



# **Managing Auckland's Residual Waste 2029 - mid 2030s**

**Findings from Public Consultation 2 -  
Rebalancing waste across existing landfills**

Findings released: Friday, 12 September 2025

*Redvale Landfill & Energy Park*



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WM New Zealand (WM) undertook this second phase of consultation to gather feedback on how Auckland should manage its residual waste during the transition period. This period is between Redvale Landfill & Energy Park ceasing to accept waste in December 2028 and the Auckland Regional Landfill (ARL) opening in the mid-2030s.

## Three main options were presented

Reconsenting Redvale, redirecting all waste to Whitford, or splitting volumes with four variations. Alongside these options, WM also sought views on a community betterment proposal, under which contributions would be made for every tonne/type of waste received at either site, with funds directed for local community benefit.

## A total of 706 submissions were received

Including community members, commercial customers, and the Auckland Council Waste Solutions Team. There was higher participation from the Whitford community than the Redvale community in Phase 2.

**Option 1 (Reconsent Redvale) was by far the most preferred option, with 585 submitters ranking it first.** Option 2 (Redirect to Whitford) was the least supported, with over half of submitters ranking it last. The four variations of Option 3 were generally seen as middle-ground choices but did not attract strong preference.



Qualitative feedback from both communities highlighted traffic, odour, water quality and ecology as the most significant issues raised, alongside broader concerns about trust, community wellbeing, and property values. Whitford residents strongly emphasised traffic safety and road capacity, while Redvale residents focused on odour and long-standing expectations that the site would close. Commercial customers warned of significant cost increases if Redvale closes.

Community betterment feedback was wide-ranging, with suggestions spanning roading upgrades, household-level support, community projects, and scepticism about the initiative itself.

All submissions are being considered alongside environmental, cultural, operational, regulatory, and financial factors. This report reflects the feedback that was heard during the consultation – it does not provide a decision. WM will identify and put forward a preferred option in the coming months, with the intention of making a decision before the end of the year. Further consultation will then be undertaken on the preferred option before lodging a consent.



## **Redvale Landfill & Energy Park is scheduled to cease accepting waste in December 2028.**

Its planned replacement, the Auckland Regional Landfill (ARL), is still progressing through appeals and is not expected to be ready until the mid-2030s.

This creates a transition gap of several years where Auckland will continue to generate large volumes of residual waste, but its long-term disposal solution will not yet be available. A practical, reliable interim plan is needed to manage this waste responsibly.

Earlier in 2025, WM New Zealand (WM) carried out a first round of consultation on Auckland's waste future. That process looked broadly at four options: rebalancing waste across existing landfills, developing a new temporary landfill, adopting alternative technologies such as incineration, and increasing recovery through waste minimisation. Feedback from that consultation, alongside independent technical analysis, confirmed that a combination of increasing recovery and rebalancing waste across existing landfills was the only feasible immediate solution for the transition period. WM will continue to drive waste minimisation and increased recovery as part of its long-term strategies.

The scope of this second consultation focused on how rebalancing the waste across existing landfills could work in practice. WM values the submitters who explored alternative solutions, and we especially acknowledge the Council Waste Solutions Team for emphasising waste minimisation and recovery. To avoid confusion, we have not included this as a solution in the consultation, as we want the focus to remain on the direct impacts for local communities.

Our commitment remains and we will continue investing to achieve stronger waste minimisation and recovery outcomes. Three main options were presented: reconsenting Redvale, redirecting all waste to Whitford, or sharing volumes between the two sites in different ways. Alongside these options, WM also put forward a proposal for community betterment.

Community betterment is intended to acknowledge that each option involves potential impacts, and that some communities will experience these more than others. Under the proposal, WM would make a financial contribution for every tonne of waste received at Redvale or Whitford from the end of 2028 until ARL opens. The amount would vary depending on how much and what type of waste each site receives. Funding would be directed to local community trusts, which would decide how best to use the money for local benefit.

This report provides a summary of the Phase 2 consultation process and the feedback we received. It outlines how this input will inform the next stage of planning and evaluation. The report is structured around:

- The consultation – a recap of the options and criteria presented
- Engagement and participation – how the consultation was conducted and who took part
- Quantitative feedback – a summary of option preferences
- Qualitative feedback – key themes and perspectives raised across submissions
- Observations and considerations – reflections on the process and misconceptions
- Next steps – how this feedback will be used to shape future decisions

All submissions are being considered alongside environmental, cultural, operational, regulatory, and financial factors to ensure decisions are well-informed and balanced.



This second phase of consultation focused on options to rebalance Auckland's residual waste across existing landfills within WM's control.

## Three options were presented for public feedback:

1. **Reconsent Redvale Landfill** – continue landfilling at Redvale past 2028 until ARL is operational.
2. **Redirect all waste to Whitford Landfill** – stop landfilling at Redvale in 2028 and send all waste to Whitford.
3. **Split volumes between Redvale and Whitford** – use both sites in different ways to reduce pressure on any one community. Option 3 was presented in four variations, reflecting different ways to divide waste. 3a, 3b and 3c variations would likely require new consents at one or both sites, and some would also need changes to Whitford's planning designation to allow for more truck movements. The variations considered were:
  - 3a. Class 1 to Redvale, Class 2 to Whitford
  - 3b. Class 2 to Redvale, Class 1 to Whitford
  - 3c. Split by geographic source – for example, northern vs southern Auckland
  - 3d. Use Whitford's remaining consented 100,000 tonnes per year headroom – with the balance going to Redvale





## The criteria used

To assess the potential effects of these options, WM worked with Tonkin + Taylor and other independent experts to shape the criteria. Each option was evaluated against a consistent set of factors to understand how it could affect local communities, the environment, the waste system, and customers:

- **Odour** – what people might smell around the landfill.
- **Visual and noise** – what people might see or hear, including truck movements, machinery, and visibility in the landscape.
- **Water quality and ecology** – how activity could affect streams, wetlands, native plants, and wildlife, and how stormwater would be managed.
- **Traffic** – the distance and logistics of moving waste, expected truck volumes, and effects on local roads and intersections.
- **Planning considerations** – how each site sits within planning frameworks, including buffer distances to neighbours.
- **Landfill construction and operation** – the level of construction or operational change needed to implement the option.
- **Off-site network costs** – impacts on transfer stations, collection routes, and transport hubs, including modelled transport costs.
- **Resilience** – whether the system remains stable and flexible, including having landfills on both sides of the Harbour Bridge to manage disruption or natural disasters.
- **Transport emissions** – greenhouse gas emissions from moving waste.
- **Multiple consent processes** – whether one or more new consents or approvals would be required, and how complex these are likely to be.

## What the consultation asked

The consultation invited feedback on which option seemed most workable by ranking the rebalancing options. Participants were also asked to identify the impacts they most wanted WM to manage carefully if their preferred option went ahead.

Feedback on the proposed community betterment initiative was also sought, particularly on how funding should be allocated and administered for the benefit of local communities.





**WM made the consultation accessible through a mix of public, community, and targeted engagement methods.** The aim was to provide clear information, invite feedback, and ensure people in the most affected areas had multiple ways to participate.



## Engagement methods

### Public channels

- A dedicated consultation webpage hosting the consultation document, background information, and an online submission form.
- Online drop-in sessions where people could ask questions and hear directly from WM.
- Local media coverage, including articles in Local Matters and the Pōhutukawa Coast Times, which highlighted the options, advertised community sessions, and encouraged residents to submit feedback.
- Flyers and social media campaigns to promote awareness and provide links to consultation materials.

### Community engagement

- Public hui in Dairy Flat and Whitford, including a well-attended session at Whitford Hall, where residents raised concerns and asked questions directly.
- Ongoing engagement through Community Liaison Committees and local community trusts.
- Independent consultant outreach, offering one-on-one conversations with residents and directly affected landowners.

### Targeted outreach

- Information was shared with government stakeholders, Auckland Council officials, and other waste operators.
- WM's commercial customers were engaged directly through key relationship holders at WM.
- Direct contact with key individuals and local representatives in local communities.
- Direct iwi engagement.



## Participation

- 706 total submissions, by stakeholder:
  - 694 community submissions
  - 12 commercial customer submissions
  - 1 Auckland Council Waste Solutions Team submission
- 4,084 flyers were delivered to properties within 2km of Redvale and Whitford landfills
- 1,641 consultation webpage views – between 28 Jul - 25 Aug
- Social media campaign:
  - Reach: 121,153
  - Impressions: 235,750
  - Link Clicks: 211
- 3 local media stories during the phase 2 consultation
- Community hui attendees:
  - 75+ at Whitford
  - 37 at Redvale

Discussions were had and submissions were received from a range of stakeholder groups, including:

- Local community members from both Whitford and Redvale
- Community Liaison Committees at both Whitford and Redvale
- Auckland Council Waste Solutions Team
- Customers



## Mana Whenua Engagement

During this phase, direct engagement continued with representatives of iwi and hapū who hold direct interests in the Turanga (Whitford), Te Raki Paewhenua (Redvale) and Puhinui regions.

Building on the initial outreach undertaken in Phase 1, Phase 2 of consultation created further opportunities for iwi and hapū to share their perspectives on both current and future landfill operations. This engagement is progressing positively.

Our focus throughout this stage has remained on building on and strengthening the relationships established in earlier phases and working alongside our mana whenua partners. We are committed to ensuring tangata whenua perspectives are embedded in decision-making, and to growing these relationships as we move forward together.





This report draws on all feedback received through the consultation, including submissions via the project website, email, customers, the Auckland Council Waste Solutions Team, feedback from direct community engagement and the two community hui, and a summary of the findings from independent consultants WERKITS.

## Quantitative feedback

All submissions that provided a ranking of options were included. In two cases, email submissions clearly opposed extending Redvale but did not provide a full ranking, these were interpreted as ranking Option 1 (Reconsent Redvale) in last place (6), to ensure their views were accurately reflected. Submissions that did not provide a ranking were counted in the overall participation numbers but excluded from the ranking analysis.

## Option ranking

The table below shows how submitters ranked each of the six options, from 1 (most preferred) through to 6 (least preferred).

Each cell represents the number of people who gave that ranking to a particular option. For example, 585 submitters ranked Option 1 as their first choice, while 474 ranked Option 2 as their last choice.

The “Total responses per option” row shows how many people provided a ranking for that option (ignoring blanks).

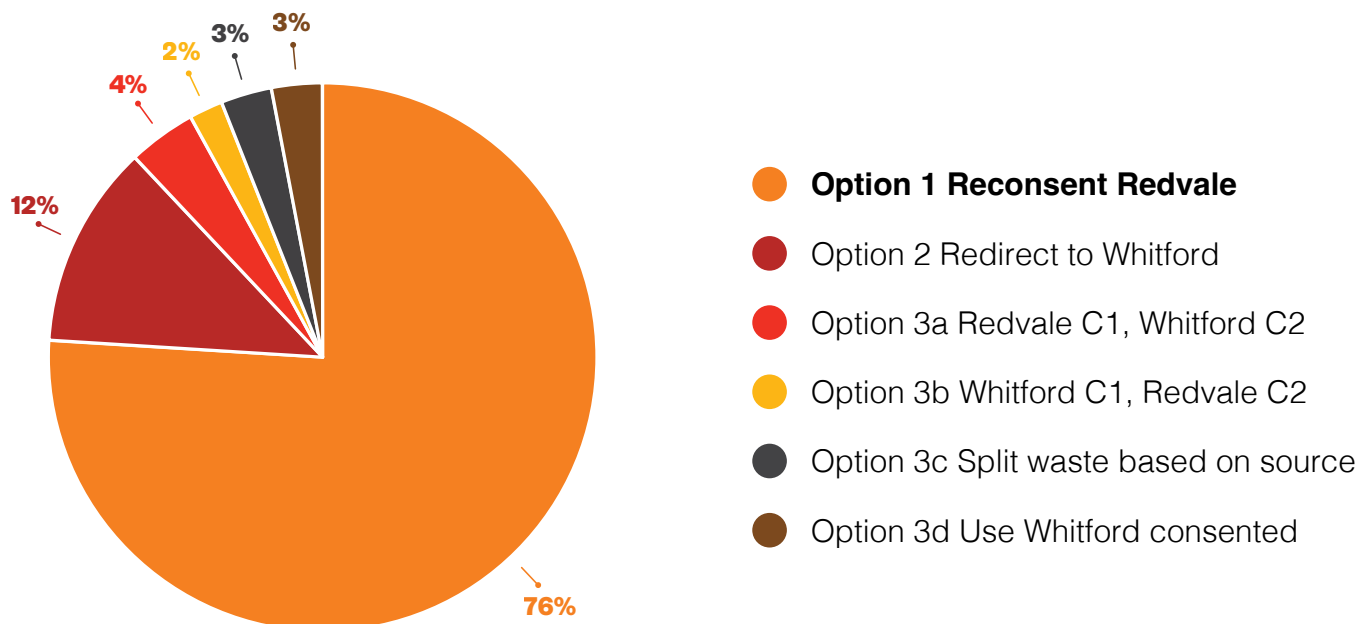
Rank	Option 1 Reconsent Redvale	Option 2 Redirect to Whitford	Option 3a Redvale C1, Whitford C2	Option 3b Whitford C1, Redvale C2	Option 3c Split waste based on source	Option 3d Use Whitford consented
1	585	93	31	14	21	24
2	8	2	123	15	39	133
3	2	11	83	49	130	87
4	1	2	101	62	116	56
5	3	2	45	188	51	68
6	91	474	153	197	174	168
Total	690	584	536	525	531	536

Across the submissions, **Option 1 (Reconsent Redvale) was the most preferred option.** It received the strongest level of support, with 585 submitters ranking it first, well ahead of any other option.

At the other end of the scale, **Option 2 (Redirect all waste to Whitford) was the least preferred.** Nearly half of the submitters (474) ranked it last, making it the lowest-scoring option overall.

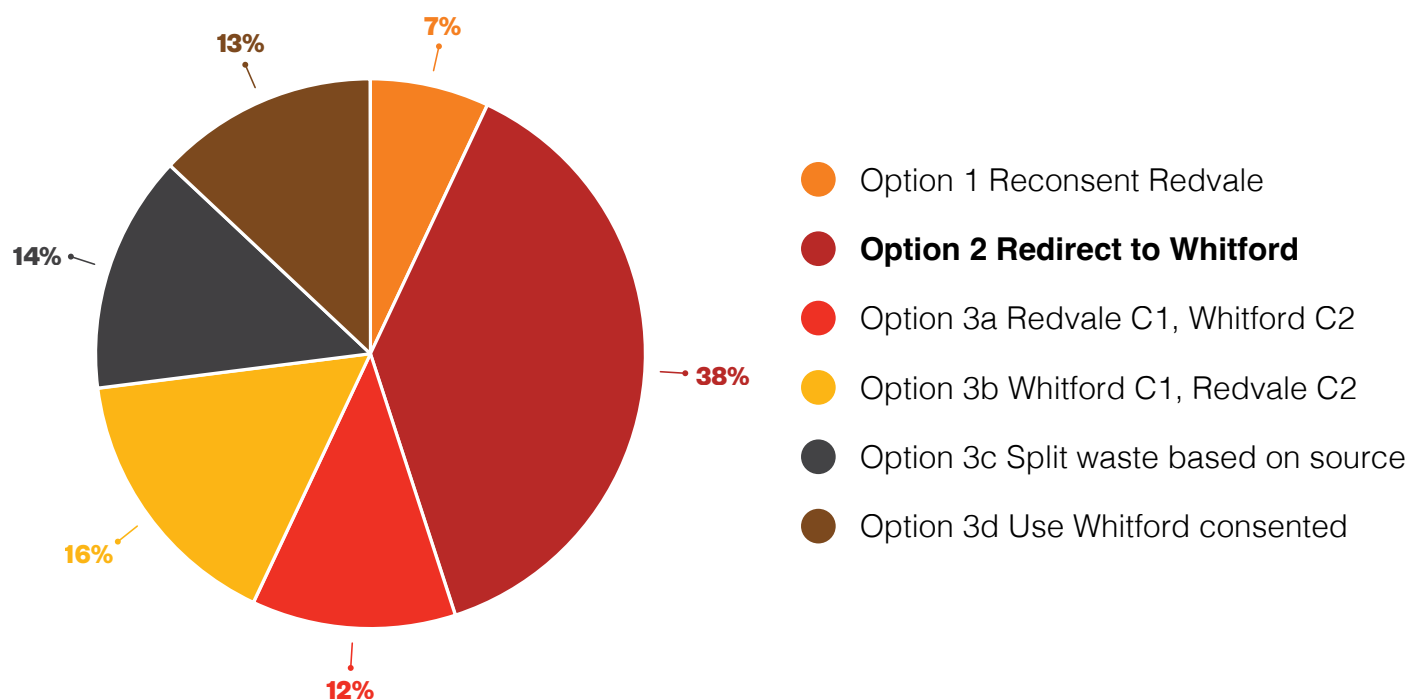
**The four variations of Option 3 (splitting waste between Redvale and Whitford in different ways) received more mixed feedback. None were strongly favoured,** but they were generally seen as middle-ground choices rather than clear preferences. Among them, Option 3d (use Whitford’s existing consented capacity) received the highest second place ranking.

## Submitters' first preference



The majority of submitters chose **Option 1 (Reconsent Redvale)** as their **first preference**, far ahead of all other options. Only small proportions preferred Option 2 (Redirect to Whitford) or any of the Option 3 variations.

## Submitters' last preference



By contrast, **Option 2 (Redirect to Whitford)** was most commonly ranked **last**, followed by the Option 3 variations. Very few submitters ranked Option 1 as their least preferred.

## Qualitative feedback

### Key themes across the assessment criteria

Feedback was coded against the assessment criteria used in the consultation documents (e.g. odour, traffic, water quality and ecology), as well as broader themes that emerged (e.g. property values, long-term solutions, and trust). Feedback gathered during the community meetings was also included in this qualitative analysis.

We structured the findings by criteria as most people spoke about the impacts they experience day to day, rather than the technical details of the six options. Grouping feedback under themes makes it easier to see the common issues and compare them side by side, instead of repeating the same points under different options.

### Odour

Odour was one of the strongest and most consistent concerns raised by residents around both Redvale and Whitford. Some submitters described worsening smells in recent years and questioned WM's ability to control odour effectively.

- Many submitters said odour has worsened in recent years, with more frequent events at both Whitford and Redvale.
- Some residents already find odour levels and current management practices unacceptable. A number of people in Redvale reported being impacted by odour on a daily basis. While some described historic odour at Whitford as “unbearable,” with events near nearby houses. Others in Whitford noticed increases in certain conditions, such as still nights in Beachlands and through to Broomfields Rd peninsula.
- There were also concerns in Redvale that ongoing odour could affect new community facilities and new developments such as the proposed Surf Park.
- One mentioned Redvale is “full” and alleged repeated breaches to consent conditions; others called for Redvale to close as planned.
- A small number simply said: there should be no odour.
- Several Dairy Flat submitters said odour affects those at the school when spending time outdoors, and felt controls are ineffective and enforcement isn't working.
- A few from both communities linked odour to health and reduced quality of life (e.g. avoiding guests outside).
- One said odour suppression sprays at Redvale were harmful.
- One in Redvale added that the smell lingers in cars and inside homes.
- A few suggested practical fixes or oversight (e.g. stronger containment, more monitoring, a technical working group). There were also suggestions of WM to actively manage odour better, with stricter consent conditions and clearer reporting.
- A couple added that senior WM leaders should spend time living beside the site to understand the impacts.







## WM's view on feedback

WM recognises that odour is one of the strongest concerns raised by residents around both Redvale and Whitford. We acknowledge the frustration of those who experience odour regularly and understand that even occasional events can have a real impact on people's daily lives, schools, and community activities. All landfill operations are required to meet strict consent conditions, and odour is managed using a range of best-practice controls such as gas collection, daily cover, odour cannons and spraylines. We take a continuous improvement approach to adapting our controls on a day to day basis.

When complaints are made, these are logged, investigated, and reported. WM has invested in new systems in recent years and will continue to improve odour management as sites evolve. We are also open to exploring additional oversight and monitoring, so that communities have confidence that their concerns are taken seriously.

There is no scientific basis that odour suppression sprays are harmful to health. There is also no scientific basis that the affects to soil, air and water impact human health.

## Visual and noise

Noise and visual effects were mentioned less often but were still noted as part of the cumulative impacts communities face. Concerns centred on truck noise, noise from landfill operations and school impacts.

- Concerns were raised about the proximity of Dairy Flat School, with worries about the long-term noise impacts on staff and children. Some added that children are affected daily and called for WM to manage noise to consent levels and to proactively address complaints.
- Some Redvale residents described living with noise, dust, and visual intrusion for decades, with others saying there was constant truck noise in the early morning.
- From discussions with community members in Redvale, some found the entrance cattle grate and North Shore Airport far noisier than landfilling operations.
- Some called the combined smell, noise, and visual presence "unacceptable" for residential areas like Dairy Flat, wanting the site not to be extended beyond 2028.
- One submitter wanted stronger buffer zones, double glazing, or screening to reduce both noise and visual effects.
- Some in Whitford noted the trucks being loud and constant in the area. Many added that noise was among other impacts, such as traffic, that WM need to manage.

## WM's view on feedback

We understand that noise and visual effects can be a concern for those living nearby, particularly around Redvale and Dairy Flat School. Landfill operations are subject to clear environmental rules with regular oversight, and monitoring shows compliance with consented noise limits is consistently met. Measures such as planting, bunding, and site design are in place to reduce visual effects, and sound walls have been installed around key equipment like generators at Redvale.

We recognise that truck movements can add to noise, particularly at certain times of the day, and we continue to manage these as part of our traffic management plans. It is also worth noting that other activities in the area, such as the North Shore Airport at Redvale and existing heavy vehicle traffic on Whitford-Maraetai Rd, contribute to the overall noise environment experienced.

## Water quality and ecology

While raised less frequently than odour or traffic, a number of submitters stressed the importance of protecting groundwater, streams, and wildlife.



- Many wanted to ensure there are no negative environmental consequences, particularly leachate issues at both sites. Submitters from Whitford were especially concerned about potential leachate risks if waste volumes increased.
- Some were concerned about chemicals leaching into water sources, especially groundwater in the Whitford area, with a number of submitters highlighting reliance on groundwater for drinking water and tank refills, saying contamination would be a serious risk.
- Several in Redvale called for stricter consent conditions to prevent any water pollution.
- A few noted risks to streams, wetlands, wildlife, and wider ecosystems if safeguards failed, with one in Whitford adding the need for safeguards, particularly during extreme weather events.
- Some in Whitford wanted more monitoring of water, soil, and environmental impacts, with changes made quickly if problems were detected. One asked for stronger protections for local waterways and beaches to prevent contamination.

## WM's view on feedback

WM understands the importance communities place on protecting groundwater, streams, and local ecosystems. We understand the concerns raised, particularly from Whitford residents who rely on groundwater supplies during summer, and from those who highlighted the need for strong safeguards in extreme weather events.

Both Redvale and Whitford are engineered with multiple layers of protection, including liner and leachate collection and treatment systems, stormwater controls, and extensive monitoring of surface water and groundwater. These systems are designed to prevent contaminants from entering the environment, with reporting to regulatory authorities. These controls are based on best-practice engineering and are independently overseen.

WM will continue to invest in monitoring and management to ensure that environmental safeguards are maintained, and we are committed to responding quickly if any issues are identified.

WM can provide specific feedback to any of our stakeholders.

## Traffic

Traffic drew the most feedback, with Whitford residents in particular describing unsafe roads, congestion, and underinvestment in local infrastructure. Many saw the addition of landfill trucks as unsustainable without major roading upgrades.

- There was widespread concern from the Whitford community that the 300+ daily truck movements proposed under Option 2, would be unsustainable.
- Many submitted that Whitford–Maraetai Road is already at or over capacity, with potholes, wear from heavy vehicles, mud near the landfill entrance, and poor maintenance.
- Safety concerns around Whitford were common, with many stating the challenges of having one access road to the Beachlands and Maraetai area of the Pōhutukawa Coast. Many pointing to congestion from trucks, school buses, commuters, learner drivers, with dangerous intersections, and accident-related road closures.
- Some in Whitford also pointed to underinvestment in local roading, saying new housing and developments in places around Beachlands were adding pressure while infrastructure was not keeping up.
- There were requests for upgrades such as widening Whitford–Maraetai Road, new access roads, or strengthening roads for heavy vehicles.
- Some also suggested restricting landfill truck operations to off-peak hours or night-time would help with congestion.
- Some felt waste from the North Shore should stay north of the harbour to avoid longer truck journeys south.
- There were a smaller number of comments about congestion around Dairy Flat Highway, with added pressure from projects like the Surf Park and Silverdale growth.
- One submitter was concerned about cyclists' safety on busy and narrow roads.







## WM's view on feedback

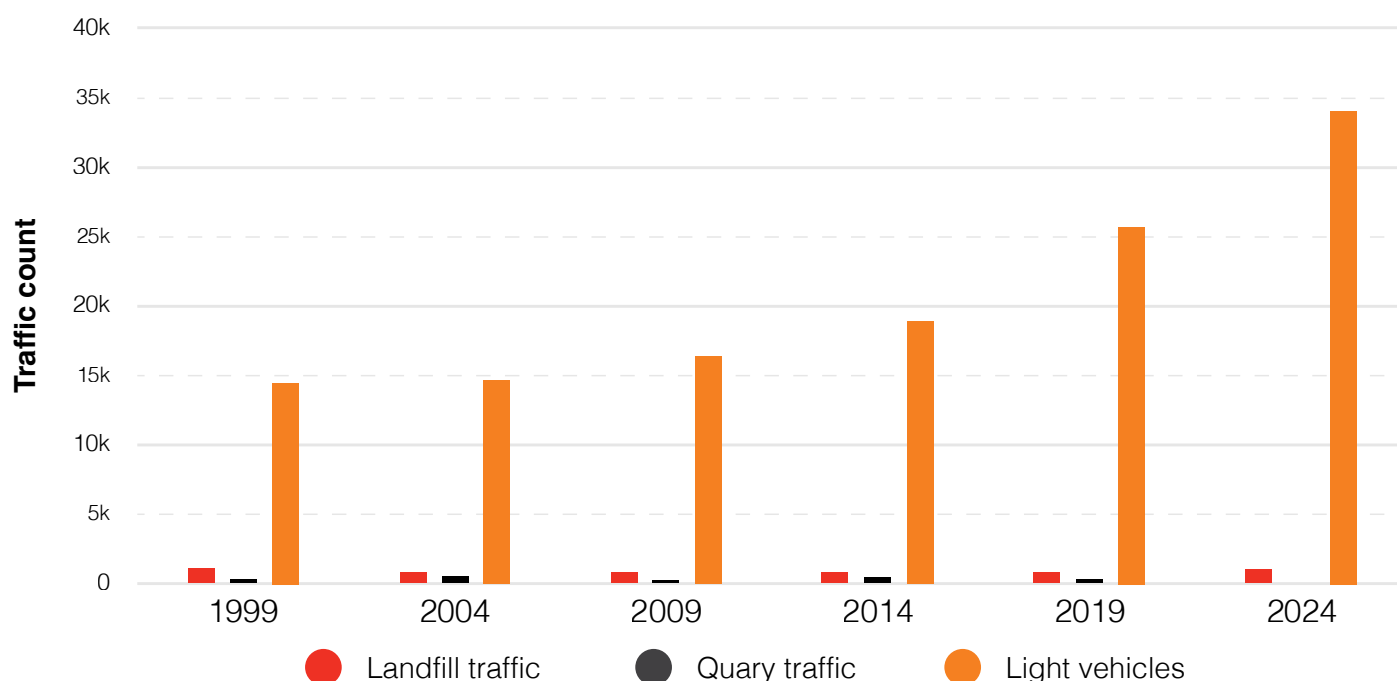
Traffic was the most prominent issue raised through this consultation, especially by residents in Whitford and the wider Pōhutukawa Coast. Submissions highlighted long-standing challenges with local roads, safety concerns at busy intersections, and the strain of rapid growth and new housing developments. Within this wider picture, landfill trucks were often cited as adding to an already difficult situation.

Waste Disposal Services (WDS), a joint venture between Auckland Council and Waste Management NZ Ltd (WMNZ) that operates the Whitford Landfill, commissioned a traffic survey in 2024 which is conducted every 5 years. The survey showed that landfill vehicles make up a small proportion of overall road use, about 3–4% of daily traffic movements on Whitford–Maraetai Road, with branded waste trucks typically around 1–2%. While this means most congestion and wear comes from wider growth in the area, we recognise that the addition of landfill trucks is still seen locally as a significant burden, particularly given other pressures from new housing and quarry traffic in the past.

We will continue to work with Auckland Transport on safety, maintenance and site access, and we will share the findings of this consultation directly with both Auckland Transport and Auckland Council's planning team to ensure community concerns are clearly understood and factored into future infrastructure planning.

## Whitford-Maraetai Road

### Traffic by year



\*Source: Traffic study of Whitford-Maraetai Road by TEAM Traffic - Traffic Engineering & Management

## Planning Considerations

Only a small number of comments were made under this theme. They reflected concerns about buffers, neighbouring properties, and whether Whitford or Redvale was more suitable from a planning perspective.

- Some submitters felt it was unrealistic to bring more waste from across Auckland to Whitford Landfill.
- Several submitters suggested WM should purchase neighbouring properties near Redvale to extend the buffer zone, with one suggesting up to 71 properties. It was also felt that Whitford is better suited due to its wider buffer zone.

## WM's view on feedback

WM acknowledges the concerns raised about planning considerations. Suggestions that WM purchase a large number of neighbouring properties at Redvale are not practicable. Any future resource consent application will require a full planning assessment. WM also notes that sending waste to wider destinations will cause complexity in the waste network across Auckland.



## Landfill construction and operation

Few comments were received on construction or operational issues, with only general concerns about Whitford's capacity to manage increased volumes and steepening of the landfill slopes.

One submission noted that extending Redvale would create a steep slope, making the site harder to use for future community purposes.

Many were very complimentary of the service received on site and sustainability reporting.

## Offsite network costs

This theme was driven largely by commercial customers, who warned of significant cost increases if Redvale were to close before an alternative landfill was operational in north Auckland. Some community submitters also linked longer travel distances to higher costs for ratepayers.

- Commercial customers showed a strong preference for keeping Redvale open, as it is the most cost-effective option. Several stated that closing Redvale would increase travel time, fuel use, and labour costs, reducing productivity. Longer turnaround times would add cost pressures and reduce efficiency for northern projects.
- Some noted that higher costs would ultimately flow through to the construction industry, housing, and the wider economy.
- Some estimated thousands of extra truck hours and hundreds of thousands of additional kilometres each year if Redvale closed.
- Customers described Whitford as more expensive due to Auckland Council ownership, though a few said competitive pricing could make it more viable.
- Splitting waste between Redvale and Whitford was viewed as a compromise, but still less efficient than retaining Redvale as the main site.
- One customer had a preference for Whitford because they are located south of Auckland but Whitford couldn't accept their particular heavy vehicle configuration.
- Some in the Whitford community noted that costs would ultimately fall on ratepayers, with rates already increasing during a cost-of-living crisis.
- One also said Option 1 requires the least time, money, and resources to implement compared with other options.
- A large customer noted that redirecting waste from the Waitakere Resource Recovery Park (WRRP) to Whitford would increase truck movements across Auckland and add significant travel distances. They highlighted that additional transport costs would ultimately fall on ratepayers and the wider economy.

## WM's view on feedback

WM recognises that Redvale currently provides the most efficient and cost-effective option for many customers, particularly those operating in the north and west of Auckland.

The feedback reflects genuine concerns about the additional travel distances, costs, and emissions that would arise if Redvale were to close before the Auckland Regional Landfill is available. While Option 1 would be the least disruptive from a network perspective, WM's priority is to ensure that whichever option proceeds allows customers to continue receiving a reliable service, while also balancing the needs of local communities, Council, and other stakeholders.





## Multiple consent processes

There was very little feedback on the consenting requirements for the different options. The only theme raised was frustration with the timeframes for the Auckland Regional Landfill (ARL). A number of submitters called for the process to be accelerated, either through faster consenting pathways or stronger government involvement, so that ARL could be ready sooner and reduce the need for interim measures.

### WM's view on feedback

WM agrees with the feedback and desire to accelerate ARL opening. However, this is not possible due to a lengthy legal process.

## Resiliency

A large customer emphasised the importance of maintaining disposal capacity on both sides of the Harbour Bridge to manage disruption or natural disasters.

## Transport emissions

While not raised as often as traffic, a number of submitters focused on the environmental impact of additional truck movements. Most linked longer travel distances under option 2 to higher fuel use and greenhouse gas emissions.

- Many submissions said reconsenting Redvale would avoid unnecessary truck journeys and help keep emissions lower.
- Several felt moving rubbish further than required, particularly to Whitford, would significantly increase emissions and environmental impacts, with some highlighting greenhouse gas emissions from the extra kilometres trucks would need to travel. A number also linked emissions directly to increased heavy vehicle traffic, saying this compounds the impact on roads and communities.
- One community submission said sending all waste to Whitford would increase emissions “which isn't great for our planet”.
- One customer submission raised the possibility of extra compliance costs of stricter emissions controls if all waste was sent to Whitford.

### WM's view on feedback

WM recognises the concern that longer travel distances can lead to higher fuel use and greenhouse gas emissions. WM is working to reduce its own contribution through investment in low-emissions technology and now operates one of the largest electric truck fleets in Australasia, with 55 fully electric heavy trucks in service. However, we also recognise that the majority of waste transport emissions currently come from diesel trucks across Auckland, not all of which are under WM's control.

Congestion, travel costs and emissions will be considered in the decision making.



## Other comments from submissions and engagement

A wide range of additional points were raised in submissions that did not fit under the main assessment criteria. These covered themes such as planning expectations, social wellbeing, long-term solutions, and community amenity.

### Trust

Some submitters expressed frustration that past commitments about landfill closure and future use had shifted. Some Redvale residents felt let down by earlier commitments that Redvale would close and transition into a park by 2023. Phrases such as “just close Redvale as agreed” reflected these concerns. One felt there was a lack of respect from WM to the local community at Dairy Flat. Some in Redvale felt that Option 1 was not well defined and should have a clear end date, rather than mid-2030s.

### WM's view on feedback

WM acknowledges that trust is a central concern for many in the community. We understand the frustration expressed about past expectations for Redvale's closure and future use of the site. We recognise that changing timelines can feel like broken commitments, even when they reflect decisions made through planning or court processes rather than by WM alone. WM is committed to improving how we communicate about these timeframes and future commitments.

The RMA grants consent for a set period of time, so it is normal for businesses to apply for additional consents when needed. The 2028 date was set by the judge to align the landfill's closure for waste acceptance with the expiry of the air discharge consent. In their decision, the judge anticipated that WM might need to seek more time and noted that the company would then have a clear picture of how much was required, which is one of the reasons why reconsenting Redvale is being considered as an option.

WM is seeking an interim solution – to bridge the gap until the Auckland Regional Landfill is operational – so that a smooth and orderly transition can take place.

## Social and community wellbeing

Several submissions described the impact of landfill proximity on quality of life, including difficulties hosting guests outdoors and broader effects on physical and mental health.

- One Redvale resident described feeling “bullied” by both WM and Council over planning and infrastructure decisions.
- Others simply asked for more regular updates so that communities could stay informed.
- At the community meeting in Redvale, some residents said odour, dust, and traffic made daily life difficult, and asked if WM would consider buying out nearby properties so people could move away.
- Others described feeling disrespected or “not listened to” during past processes, and said communication needed to be more consistent and transparent.

### WM's view on feedback

WM takes these concerns seriously and will continue to manage impacts within consent conditions, supported by ongoing operational improvements. We also recognise the need for clearer communication and more consistent updates, and will look at strengthening day-to-day engagement alongside existing forums like community liaison committees.

## Views on the suitability of the sites proposed

Some Whitford submitters felt that Redvale was more suitable to continue landfilling, being larger and better set up to handle the 600,000 tonnes per year. Others in Redvale strongly opposed any extension there, saying their community had already carried more than its share of Auckland's waste. Several comments reflected the tension between the two areas: Whitford residents often favoured keeping Redvale open until ARL was operational, while Redvale residents supported sending waste to Whitford instead.

### WM's view on feedback

WM acknowledges both communities feel they have carried more than their share and will consider this feedback alongside technical, environmental, cultural, and regulatory factors before decisions are made.

## Property values

Some Redvale community members expressed concern in submissions and in the community hui, saying that extending landfill activity would reduce local property values. A few also linked this to uncertainty about ARL's consenting process, saying the lack of clarity about future waste solutions added to the risk for homeowners.

### WM's view on feedback

WM cannot control wider property markets but remains focused on operating compliantly, upholding safeguards, and keeping neighbours informed about future plans.

WM received feedback that betterment funding should be focused on enhancing property values.

## Long-term solutions and future planning

Many submitters linked their feedback to the wider waste system and future infrastructure. A few suggested entirely new landfill or greater investment in resource recovery, reuse, and recycling to align with Auckland Council's Zero Waste by 2040 aspiration. In the Whitford community hui, some residents argued the real issue was delays to ARL (in Wayby Valley) and said WM should "get on with it" rather than extending existing landfills.

### WM's view on feedback

WM shares the goal of minimising waste and recovering more and will continue to invest towards these outcomes. WM has delivered key infrastructure for building and construction, organics, plastics and fibre (paper and cardboard) recycling. WM would like to expedite ARL however, this is not possible due to a lengthy legal process.







Independent consultants WERKITS were engaged by WM to gather community feedback in Redvale and Whitford, primarily through semi-structured interviews. Hui were also attended at the local community halls following WM's formal presentations, where strong views were voiced that largely mirrored the interview findings.

WERKITS conducted 30 semi-structured interviews with individuals living and working in Redvale and Whitford. These interviews, carried out in person and by telephone, were the primary method of engagement and provided in-depth insights into community concerns, lived experiences, and broader impacts.

## **Redvale**

Redvale participants reported anger at repeated delays in promised closure dates, which they viewed as broken commitments that had undermined trust. A strong consensus emerged that the landfill must close no later than 2028, supported by transparent monitoring and fair compensation.

## **Whitford**

Whitford participants expressed strong opposition to the area becoming Auckland's next landfill hub. Their concerns focused on unsafe and congested roads, dust contamination of water supplies, and negative effects on lifestyle and property values. Options 2 and 3 were firmly rejected, with only Option 1, retaining waste operations at Redvale, receiving support.

## **Overall**

Shared themes across both communities included unsafe traffic conditions, odour and environmental concerns, declining property values, distrust in governance, and scepticism of the Betterment Fund. Some participants dismissed the fund as tokenistic, while others suggested it could be better applied to practical improvements, such as sealing of roads or creating a green belt around the perimeter of the landfill.

Looking ahead, participants called for proactive monitoring, transparent reporting, and a long-term shift away from landfill dependence towards alternatives such as incineration, waste-to-energy, and stronger recycling.





## Other options suggested



A small number of submitters proposed alternatives beyond the three options consulted on. These included:

- Accelerating the Auckland Regional Landfill (ARL) so it could be operational within 5-7 years rather than the mid-2030s.
- Sending all waste to Redvale until its 2028 closure, with a clear “sunset clause.”
- Variations on a short-term Redvale extension, tied to stronger community concessions such as larger and escalating betterment payments, property buy-outs, energy credits for affected households, or boundary adjustments.
- Developing a new landfill site elsewhere (e.g. Pukekohe). One suggested that each suburb should have its own landfill.
- Giving greater priority to waste minimisation and resource recovery, in line with Auckland Council's Waste Minimisation and Management Plan 2024.

### WM's view on feedback

WM values the submitters who took the time to thoughtfully explore alternative solutions. We especially acknowledge a large customer for highlighting the importance of waste minimisation and recovery. To avoid confusion, we chose not to include waste minimisation and recovery in this specific consultation as we wanted to focus on the feedback from those most impacted by rebalancing the waste across existing landfills.

WM acknowledges the calls from some submitters to accelerate ARL and agrees this remains the long-term solution for Auckland's waste. We are committed to bringing ARL forward as quickly as possible, but recognise that consenting and development timeframes are not fully within our control. In the meantime, we must plan for the most likely gap between Redvale's closure in 2028 and the opening of ARL, to ensure Auckland continues to have access to essential waste disposal services. As canvassed in the Phase 1 consultation, this requires making best use of existing facilities while continuing to invest in waste minimisation and increasing resource recovery.



Alongside the landfill options, WM consulted on a proposal to provide financial contributions to local communities during the transition period. The intent was to recognise that while all options involve potential impacts, some communities would be more directly affected than others. Under the proposal, contributions would be made for every tonne of waste received at Redvale or Whitford (above current consented levels) between 2028 and the mid-2030s, with funds directed to local community trusts to decide how best to use them. The value of the fund would be tied to the waste types received.

Submissions on the betterment proposal were wide-ranging:

- Many Whitford submitters wanted funds directed to local roading improvements, such as road upgrades, roundabouts, and road safety measures. Others suggested investment in footpaths, signage, and amenities.
- In Redvale, suggestions included sealing roads around the landfill, improving broadband connections, and contributing to power infrastructure.
- Some felt funds should go directly to the households most affected, for example through rates relief, double glazing, or health monitoring. Others suggested compensation or retrospective payments to long-standing residents.
- A number of submitters preferred broader community projects, such as predator-free initiatives, native planting, community recycling centres, or beautification projects. A few asked for stronger controls on rubbish blowing from landfill sites and for WM to provide a formal apology to affected communities.
- Some were sceptical of the proposal, describing it as a “bribe” or “buying silence.” These submitters said no amount of funding would make Whitford acceptable for more landfill activity, while others argued the priority should be progressing ARL more quickly rather than offering compensation.
- Other ideas included banning single-use plastics, subsidising landfill disposal for locals, investing in recycling and recovery, or offering energy credits to immediate neighbours.
- The Auckland Council Waste Solutions Team suggested that betterment could also include waste minimisation outcomes, such as investment in community recycling or recovery centres, not just local amenities.
- Some noted the proposal could divide the community, with some individuals seeking personal rather than collective benefits.

Views differed on how funds should be managed. Suggestions included administration by the community trusts, while some expressed concern about a lack of transparency over existing trusts. Others suggested community representatives, mana whenua, or local boards should administer the funds.

## WM's view on feedback

WM recognises the wide range of views expressed on community betterment, including both strong support for targeted investment and scepticism about its value. WM has a longstanding record of providing community funding and direct investment, and sees the betterment fund as a natural extension of that commitment. The purpose is to ensure that, if communities are inconvenienced by continuing to host landfill activity (above already consented levels) during the transition period, they also see tangible benefits in return.

WM notes that any betterment initiatives will need to be practicable in both scale and delivery. WM looks forward to ongoing discussions with the communities.





## Feedback on the process

A number of submitters provided feedback on the consultation process itself, raising concerns about how options were presented and how input was gathered.

- Some said they found the ranking system confusing or unhelpful, with a few preferring more straightforward ways of indicating support or opposition.
- Several felt the process set communities against each other by asking people to choose between Redvale and Whitford.
- A few said they should have been consulted earlier in the planning process, before the options were narrowed.
- Some wanted more detail on the proposed options, saying it was difficult to give meaningful feedback without more information.

## Misconceptions

A number of submissions included points that reflected misunderstandings or incomplete information about landfill operations:

- Several submitters said WM should find a more suitable long-term solution, without realising that ARL is already underway and this consultation focuses only on the interim period until it's open.
- A few claimed Whitford already has consent for 350,000 tonnes per year and that the Benevap system operates outside of consent, saying these had never been consulted on. Some also assumed Whitford currently accepts Class 2 waste, when it is currently consented for Class 1 as well.
- A number of comments described Whitford as having unlined leachate ponds.
- Some claimed water contamination and runoff from Whitford landfill were affecting nearby properties.

## WM's view on feedback

We acknowledge these feelings. WM finds itself in a difficult position, with ARL not being open in time. We are committed to being transparent and making sure that the decision making process considers all feedback.

This is a complex issue involving wide range of technical and social considerations for all stakeholders. It is therefore understandable that some misconceptions will arise along the way but WM looks forward to ongoing dialogue with our valued customers and community to ensure that there is clarity on these key issues. WM can provide specific feedback to any of our stakeholders on these, but as an assurance WM will undertake detailed monitoring inside and outside facilities to ensure the effects are understood.

Redvale and Whitford are engineered with multiple layers of protection: liners, leachate collection and treatment, stormwater controls, and extensive surface and groundwater monitoring. These best-practice systems prevent contaminants entering the environment, are reported to regulators, and are independently overseen.



## Conclusion and next steps



The consultation drew a wide range of perspectives from communities, customers, and stakeholders. There was higher participation from the Whitford community than the Redvale community in Phase 2. Feedback showed that Option 1 (reconsenting Redvale) was most preferred overall, and Option 2 (redirecting all waste to Whitford) was most opposed. The Option 3 variations were seen as a compromise.

A notable difference emerged between community and customer perspectives. Community submissions from Redvale and Whitford were shaped by local impacts: residents tended to support whichever option shifted effects away from their area, with concerns focused on odour, traffic safety, water quality, property values, and trust. By contrast, customer submissions were primarily concerned with efficiency, cost, and the ability to maintain reliable disposal services. Customers strongly favoured Redvale as the lowest-cost, most practical option, with Whitford seen as significantly less viable.



Some issues were raised frequently across a wide range of submissions, particularly traffic in Whitford, odour around Redvale and Dairy Flat, and environmental protections, especially groundwater around Whitford. Other issues, while raised by fewer respondents, carried high intensity – including health concerns, property value impacts, and frustration over perceived broken promises about closure dates.

Together, this feedback highlights the depth of community concern, the contrasting priorities of customers and residents, and the importance of trust, transparency, and visible mitigation in shaping any next steps.

WM will carefully consider all feedback received through this consultation, alongside technical assessments, environmental and cultural factors, and regulatory requirements. A preferred option will be identified and put forward in the coming months, with the intention of making a decision before the end of the year.

## What comes next

Once the WM Board has considered all information and identified a preferred option, further consultation will be undertaken with directly impacted parties. There will be an opportunity to give feedback before any final resource consent is submitted.



**Let's take care of it**

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**0800 10 10 10**

*Redvale Landfill & Energy Park*