10 August 2026

The Expert Panel
For the Fast-track application: Alternative to Brynderwyn Hills

By Email: substantive@fasttrack.govt.nz

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Kaipara District Council comments on the Alternative to Brynderwyn Hills application, made by New Zealand Transport Agency Waka Kotahi (NZTA), under the Fast-track Approval Act 2024

Thank you for inviting Kaipara District Council (KDC) to comment on the application for the Alternative to the Brynderwyn Hills project, which forms one stage of the wider Northland Corridor project, lodged under the Fast-Track Approvals Act 2024.

Overall, KDC supports the application for this stage of the project, and the overall Northland Corridor project that it forms part of. It will generate significant benefits in terms of accessibility and resilience for the Kaipara District and Northland Region as a whole, and economic benefits.

It is acknowledged that a project of this scale, in this particular location, will generate some significant adverse effects on the environment. In particular, we note the substantial volume of earthworks and culverting required across the Piroa Stream, at the southern base of the Brynderwyns, and the adverse ecological effects resulting from this.

While we acknowledge that it is not feasible to avoid these adverse effects, proposed conditions of consent will ensure mitigation and offsetting of these effects. KDC supports the extensive range of conditions that are proposed to mitigate the adverse ecological effects generated by the project, at this particular location of the project, and in other locations.

NZTA have engaged with council officers on the potential impacts of the project on KDC infrastructure. In particular, the works required in and around the Piroa Stream, referred to above, are likely to have an impact on the following water infrastructure:

- 250mm PE Pipeline: a critical asset, providing primary raw water supply to the Fonterra factory and Maungaturoto water treatment plant.

  Careful consideration and management will be required during construction to ensure impacts on this pipeline are avoided.

- 100mm PVC Pipeline: Piroa raw water supply (Pumped from Atlas Quarry). Secondary supply, used in high demand or low flow periods, eg Summer construction Season.

  This asset may need relocating. NZTA have agreed to facilitate this relocation in the event that it is required.

Furthermore, the interchange overbridge proposed at the intersection of the route with State Highway 12 will generate some disruption to the roading network during construction, noting that State Highway 12 is under the jurisdiction of NZTA, rather than KDC. At the time of construction, this will require careful management to ensure access through State Highway 12 is maintained, given this road's importance to the movement of people and goods within Kaipara District. We note that the Assessment of Transport Effects submitted with the substantive application states that construction transport effects will be managed through the preparation, approval and implementation of a Construction Traffic Management Plan, supported by Site Specific Traffic Management Plans, where construction activities interface with the live road network.

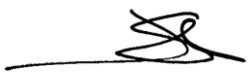
The same approaches will need to be applied at the interface between the project and Baldrock Road.

We understand NZTA's philosophy of addressing such impacts outside of the regulatory regime of the Fast-Track Approvals Act 2024 and the Resource Management Act 1991. Associated with this, we understand that the agency's preference is to not address such matters through conditions of consent. Given this, we anticipate that NZTA will work directly and closely with KDC to address these potential impacts on infrastructure when the need arises, with the agency covering all costs associated with these matters.

Beyond these matters, KDC supports the comprehensive range of conditions that have been proposed to address the following effects:

- Construction noise and vibration
- Landscape values
- Ecology
- Operational noise

Yours faithfully



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