilitate the exit from the site not simply to extend operations.

The Board member for Dairy Flat Lisa Whyte, the Councillor for Rodney Greg Sayers, and Hon. Mark Mitchell as the local MP have been copied into more than 200 emails containing submissions in opposition sent to Waste Management during their public engagement process. These submissions detail the current impact that residents are dealing with, and the very real distress they are feeling at the thought that these issues may continue past the end of 2028.

If this application is processed as a fast-track consent, we request that the conditions of consent include :

- 1) Strict monitoring by adequately qualified technical experts who are independent of Waste Management.
 - 2) That the following parties be included in the list of parties invited to comment: all residents within a 2km radius of the landfill, the Dairy Flat School and Parents, the Redvale Environmental Protection Society, the Auckland Surf Park, covenanted property owners within the notional boundary of the landfill (noting that some of these covenants have now expired).
 - 3) International independent expert assessment of the technical reports included with the application.
-

3. Conclusion

We do not support this project being processed under Fast Track approvals legislation.

We do not believe it meets the criteria for referral in section 22 of the Fast-Track Approvals Act 2024. While the project may be considered economically significant, the benefits only accrue to Waste Management and their overseas owners. Any economic benefits come at the significant cost to the health and wellbeing of local residents and school students, and the receiving environment.

There is no waste crisis in Auckland to justify the support of this proposal – this is a business continuity issue for Waste Management Limited. There is consented capacity at other locations.

There is widespread opposition from the community to this application, and we request that this application be publicly notified and not processed as a fast-track application to allow them to be a part of the decision making process for their community once again.

4. Contact for Further Information

Name: Guy Wishart

Role: Chairperson, Rodney Local Board

Email: s 9(2)(a)

Name: Lisa Whyte

Role: Rodney Local Board, Dairy Flat sub-division

Email: s 9(2)(a)

Attachment 2



30 January 2026

To Whom It May Concern:

I am writing in full support of the Rodney Local Board's formal feedback with respect to the fast-track process for the Waste Management Redvale Landfill Extension.

Please consider this support along with the Rodney Local Board's documentation.

If you have any questions, please feel free to contact me.

Yours sincerely



Cr Greg Sayers
Councillor Rodney Ward
Auckland Council

Attachment 3

Fast-track: Redvale Landfill (FTAA-2511-1136 & PRR00043681)- Referral application

Policy Advice

Overall Summary

1. The proposal seeks an expansion and extension of the Redvale landfill to provide additional landfill capacity of 4.6Mm³ and an extension of time from 2028 until 2036. Comprising of 3.2Mm³ of Class 1 landfill expansion and 1.4Mm³ of Class 2 extension.
2. In my opinion the proposal meets the regionally significant definition of the Fast-Track Approvals Act based on a high-level assessment. Regionally significant benefits appear to be achieved by the continued operation for the period sought.
3. In the FTAA, National Policy Statements are a relevant consideration which require assessment at the referral stage. All decisions under the RMA affecting the operation, maintenance, renewal and upgrades of existing infrastructure, as well as the provision of new infrastructure are captured by the NPS for Infrastructure. Waste disposal facilities are defined as infrastructure in the NPS – I. From a high level assessment, it appears that the application is consistent with the NPS.
4. In addition to alignment with the NPS – I, the proposal appears to align with the RPS objectives and policies which reinforce the importance of infrastructure including recognising the outlined benefits of infrastructure to the region.

Regional Significance

5. The application has been lodged under the Fast-track Approvals Act 2024 ('FTAA'). The purpose of the FTAA is (Section 3 of the FTAA):
 - *The purpose of this Act is to facilitate the delivery of infrastructure and development projects with significant regional or national benefits.*
6. The FTAA in Schedule 5 s5(1)(h) requires an applicant to include an assessment of the activity against any relevant provisions in any of the documents listed in subclause (2). The documents in subclause (2) include a national policy statement, a regional policy statement and a plan. Subclause (3) states:
 - *(3) An assessment under subclause (1)(h) must include an assessment of the activity against—*
 - *any relevant objectives, policies, or rules in a document listed in subclause (2);...*
7. The applicant provides commentary on this in their referral application report section 3.1 where they state, "the project would... align with the purpose of the FTAA and referral application criteria as waste infrastructure that has significant regional or national

benefits”. In section 3.1.2 they state that “Auckland currently depends on three Class 1 landfills, Redvale in the North of Auckland, Whitford in the east of Auckland, and Hampton Downs to the south in the Waikato ... landfill capacity is constrained and if Redvale were to cease accepting waste in December 2028, this would further constrain capacity.”

8. I would concur with the high-level perspective that this proposal likely has regionally significant benefits, particularly given the importance of landfills to supporting the operations of the region and the limited number of alternative landfills particularly for north Auckland. However, I would defer the detailed economic benefits analysis to Councils Economist.

National Policy Statement for Infrastructure 2025

9. The National Policy Statement for Infrastructure (NPS-I) came into effect on 15 January 2026 and applies to all decisions under the RMA affecting the operation, maintenance, renewal and upgrades of existing infrastructure, as well as the provision of new infrastructure. Waste disposal facilities are defined as infrastructure in this NPS.
10. The NPS-I requires decision-makers to recognise infrastructure as nationally significant under the RMA and provides direction to support the development, maintenance and upgrades of infrastructure, while still addressing adverse effects.
11. The NPS-I aligns with other national policy statements (e.g., NPS for Renewable Electricity Generation, Electricity Networks and Freshwater allocation and prioritisation) but does not override protections for values of national importance under the RMA.
12. It is recommended that the applicant provides assessment against this new NPS, I have however noted some of the most relevant objectives and policies from the NPS below:

Objectives

- (a) ensure the national, regional and local benefits of infrastructure are provided for;
- (b) enable infrastructure to support the social, economic and cultural wellbeing of people and communities and their health and safety;
- (c) enable infrastructure to support the development and change of urban and rural environments to meet the diverse and changing needs of present and future generations;
- (d) ensure infrastructure is well-functioning, resilient and compatible, as far as practicable, with other activities; and
- (e) ensure infrastructure is delivered in a timely and efficient manner while managing adverse effects from or on infrastructure.

Policy 1: Providing for the benefits of infrastructure

- (1) Decision-makers must ensure that the national, regional or local benefits of infrastructure, relative to any localised adverse effects on the environment, are recognised and provided for.
- (2) Decision-makers must recognise that the benefits of infrastructure include:

- (a) providing for the social, cultural and economic wellbeing of present and future generations;
- (b) creating, supporting and enhancing well-functioning urban and rural environments;
- (c) supporting sufficient development capacity to meet demand for housing and business land;
- (d) providing services that are essential to support human life and the development, growth and functioning of districts, regions, New Zealand and the economy;
- (e) helping to protect and restore the natural environment;
- (f) supporting New Zealand's emissions reduction targets and mitigating the effects of climate change; and
- (g) reducing the risks from, and improving resilience to, natural hazards and climate change.

Policy 4: Enabling the efficient and timely operation and delivery of infrastructure activities

(1) Decision-makers must:

- (a) enable the efficient and timely delivery of infrastructure activities;
- (d) enable opportunities to make more effective use of existing infrastructure;
- (e) consider opportunities for continuous improvement in service delivery and environmental outcomes when renewing or replacing resource consents;

Policy 6: Recognising and providing for Māori interests

(1) Decision-makers must recognise and provide for Māori interests in relation to infrastructure activities and infrastructure supporting activities, including by:

- (a) taking into account the outcome of any engagement with tangata whenua on any relevant resource consent, notice of requirement, or request for a private plan change;

Policy 7: Assessing and managing the effects of proposed infrastructure activities

(1) When assessing and managing the effects of infrastructure activities, decision-makers must:

- (a) have regard to the extent to which adverse effects have been avoided, remedied or mitigated through the selection of the route, site or method of undertaking the work;
- (b) consider the technical and operational requirements and constraints of infrastructure activities;
- (c) take into account the extent to which the effects of the infrastructure activities are different in scale, intensity, duration and frequency from the effects of existing infrastructure;

(d) take into account relevant international standards (that are recognised or used in New Zealand), national standards and recognised best practice standards and methodologies to assess and manage adverse effects; and

(e) ensure that the mitigation measures and consent conditions are proportionate to the scale of adverse effects generated by the activity.

13. From a high-level perspective the application appears to be consistent with the NPS-I, however an assessment would need to be provided by the applicant against the relevant objectives and policies.
14. Schedule 5 of the FTAA clause 2 outlines that assessments against national policy statements in the referral application are required, while assessment against a plan is not required until the substantive application (FTAA Schedule 5 cl5(1)(h)) I have included the AUP RPS provisions below as many of the objectives and policies are mirrored in the NPS for Infrastructure.

Regional Policy Statements

15. The following RPS B3: Infrastructure, transport and energy are found to be relevant to the application:

B3.2.1. Objectives

- (1) Infrastructure is resilient, efficient and effective.
- (2) The benefits of infrastructure are recognised, including:
 - (a) providing essential services for the functioning of communities, businesses and industries within and beyond Auckland;
 - (b) enabling economic growth;
 - (c) contributing to the economy of Auckland and New Zealand;
 - (d) providing for public health, safety and the well-being of people and communities;
 - (e) protecting the quality of the natural environment;
- (3) Development, operation, maintenance, and upgrading of infrastructure is enabled, while managing adverse effects on:
 - (a) the quality of the environment and, in particular, natural and physical resources that have been scheduled in the Unitary Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character;
 - (b) the health and safety of communities and amenity values.
- (4) The functional and operational needs of infrastructure are recognised.

B3.2.2. Policies

Provision of infrastructure

- (1) Enable the efficient development, operation, maintenance and upgrading of infrastructure.
- (2) Recognise the value of investment in existing infrastructure.
- (3) Provide for the locational requirements of infrastructure by recognising that it can have a functional or operational need to be located in areas with natural and physical resources that have been scheduled in the Unitary Plan in relation to natural heritage, Mana Whenua, natural resources, coastal environment, historic heritage and special character.

16. In my opinion at a high-level the proposal aligns with these objectives and policies which reinforce the importance of infrastructure including recognising the outlined benefits of infrastructure to the region.

Conclusion

17. From a high-level perspective the referral application appears to meet the regionally significant threshold required by the Fast Track process, as the Redvale landfill is one of only three large landfills which service the Auckland region. The closure of this landfill without a suitable solution for replacement, as commented on in section 3.1 of the report, could result in increased costs and capacity constraints affecting the well-functioning of the urban environment. Temporary continued operation would provide the time necessary to provide an alternative solution to waste disposal for the region. I will defer economic input to Councils economist.
18. The application does appear to be consistent with the objectives and policies of the NPS-I but assessment should be made by the applicant.
19. The application appears to be consistent with the AUP RPS objective and policies.
20. Given the apparent alignment at a high-level with the Fast-track legislation and the objectives and policies of the NPS for Infrastructure and RPS, it's my opinion that none of these provisions would be a reason to reject the referral application.

Your written comments on a project under the Fast Track Approvals Act 2024

Project name	Redvale Landfill Expansion - FTAA-2511-1136
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Before the due date, for assistance on how to respond or about this template or with using the portal, please email contact@fasttrack.govt.nz or phone 0800 FASTRK (0800 327 875).

All sections of this form with an asterisk (*) must be completed.

1. Contact Details			
Please ensure that you have authority to comment on the application on behalf of those named on this form.			
Organisation name (if relevant)	Auckland Transport		
*First name	Neil		
*Last name	Stone		
Postal address	Private Bag 92250 Auckland 1142 New Zealand		
*Contact phone number	s 9(2)(a)	Alternative	
*Email	s 9(2)(a)		

2. Please provide your comments on this application
If you need more space, please attach additional pages. Please include your name, page numbers and the project name on the additional pages.

Note: All comments will be made available to the public and the applicant when the Ministry for the Environment proactively releases advice provided to the Minister for the Environment.

Managers signoff



Tessa Craig - Acting Manager, Development Planning, Auckland Transport Date 02/02/2026

1. Introduction

Thank you for the opportunity to comment on the Redvale Landfill Expansion fast-track consent referral (REQ002554W2N8). This memo provides Auckland Transport's (AT) high-level comments on the referral with specific reference to infrastructure maintenance and traffic operations.

The following fast-track materials relating to transport have been reviewed:

- Records of Title (Appendix C);
- Drawings prepared by Tonkin + Taylor, dated 14 November 2025 (Appendix E);
- Stormwater and Industrial Trade Activities prepared by Tonkin + Taylor, dated 14 October 2025 (Appendix L);
- Traffic Assessment prepared by Don McKenzie, dated 14 November 2025 (Appendix O);
- Consultation report prepared by Waste Management New Zealand, undated (Appendix T);
- Referral Application Report prepared by Tonkin + Taylor, dated November 2025;
- Current resource consent approval, dated 11 March 2016;
- Rodney Local Board feedback dated December 2025.

2. Referral Comments

2.1 Consenting Pathway

The existing resource consent NZEnvC 178 (2015) for the landfill, dated 11 March 2016 does not require the landfill to manage any roading-related effects besides providing a wheel wash, and 'traffic management', although traffic management is not defined or specified in the consent approval. It is unclear whether the fast-track consent process will adequately identify and address the future roading related effects of the activity when compared to a consent sought under the Resource Management Act 1991 (RMA) via Auckland Council. It is noted that the existing consent will lapse on 31 December 2028, giving the applicant just shy of three years to obtain consent.

2.2 Potential Adverse Effects

The Transport Assessment provided with the referral application focuses on traffic generation and road safety and appears to treat the landfill's traffic as regular vehicles rather than heavy vehicles. The assessment does not provide sufficient basic information on potential adverse effects of the continued use of a significant number of heavy vehicles on Dairy Flat Highway. Specific reference is made to the intersection of Dairy Flat Highway and Landfill Access Road. The assessment provided references excavation, bunds up to 6m in height, relocation of infrastructure, sediment points, etc., but does not include whether any traffic associated with these works required would be in addition to the maximum cap of 650 vehicles per day.

The landfill is conveniently located on Dairy Flat Highway which is generally built to withstand heavy vehicle usage. However, the further 10 years of operation has not been included in AT's maintenance and renewal calculation for the relevant roads. This should be considered and addressed through the fast-track consent, if accepted at referral stage.

Insert Fast-track logo

For example, the intersection of Dairy Flat Highway and Landfill Access Road shows minor but visible damage to pavement and line markings. As this is directly attributed to the existing consent, it must be included as a matter for review (likely through surveys) and renewal/repair in any future consent at the applicant's expense appropriate to the damage caused. This example is likely applicable to other roads used for haulage, including Landfill Access Road.

The Transport Assessment also concludes that there will be no changes in effects in the future based on the existing operation. Given that the site has not been operating near peak capacity, it is considered that there is potential for significant increase in use of the site and current performance is not considered a sufficient indication of future performance or effects.

Lastly, the vehicle sight distance assessment in the Transport Assessment notes 220m of sight distance is available to the north of the Landfill Access Road's intersection with Dairy Flat Highway. It is unclear how this 220m was measured as from a site visit undertaken by AT on the 26th of January 2025 a much more constrained line of sight was noted towards the north of this intersection.

2.3 Stormwater

The referral material does not provide basic information on potential adverse effects on roads and road user safety from flooding and flooding velocities. As the proposal includes some physical changes on site (such as slopes and bunds) and the site is located within a 1:100 year flood area, an assessment of stormwater effects is required.

2.4 Previous Correspondence

The applicant has included a referral document on correspondence with relevant stakeholders which includes comments from AT. Although the applicant has liaised with AT previously, it is noted that this liaison did not relate to assessing transport elements of the landfill but related to effects of the proposal on Notice of Requirement 8 which has now been designated as Designation 1497 – Upgrade to Dairy Flat Highway. Previous correspondence concluded that the proposal is unlikely to impact the Notice of Requirement (now Designation 1497).

3. Conclusion

Based on the information provided in this referral, AT considers that the Redvale Landfill Expansion itself provides some regional benefit relating to transport, due to it already being established and its convenient location. AT however, is neutral to the fast-track proposal as it is unclear whether a fast-track consent is more appropriate than an RMA consent for this proposed extension. It is likely that an RMA consent process will provide improved environmental outcomes for this proposal due to a stronger effects-based assessment and more robust process for requests for information. An RMA consent would provide the opportunity for AT to obtain more information and interaction with the applicant on transport matters, including road pavement conditions. As mentioned in section 2.1, the existing consent lapses on 31 December 2028 and the applicant has almost three years to extend the use of the activity.

Regardless of whether the referral application is accepted, the applicant must undertake an Integrated Transport Assessment to fully understand any potential adverse effects associated with the proposal. The assessment

Insert Fast-track logo

must include corresponding measures to manage these effects through avoidance, remedying, or mitigation. The Integrated Transport Assessment should include but not necessarily be limited to the following:

- Assessment of construction traffic and associated effects including activities relating to the proposal, such as batters, bunds, excavation and infrastructure relocation.
- Information on haulage routes and an assessment of effects related to these routes:
 - Including whether there are other instances of pavement or line marking damage/degradation attributed to the existing or future activity.
 - Assessment of other 'network stress points' such as, Kahikatea Flat Road, or SH 1 interchange.
- Assessment of increased use of the road due to other developments including sensitivity (noting that this has been partially assessed in the referral application).
- A focus on heavy vehicles movements as opposed to the existing transport assessment that treats large rigid and semi-trailer trucks as equivalent to light vehicles.
 - An assessment in the increase of heavy vehicle movements and not an increase in total vehicle movements as they are not comparable.
- A crash assessment not constrained to a 500m window outside the site.
 - Near misses should be investigated where possible.
 - Identification of whether there are other areas within the haulage routes where road safety could be adversely affected.
- A sight distance assessment for the Landfill Access Road/ Dairy Flat Highway intersection must be provided including diagrams indicating the distance, specifically to the north of this intersection.
- Any proposed measures to avoid, remedy or mitigate adverse effects.

Attachment 5

Auckland Council – Consent Team Submission

Submitted by: AWH Ltd in partnership with Aventuur Inc

AWH Ltd, in partnership with Aventuur Inc, wishes to formally outline significant planning concerns regarding Waste Management New Zealand's Fast-Track application to extend operations at the Redvale Landfill & Energy Park (Redvale). These concerns relate directly to the proximity of the proposed Auckland Surf Park, located less than one kilometre from the active landfill footprint.

The Auckland Surf Park represents a major recreation, tourism, wellbeing, and economic development asset for Auckland. It is a high-amenity, family-oriented, and internationally marketable destination that depends on clean air, a safe environment, and a premium visitor experience.

Importantly, the Surf Park's resource consent application was lodged prior to Waste Management's Fast-Track application, establishing a clear planning expectation that subsequent proposals must avoid compromising the viability of this earlier-lodged sensitive activity.

The Auckland Surf Park represents a significant opportunity for the region's recreation, tourism, wellbeing, and economic development. It should not be compromised by a later-lodged landfill extension that conflicts with its amenity, safety, and long-term viability.

Ngā mihi,

Sir John Kirwan

Mark Francis

Trevor McKewen

Richard Duff

Directors, AWH Ltd

In partnership with Aventuur Inc

A:

Redvale Landfill FastTrack Application: Reverse Sensitivity and Land Use Compatibility Concerns for the Auckland Surf Park

1. Reverse Sensitivity – Primary Planning Issue

Reverse sensitivity is the central planning concern. Under RMA case law and Auckland Unitary Plan principles, the Surf Park forms part of the “permitted baseline”, with later-lodged high-impact activities obligated to avoid creating adverse effects on consented sensitive activities. The Auckland Surf Park qualifies as a sensitive land use:

- Visitor-oriented
- Water-based recreation
- Includes accommodation, hospitality, and retail
- Depends on high amenity, low emissions, and a safe, attractive environment

Extending landfill operations within 1 km of this facility creates unavoidable land-use conflict. The Surf Park is consented, placing the onus on Waste Management to prove its extension won’t compromise the Surf Park’s viability. This threshold is not met.

2. Amenity and Environmental Effects

Odour: Landfill odour plumes threaten visitor experience and brand reputation.

Dust and Airborne Particulates: Dust from tipping and truck movements poses hygiene risks for water-based recreation and hospitality.

Noise: Heavy machinery and truck noise degrade the amenity of a premium leisure environment.

3. Traffic and Safety Risks

Redvale’s heavy vehicle movements conflict with family-oriented Surf Park access, creating safety hazards and congestion.

4. Reputational and Economic Impacts

Proximity to Auckland’s largest landfill undermines the Surf Park’s brand and investor confidence. Perceived contamination risks could reduce attendance and long-term viability.

5. Planning and Land Use Compatibility

International norms treat recreation and tourism as sensitive land uses requiring protection from landfill effects. Landfills are high-impact industrial activities. Co-location within 1 km is incompatible.

6. Request to Auckland Council

Given the Surf Park's earlier lodgement, the landfill extension must demonstrate that it will not adversely affect the Surf Park's amenity, safety, or viability. The current proposal does not provide such assurance.

The Surf Park is intended to be a flagship regional attraction. Its success depends on public confidence in environmental quality and visitor safety.

We respectfully request that Council:

- Recognise the Surf Park as consented sensitive activity
- Require full assessment of effects on the Surf Park
- Treat AWH Ltd and Aventuur Inc as affected parties
- Advise that the landfill extension is incompatible with planning principles

**Sir John Kirwan, Mark Francis, Trevor McKewen, Richard Duff – Directors, AWH Ltd
(in partnership with Aventuur Inc)**

B:

Landscape and Visual Effects Assessment – Piggy-Back Extension

1. Purpose and Scope

This report addresses the irreversible landscape and visual effects of the proposed piggy-back extension at Redvale Landfill.

2. Path Dependency

Once bulk earthworks begin:

- The landform cannot be paused or reshaped
 - Visual dominance persists for decades
 - Approval commits the site to full completion
-

3. Landscape Design Failure

Appendix M confirms the proposed contours:

- Do not integrate with natural ridgelines
 - Feature engineered 1V:3H batters rising ~45m
 - Resemble industrial structures, not rehabilitated landscapes
-

4. Illusion of Mitigation

- Limited planting opportunities on landfill
 - Screening relies on private land vegetation
 - No enforceable mechanism to retain screening
-

5. Severity of Visual Effects

- Views extend over 4 km
 - Landfill becomes a dominant skyline feature
 - Effects rated high to very high adverse
-

6. No Credible “Early Exit” Scenario

Partial completion would:

- Leave an unfinished, offensive landform
 - Compromise leachate and bund stability
 - Create additional environmental risks
-

7. Cumulative Effects

Visual impacts compound odour and noise effects. Industrial appearance undermines community use commitments.

8. Accuracy Concerns

Appendix M misstates landfill footprint (59 ha vs. 57 ha), undermining confidence in the assessment.

9. Overall Finding

The piggy-back extension:

- Creates irreversible visual effects
- Cannot be paused or abandoned
- Fails to integrate with surroundings

C:

Estoppel and Community Commitments

WM's "Contract" with the Dairy Flat Community

Waste Management NZ promised to convert Redvale into a community park post-closure, including sports fields and trails. This promise was made in promotional materials and sworn evidence at the 2014 hearing.

Legal Grounds for Enforcement

Equitable Estoppel:

- Clear expectation created
- Reasonable reliance by community
- Detriment if promise is broken
- Unconscionable to renege on sworn commitments

RMA Enforcement:

- If park promise is in consent conditions, it is legally binding
- Council can enforce remediation and oppose incompatible extensions

Dairy Flat Community Trust:

- Holds \$300,000 for recreational development
- Tangible evidence of the community-company bargain

D:

Buffer Zone Planning Conflict

Graphic Alignment

Commentary

Waste Management proposes a 500 m buffer zone around Redvale Landfill. This appears to be an arbitrary distance WM has unilaterally decided upon and is significantly narrower and in breach of:

- Auckland Unitary Plan expectations (1 km....please note references 2 and 3)

Waste processes

E14.6.4.1. Discharges to air from landfills receiving waste materials, including domestic and industrial wastes

- (1) The landfill must have been issued with resource consent or an application has been lodged to discharge contaminants into air prior to 1 January 2002 and the landfill is still receiving waste provided the footprint and contours of the landfill remain unchanged.
- (2) The landfill operation must be able to maintain a minimum separation distance of one kilometre between the landfill footprint and nearest dwelling located in the urban area and zoned for residential activities on the 21 October 2010.
- (3) The landfill operation must be able to maintain a minimum notional odour boundary of one kilometre through designation or an instrument registered against the land title of any residential property within one kilometre of the landfill footprint for the active life of the landfill. Such designation or instrument must provide a restriction on the owners and occupiers of such land from complaining about any offensive or objectionable odour generated by the landfill in respect of that property.

- International best practices (750 m to 1.5 km)

The Surf Park and Dairy Flat School fall within the 1 km zone, raising serious concerns about:

- Amenity protection
- Planning integrity
- Ability to complain about noise, odour and dust
- Long-term land-use compatibility



E:

Counterfactual Assessment – Waste Disposal Capacity Without Redvale

1. Executive Summary

WM's fast-track application is premised on a narrow and selective interpretation of Auckland's landfill capacity, transport logistics, and market dynamics. The NERA report asserts that Redvale's closure before Wayby opens would cause severe capacity shortfalls, significant gate-price increases (10–83%), and regional economic harm.

WM's fast-track application relies on flawed assumptions. Independent analysis shows Auckland has viable alternatives:

- Hampton Downs, Whitford, Puwera, and other facilities
- Transport impacts overstated
- Market dynamics mischaracterised

2. Landfill Capacity Misrepresentation

- Sufficient disposal capacity exists across Whitford, Hampton Downs, Puwera, and other regional facilities to manage Auckland's waste during the interim period.

- Transport cost and traffic impacts are materially overstated in WM's consultation and economic modelling.
- WM's consultation process omitted or misrepresented viable alternatives, undermining the integrity of its fast-track justification.
- Market concentration and price-rise claims rely on incorrect assumptions, including false capacity caps and unrealistic constraints on competitor behaviour.

Taken together, the counter-factual evidence demonstrates that Auckland can transition away from Redvale without the adverse effects claimed by WM, and that the fast-track extension is not required to maintain regional waste system stability.

Hampton Downs:

- Vehicle movement limits allow >1.5m tpa
- Can accept 500,000 tpa from Auckland

WM's consultation documents and the NERA report repeatedly claim that Hampton Downs is constrained by an **850,000 tpa cap**.

This is incorrect.

- Hampton Downs' constraints relate to **airspace and vehicle movements**, not annual tonnage.
- Current vehicle movement limits equate to **over 1.5 million tonnes per annum**, well above the volumes modelled by WM. Hampton Downs has consent to operate 24/7 so truck movements are not limited to standard business hours.
- Under a realistic redistribution scenario, Hampton Downs could accept **500,000 tpa** from Auckland without breaching consent limits.

This materially undermines NERA's conclusion that Auckland faces a 400,000-tonne annual shortfall.

Whitford:

- Can accommodate 250,000 tpa with haulage consolidation

Other Facilities:

- Green Gorilla (Huntly), Puwera (Northland), 15 Auckland transfer stations

3. Transport Impacts Materially Overstated

- 64 truck movements/day = 0.09–0.6% of SH1 traffic

- True incremental cost = \$11/tonne (not \$47–\$60)

Independent modelling shows:

- Transporting 500,000 tonnes to Hampton Downs equates to **64 truck movements per day**.
 - This represents **0.09–0.6%** of daily traffic volumes on SH1 between Manukau and Hampton Downs (compared to the 5 to 8% of daily traffic movements generated by WM on the Dairy Flat Highway, a road substantially less suited to heavy truck movements).
 - WM’s claim of “material transport impacts” is not supported by empirical data.
 - NZIER’s transport cost analysis relies heavily on WM’s inflated transport assumptions.
-

4. Market Dynamics Mischaracterised

- NERA’s price rise estimates rely on incorrect capacity assumptions
 - Competitor responses excluded
-

5. Corporate Risk Management

- WM’s current owner Igneo Infrastructure Partners purchased Redvale in 2022 knowing of the 2028 expiry and Wayby’s unconsented status.
- WM’s ARL development timeline (2017–2035) was unrealistic and not aligned with industry norms.
- The fast-track process is being used to mitigate **foreseeable commercial risks**, not genuine regional capacity constraints.

These factors are relevant to assessing whether the fast-track pathway is justified.

6. Conclusion

- Auckland has sufficient landfill capacity
- Transport and cost impacts are minor
- WM’s modelling contains material inaccuracies
- Fast-track extension is not required

Prepared for Auckland Council Consent Team

Compiled by AWH Ltd and Aventura Inc



28 JAN 2026

Hon Chris Bishop
Minister for Infrastructure
Parliament Buildings
Wellington

REQ-0026255

Dear Chris

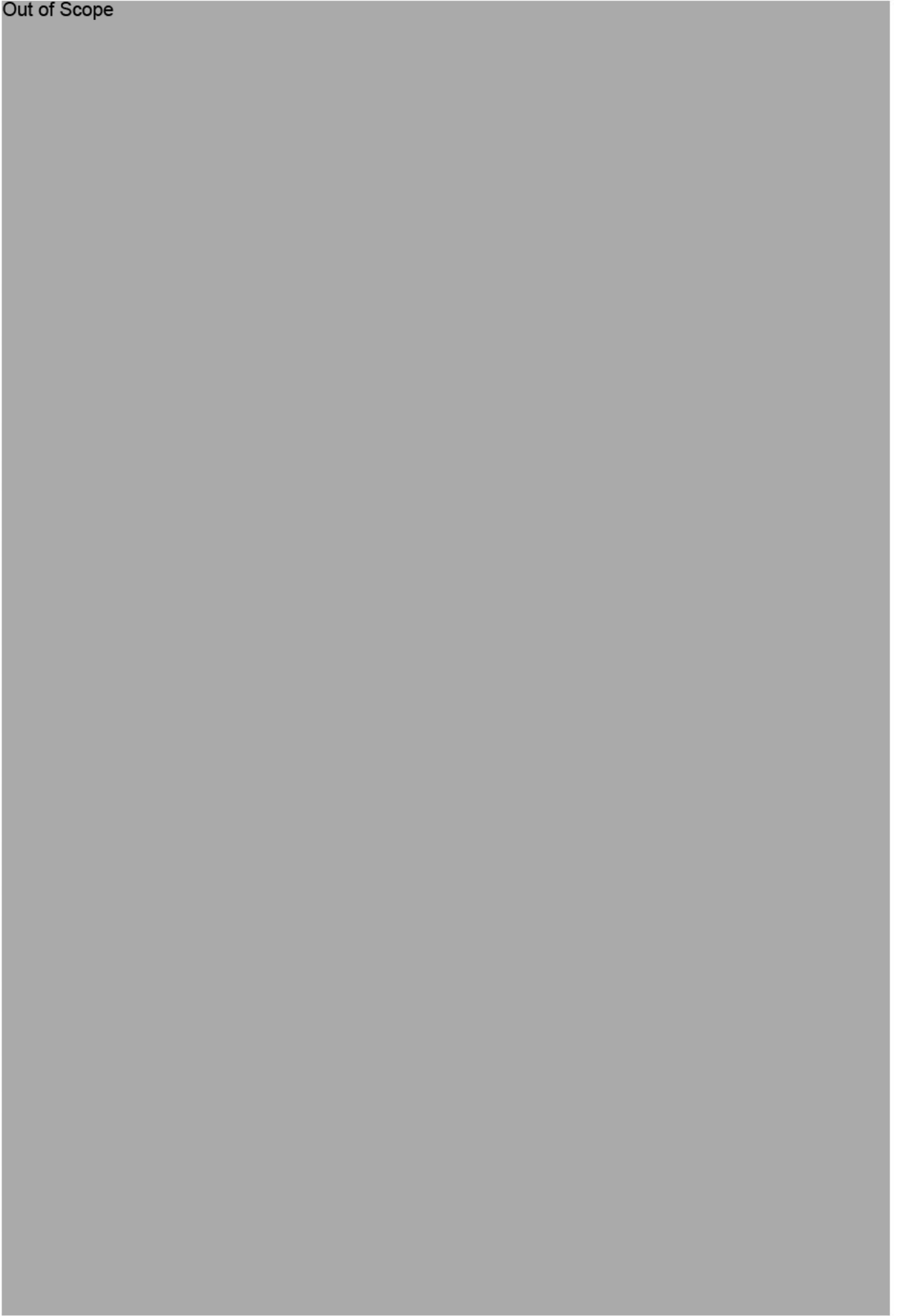
Thank you for the opportunity to comment under the Fast-track Approvals Act (FTAA) on the following applications:

- Out of Scope
- [REDACTED]
- [REDACTED]
- [REDACTED]
- [REDACTED]
- Redvale Landfill Expansion Project, FTAA-2511-1136

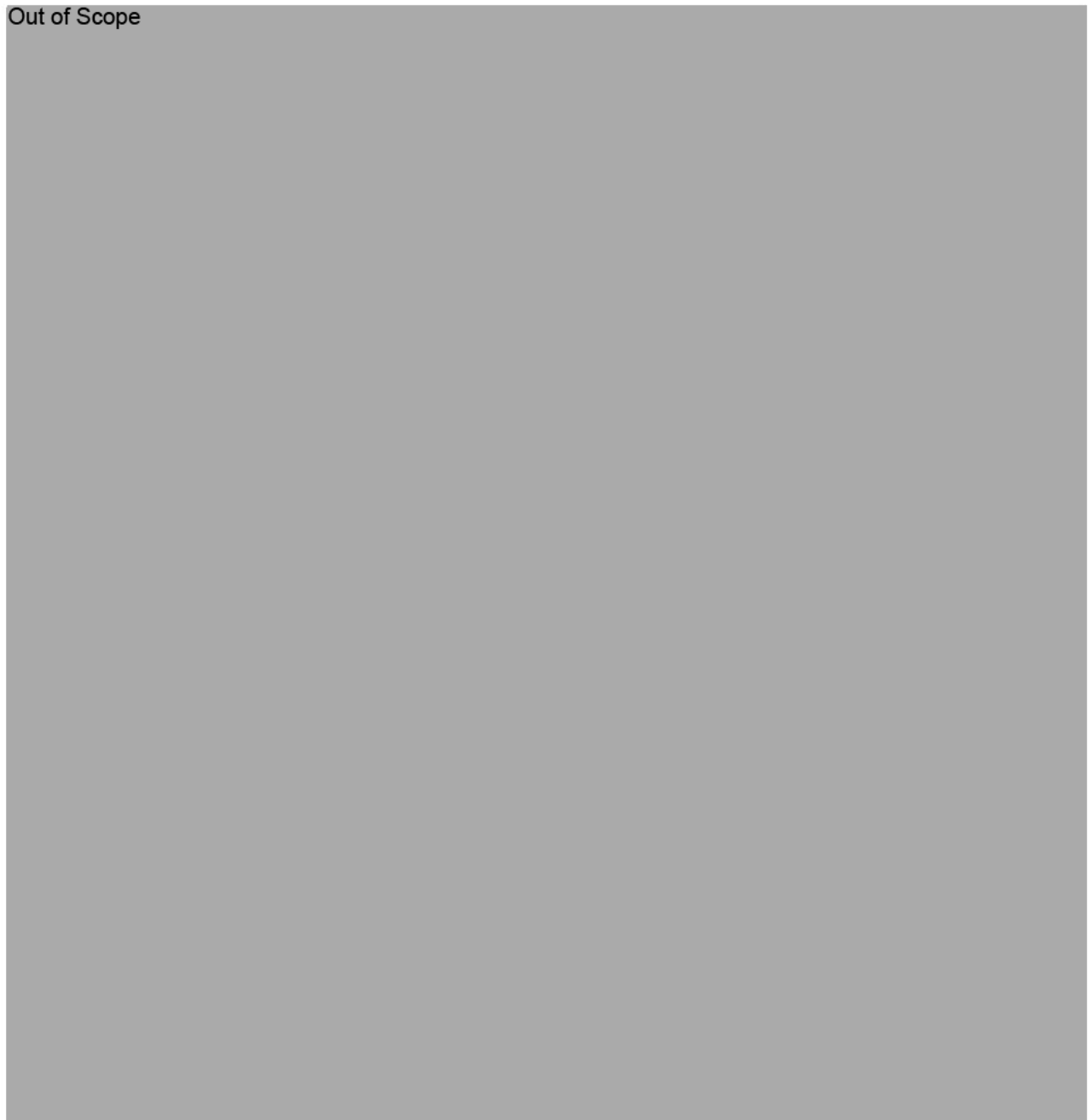
I am providing comments in my capacity as Minister for Economic Growth, focusing on whether these applications are likely to have significant economic benefits under section 22(2)(a)(iv) of the FTAA, based on the information provided. I defer to you and other relevant Ministers to assess the remaining criteria.

Out of Scope

Out of Scope



Out of Scope



Redvale Landfill Expansion Project, FTAA-2511-1136

This proposal seeks to extend Redvale Landfill's operations from 2028 through to 2036 to maintain waste capacity during the transition to the Auckland Regional Landfill which may be delayed and not operational until the mid-2030s. The project also proposed the expansion of existing Class 1 and Class 2 Landfill areas.

The economic assessments conducted by NERA Consulting and NZIER did not indicate quantitative estimates on impacts to GDP and other economic impacts such as employment generated or investment costs for the development of new landfills. The assessments focused on the benefits of extending Redvale's resource consent in comparison to other options such as ceasing the operations of Redvale and using other landfills for waste disposal.

According to these assessments, using Redvale's facility remains the most cost-efficient option as it involves the lowest transport costs, the lowest disposal charges and the least

disruption to Auckland's roads, helping to avoid additional congestion, support supply chains and maintain overall productivity.

Other benefits include providing certainty to households and businesses for waste disposal services during the transition from Redvale to the new Auckland Region Landfill, maintaining competition among waste disposal facilities and continuing to support energy recovery through Redvale's generation capacity, estimated to power around 14,000 homes.

It is unlikely this proposal will have a direct contribution to GDP or economic growth. The primary benefit of this proposal is to provide certainty to households and businesses for essential waste services and avoid increased charge prices if wastes are diverted in new facilities. Extending the use of Redvale's landfill will also avoid increased transportation costs and potential congestion in Auckland roads, which may disrupt supply chains and reduce productivity.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Nicola Willis', with a stylized, flowing script.

Hon Nicola Willis
Minister for Economic Growth

From: [Infrastructure Portfolio](#)
To: [FTAreferrals](#)
Subject: FW: [COMMERCIAL]RE: [IN-CONFIDENCE]FW: You have a new Request from Fast-track Application Team CRM:0139008206
Date: Wednesday, 28 January 2026 9:58:23 am

Please see Minister Watt's comments below

From: Emily Young s 9(2)(a)
Sent: Wednesday, 28 January 2026 9:52 AM
To: Rob Schick s 9(2)(a)
Cc: Steve Mason s 9(2)(a)
Subject: FW: [COMMERCIAL]RE: [IN-CONFIDENCE]FW: You have a new Request from Fast-track Application Team CRM:0139008206

Hey Rob,

Please see below a comment from Minister Watts, as the Minister of Climate Change on the Redvale Landfill Expansion fast-track project:

The project may have significant regional benefits in terms of climate mitigation.

Regards,
Emily

From: FTA NoReply <NoReply@fasttrack.govt.nz>
Sent: Monday, 15 December 2025 4:01 pm
To: Emily Young s 9(2)(a)
Subject: You have a new Request from Fast-track Application Team CRM:0139008206

Dear Emily Young

The Fast Track Application team requests that you provide feedback on the Application (Redvale Landfill Expansion) regarding Invitation to Comment - Private Secretaries - Redvale Landfill Expansion.

The application and associated documents can be viewed through our portal.

Your response can also be uploaded to the portal.

The Team have requested that you provide your feedback by :02-02-2026.

Should you need any assistance during the registration or application process, please

contact us at info@fasttrack.govt.nz or call 0800 327 875.

We thank you for your diligence in this matter and look forward to working with you through the application process.

Thank you for your attention to this matter.