

Substantive Application under the Fast-track Approvals Act 2024 - Volume A – Main Application

Alternative to the Brynderwyn Hills – Brynderwyn Hills section

2 April 2026

Revision A

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Glossary of Acronyms and Abbreviations

This glossary of acronyms and abbreviations table applies to all volumes of this substantive application and should be referred to in addition to the acronyms and abbreviations table specific to each volume.

Acronym / Abbreviation	Term
AADT	Annual Average Daily Traffic
AEP	Annual Exceedance Probability
CH	Chainage
CMT	Customary Marine Title
CPT	Cone Penetration Test
DOC	Department of Conservation
EPA	Environmental Protection Authority
ESC	Erosion and Sediment Control
FFR	Freshwater Fisheries Regulations 1983
FTAA	Fast-Track Approvals Act 2024 (as of 17 December 2025)
GDP	Gross Domestic Product
GIS	Geographic Information System
GPS	Government Policy Statement on Land Transport 2024-2034
GRPA	Government Roading Powers Act 1989
HAIL	Hazardous Activities and Industries List
HCV	Heavy Commercial Vehicle
HNZPT	Heritage New Zealand Pouhere Taonga
HNZPTA	Heritage New Zealand Pouhere Taonga Act 2014
KDC	Kaipara District Council
KiwiRAP	New Zealand Road Assessment Programme
LTMA	Land Transport Management Act 2003
MACA	Marine and Coastal Area (Takutai Moana) Act 2011
MCA	Multi Criteria Assessment
MCH	Ministry for Culture and Heritage
MfE	Ministry for the Environment
NES-CS	Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011
NES-F	Resource Management (National Environmental Standards for Freshwater) Regulations 2020
NLTF	National Land Transport Fund
NLTP	National Land Transport Programme 2024-27
NoR	Notice of Requirement
NPV	Net Present Value
NRC	Northland Regional Council
NRLTP	Northland Regional Land Transport Plan 2021-2027
NTAMP	Northland Regional Transportation Activity Management Plan 2024-2054

NUO	Network Utility Operator
NZTA	New Zealand Transport Agency Waka Kotahi
OKDP	Operative Kaipara District Plan 2013
ONL	Outstanding Natural Landscape
PBC	Whangārei to Auckland – Connecting Northland Programme Business Case
PKDP	Proposed Kaipara District Plan 2025
PSI	Preliminary Site Investigation
RL	Reduced Level
RMA	Resource Management Act 1991
RoNS	Road of National Significance
RPN	Regional Plan for Northland 2026
SH1	State Highway 1
SH12	State Highway 12
SWTS	Stormwater Treatment Standard for State Highway Infrastructure
TSE	Treaty Settlement Entity
TTM	Temporary traffic management
vpd	Vehicles per day
WDC	Whangārei District Council
WDP	Whangārei District Plan Operative in Part 2022

Glossary of Defined Terms

This glossary of defined terms table applies to all volumes of this substantive application and should be referred to in addition to the defined terms table specific to each volume.

Term	Meaning
The Project	The construction, operation and maintenance of the Brynderwyn Hills section (stage) of the Alternative to Brynderwyn Hills FTAA project listing.
Alternative to the Brynderwyn Hills	The FTAA Schedule 2 project listing: “Develop a road and associated infrastructure between Te Hana and State Highway 15 (Port Marsden Highway) or 1 or more sections of road between those 2 points; Between Te Hana and the State Highway 1 and State Highway 15 (Port Marsden Highway) intersection.”
The Application or The Approvals	This FTAA Substantive Application for Notices of Requirement for new designations, Resource Consents, Wildlife Act Approvals and Archaeological Authorities, for the Brynderwyn Hills section of the Alternative to the Brynderwyn Hills project.
Contaminant	Defined in section 2(1) of the RMA, as “any substance (including gases, odorous compounds, liquids, solids, and micro-organisms) or energy (excluding noise) or heat, that either by itself or in combination with the same, similar, or other substances, energy, or heat - (a) when discharged into water, changes or is likely to change the physical, chemical, or biological condition of water; or (b) when discharged onto or into land or into air, changes or is likely to change the physical, chemical, or biological condition of the land or air onto or into which it is discharged”.
dB LAeq	Sound pressure level average, A-weighted
Detailed Design	The design of the Project that will be implemented and constructed. It will be, developed, refined and finalised through a detailed design process.
Discharge	Defined in section 2(1) of the RMA, as including emitting, depositing, and allowing to escape.
Earthworks Zones	The four areas that the Project has been divided into, based on each area’s distinct geological domains and terrain characteristics. The description and map of each Earthworks Zone is provided in Section C4.2.6 below.
Indicative Alignment	The indicative state highway alignment design for the Brynderwyn Hills section of Alternative to Brynderwyn Hills project that could be constructed within the Proposed Designation boundary. Includes all areas where physical disturbance (both temporary and permanent) will occur as a result of construction (e.g. alignment, earthworks cut and fill, spoil sites).
Natural inland wetland (under the NPS-FM and RPN)	natural inland wetland means a wetland (as defined in the Act) that is not: (a) in the coastal marine area; or (b) a deliberately constructed wetland, other than a wetland constructed to offset impacts on, or to restore, an existing or former natural inland wetland; or (c) a wetland that has developed in or around a deliberately constructed water body, since the construction of the water body; or (d) a geothermal wetland; or (e) a wetland that: (i) is within an area of pasture used for grazing; and (ii) has vegetation cover comprising more than 50% exotic pasture species (as identified in the National List of Exotic Pasture Species using the Pasture Exclusion Assessment Methodology (see clause 1.8)); unless \ (iii) the wetland is a location of a habitat of a threatened species identified under clause 3.8 of this National Policy Statement, in which case the exclusion in (e) does not apply.
Natural wetland (under the RPN)	Any wetland including an induced wetland and a reverted wetland, regardless of whether it is dominated by indigenous vegetation, but does not include: 1) a constructed wetland, or 2) wet pasture, damp gully heads, or 3) areas where water temporarily ponds after rain, or 4) pasture containing patches of rushes, or

	<p>5) artificial water storage facilities; detention dams; reservoirs for firefighting, irrigation, domestic or community water supply; engineered soil conservation structures including sediment traps; and roadside drainage channels.</p> <p>Notes:</p> <ol style="list-style-type: none"> 1) <i>The Regional Council's wetland mapping indicates the extents of known wetlands – these can be found on the Regional Council's website.</i> 2) <i>The relationship between the various types of wetlands is shown in H.6 Wetland definitions relationships.</i>
The Northland Corridor Project	A new State Highway 1 corridor from Te Hana to Whangārei, consisting of two FTAA Schedule 2 project listings, being the Alternative to the Brynderwyn Hills and Port Marsden to Whangārei projects.
Proposed Designation(s)	The designation(s) being sought via a Notice of Requirement. Refers to all land within the boundaries of the designation and within either the Kaipara or Whangārei District, or both, depending on context, and/or the location being described.
Report	This volume / document of the Substantive Application
Significant wetland (under the RPN)	<p>A natural wetland that meets the significance criteria in the <i>Regional Policy Statement for Northland 2016, Appendix 5 – "Areas of significant indigenous vegetation and significant habitats of indigenous fauna in terrestrial, freshwater and marine environments"</i>. This includes natural wetlands comprising indigenous vegetation exceeding any of the following area thresholds:</p> <ol style="list-style-type: none"> 1) saltmarsh greater than 0.5 hectare in area, or 2) lake margins and riverbeds with shallow water less than two metres deep and greater than 0.5 hectare in area, or 3) swamp greater than 0.4 hectare in area, or 4) bog greater than 0.2 hectare in area, or 5) wet heathland (including gumland and ironstone heathland) greater than 0.2 hectare in area, or 6) marsh, fen, ephemeral wetland or seepage greater than 0.05 hectares in area. <p>Notes:</p> <ol style="list-style-type: none"> 1) <i>If there is any doubt over wetland extent use: Landcare Research for Meridian Energy Limited 2013. A vegetation tool for wetland delineation in New Zealand.</i> 2) <i>The Regional Council's wetland mapping indicates the extents of known wetlands – these can be found on the Regional Council's website. The purpose of this mapping is to help locate and identify different wetland types. The maps do not form part of this Plan.</i> 3) <i>The relationship between the various types of wetlands is shown in H.6 Wetland definitions relationships.</i>
Volume A	Volume A of the Substantive Application - This volume is the main overarching report containing information relevant to all approvals, including general FTAA substantive application requirements, background to the Project, a description of the existing environment, description of the Project, and a summary of consultation undertaken for the Project.
Volume B	Volume B of the Substantive Application covering RMA Approvals.
Volume C	Volume C of the Substantive Application covering Wildlife Act Approvals.
Volume D	Volume D of the Substantive Application covering Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) Authorities.
Wetland (under the RMA)	includes permanently or intermittently wet areas, shallow water, and land water margins that support a natural ecosystem of plants and animals that are adapted to wet conditions.
Wetland (under the RPN)	<p>Includes permanently or intermittently wet areas, shallow water and land water margins, that support a natural ecosystem of plants and animals that are adapted to wet conditions.</p> <p>Notes:</p> <ol style="list-style-type: none"> 1) <i>See also: Constructed wetland, Induced wetland, Natural wetland, Reverted wetland, and Significant wetland.</i> 2) <i>Wet heathlands (including gumland and ironstone heathlands) are wetlands because they are seasonally wet, consist of wetland vegetation, and are often found in mosaics with other low fertility habitat such as bogs and heathland.</i> 3) <i>The relationship between the various types of wetlands is shown in H.6 Wetland definitions relationships.</i>

PART A – Introduction and FTAA Requirements

A1. Overview

This substantive application has been prepared on behalf of the New Zealand Transport Agency Waka Kotahi (NZTA)¹ for approvals under the Fast-track Approvals Act 2024 (FTAA) for the Brynderwyn Hills section of the Alternative to the Brynderwyn Hills Project (“the Project”). The Project is one stage of the FTAA Schedule 2 listed project² and one of three Roads of National Significance (RoNS) that make up the Northland Corridor Project (Northland Corridor).

In accordance with section 42(4) of the FTAA³, NZTA is seeking all necessary approvals for construction and operation of the Project, including Notices of Requirement (NoR) for new designations, resource consents, Wildlife Act approvals and Archaeological Authorities (collectively referred to as “the Approvals” or “the Application”).

The Application is lodged in the form and manner approved by the Environmental Protection Authority (EPA)⁴ and is provided in accordance with the requirements of sections 42, 43, 44 and Schedules 5, 7, 8 and 9 of the FTAA, with the information provided in sufficient detail to satisfy the purpose for which it is required.⁵

A2. Project FTAA Listing and Staging

The Northland Corridor is a 100 km stretch of state highway connecting Auckland to Northland. It will support economic growth and productivity, reduce congestion, improve safety, support housing development, and provide a more resilient roading network.

Connecting the Pūhoi to Warkworth motorway in the south, the Northland Corridor is made up of three RoNS:

- Warkworth to Te Hana;
- Te Hana to Port Marsden Highway (including an Alternative to the Brynderwyn Hills); and
- Port Marsden Highway to Whangārei.

Two of these RoNS are listed in Schedule 2 of the FTAA (*the FTAA Listings*), as:

- Alternative to Brynderwyn Hills; and
- State Highway 1 (SH1) Whangarei to Port Marsden Highway.

Due to the length, complex environment and scale of the project provided for by the FTAA Listings, NZTA proposes to stage the substantive applications for the listed projects under the FTAA Listings over a period of time.

- In accordance with Section 37A(1),⁶ NZTA, as the authorised person for the listed projects, made a written request on 30 March 2026 to the Minister for a determination that the “Brynderwyn Hills section” of the “Alternative to Brynderwyn Hills” listing can be progressed first, as a separate stand-alone stage.

¹ Authorised person for the Alternative to the Brynderwyn Hills Project as listed in Schedule 2 FTAA.

² Namely the “Alternative to the Brynderwyn Hills” listing.

³ Section 42(4)(a), (d), (h), (i) and (j) FTAA.

⁴ Section 43(1)(a) FTAA.

⁵ Section 44 FTAA.

⁶ Section 37A(1) (Listed projects proceeding in stages) inserted by the Fast-track Approvals Amendment Bill 2025.

The determination request was approved by the Minister and is attached as **Appendix I** to this Volume.

This Application is for the *Brynderwyn Hills section* of the Alternative to Brynderwyn Hills project listing and from here on referred to as “the Project”.

A3. New Zealand Transport Agency Waka Kotahi

NZTA is a Crown entity with its functions, powers and responsibilities set out in the Land Transport Management Act 2003 (LTMA), the Land Transport Act 1998, and the Government Rounding Powers Act 1989 (GRPA). NZTA must give effect to government policy as directed by the Minister of Transport. The statutory objective of NZTA under section 94 of the LTMA is to undertake its functions in a way that contributes to an effective, efficient, and safe land transport system in the public interest.

NZTA has numerous functions under section 95(1) of the LTMA. Of relevance to the Project, NZTA has a function under section 95(1)(h) to manage the state highway system, (including planning, funding, design, supervision, construction, maintenance and operation), in accordance with the LTMA and GRPA.

NZTA is also a network utility operator (NUO) approved as a requiring authority under section 167 of the Resource Management Act 1991 (RMA) in relation to State Highways, motorways, cycleways, shared paths and rapid transit networks. NZTA (and the state highway network) is also categorised as a lifeline utility under the Civil Defence and Emergency Management Act 2002.

A3.1. Authorised Person

NZTA is the authorised person submitting this substantive application for the Project, as listed under Schedule 2 of the FTAA.⁷ Part 1 ‘Authorised person details’ of the FTAA Substantive Application form has been filled out, and the form is attached as **Appendix A** of this Volume.

A3.2. Compliance and Enforcement

NZTA’s network is linear and traverses over 11,000 km. Accordingly, it is not practical to provide information as to compliance and enforcement issues across the entire network. While there have been some compliance / enforcement incidents, NZTA takes immediate steps to address (and avoid future) incidents when they occur. NZTA cooperates with the relevant enforcement agencies throughout compliance / enforcement processes when issues are raised to ensure they are resolved quickly and satisfactorily.

In the Northland region, NZTA can confirm there have been no compliance or enforcement actions undertaken against it under a specified Act in the last 12 months.⁸

A4. Structure of this Application

This Application has been structured in accordance with the requirements of Sections 42, 43, 44 and Schedules 5, 7, 8 and 9 of the FTAA, and the FTAA Panel Conveners’ Practice and Procedure Guidance Note.⁹

This Application has been separated into four volumes, consisting of the following:

- **Volume A – Main Application (this Report)** – This volume is the main overarching report containing information relevant to all approvals, including general FTAA substantive application requirements, background to the Project, a description of the existing environment, description of the Project, and a summary of consultation undertaken for the Project.¹⁰

⁷ Section 42(1)(a) FTAA.

⁸ Note this information is provided for the purposes of section 13(4)(x) FTAA.

⁹ “Fast-Track Approvals Act 2024: Panel Conveners’ Practice and Procedure Guidance”, dated 22 July 2025.

¹⁰ Section 43(1)(a) FTAA.

- **Volume B – RMA Approvals** – Volume B has been prepared to support the RMA Approvals and contains the information necessary to satisfy the FTAA requirements for these approvals.¹¹
- **Volume C – Wildlife Act Approvals** – Volume C has been prepared to support the Wildlife Act approvals and contains the information necessary to satisfy the FTAA requirements for these approvals.¹²
- **Volume D – Heritage New Zealand Pouhere Taonga Act 2014 (HNZPTA) Authorities** – Volume D has been prepared to support the HNZPTA Archaeological Authorities and contains the information necessary to satisfy the FTAA requirements for these approvals.¹³

A diagram showing the volumes in this Application is provided in Figure 1 below.

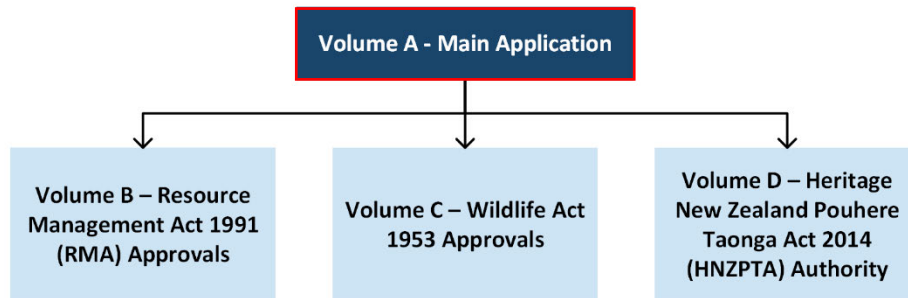


Figure 1: Volumes of the Application

As Volume A contains the overarching information for the Application, Volumes B to D of this Application must be read in conjunction with Volume A.

A4.1. Purpose of this Volume

Volume A covers the following:

- An introduction to the Project;
- General pre-lodgement requirements;
- Summary of the approvals being sought;
- Substantive application requirements;
- Background and strategic context of the Project;
- A description of the existing environment;
- A description of the Project, including the need for the Project and its objectives, an overview and a description of the Indicative Alignment, and the benefits of the Project;
- A summary of consultation undertaken; and
- Conclusion.

A5. General Pre-Lodgement Requirements

This section outlines how the Project meets the general pre-lodgement requirements for a substantive application under sections 13, 29, 42 and 43 of the FTAA and outlined in the FTAA Substantive Application Form Part 2. There are other pre-lodgement requirements specific to the type of approval(s) sought, which are covered in the relevant volumes for those approvals.¹⁴

¹¹ Section 81(3)(a) and Schedule 5 FTAA.

¹² Schedule 7 FTAA.

¹³ Schedule 8 FTAA.

¹⁴ For example, Existing Resource Consents under section 30 FTAA.

A5.1. Eligibility

NZTA has undertaken a comprehensive review of all land within the Project Designation and confirmed that the Project does not involve any ineligible activities under the FTAA.

Sections 43(1)(c) and 13(4)(c)¹⁵ of the FTAA requires NZTA to provide information to demonstrate that the Project does not involve any ineligible activities¹⁶ (other than activities that may be the subject of a determination under section 23 or 24, which are not relevant to this Project).

The eligibility of the Project is summarised as follows:

- The Project will not occur on identified Māori land;¹⁷ in a customary marine title (CMT) area;¹⁸ in a protected customary rights area;¹⁹ or on either Māori customary land or land set apart as a Māori reservation as defined in section 4 of the Te Ture Whenua Māori Act 1993.²⁰
- The Project is not an aquaculture activity or an activity that is incompatible with aquaculture activities.²¹
- The Project will not require an access arrangement under section 61 or 61B of the Crown Minerals Act 1991.²²
- The Project will not be prevented under section 165J, 165M, 165Q, 165ZC, or 165ZDB of the RMA.²³
- The Project will not occur on land listed in Schedule 4 and has not been subject to a determination under section 24.²⁴
- The Project will not occur on a national reserve held under the Reserves Act 1977²⁵ or on a reserve held under the Reserves Act 1977 that is vested in someone other than the Crown or a local authority.²⁶
- The Project is not a prohibited activity under the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012, or an activity that is described in section 15B or 15C of the RMA.²⁷
- The Project is not a decommissioning-related activity.²⁸
- The Project is not undertaken for the purposes of an offshore renewable energy project.²⁹

A5.2. Section 23 FTAA

The Project is not located on Māori land and does not propose electricity infrastructure, and therefore NZTA is not seeking a determination under section 23 of the FTAA.³⁰

A5.3. Priority project

The Application does not relate to a priority project³¹ as defined in section 4(1) and has not been determined by the Minister to be a priority project under section 38.³² To the best of NZTA's knowledge, there are no competing applications.

¹⁵ Section 43(1)(c) FTAA.

¹⁶ FTAA Substantive Application Form Part 2, Subpart 1.

¹⁷ Section 5(1)(a) FTAA.

¹⁸ Section 5(1)(b) FTAA.

¹⁹ Section 5(1)(c) FTAA.

²⁰ Section 5(1)(d) FTAA.

²¹ Section 5(1)(e) FTAA.

²² Section 5(1)(f) FTAA.

²³ Section 5(1)(g) FTAA.

²⁴ Section 5(1)(h) FTAA.

²⁵ Section 5(1)(i) FTAA.

²⁶ Section 5(1)(k) FTAA.

²⁷ Section 5(1)(l) FTAA.

²⁸ Section 5(1)(m) FTAA.

²⁹ Section 5(1)(n) FTAA.

³⁰ Section 13(4)(p) FTAA.

³¹ FTAA Substantive Application Form Part 2, Subpart 2.

³² Section 43(1)(h) FTAA.

A5.4. Listed project

The pre-lodgement requirements for a listed project³³ are outlined in section 29 of the FTAA.

In accordance with section 29(1)(a) and 29(1)(aa), before lodging a substantive application for a listed project, NZTA must consult or notify in writing the persons and groups referred to in section 11 of the FTAA. Notwithstanding the requirements of section 29(1)(aa), NZTA has chosen to consult with, rather than notify, all relevant groups. The following persons and groups referred to in FTAA section 11 have therefore been consulted with prior to lodging this application:³⁴

- Relevant local authorities, including Northland Regional Council (NRC), Kaipara District Council (KDC) and Whangārei District Council (WDC).
- Relevant iwi authorities, hapu and Treaty settlement entities.³⁵
- Relevant administering agencies, including Ministry for the Environment (MfE), Ministry for Culture and Heritage (MCH), Department of Conservation (DOC) and Heritage New Zealand Pouhere Taonga (HNZPT).

Further details on the consultation undertaken in accordance with sections 29(1)(a), 29(1)(aa) and 11 of the FTAA are discussed in **Part D** of this Volume. The records of consultation are also attached in **Appendix E** of this Volume.

The land within the Proposed Designation is not within or adjacent to, or would directly affect, ngā rohe moana o ngā hapū o Ngāti Porou.

The Application does not include an approval for a land exchange as described in section 42(4)(f) of the FTAA.

The Application does not seek an approval described in section 42(4)(l) or (m) (access arrangement) and therefore the requirement in section 29(1)(b) is not relevant to this Application.

There is only one authorised person for the listed project, being NZTA, and therefore section 29(2) is not applicable.

A5.5. Fees

In accordance with section 43(1)(j), NZTA confirms that it has paid all fees, charges and levies payable under the Fast-track Approvals (Cost Recovery) Regulations 2025 in respect of this Application.

A6. Approvals Sought

NZTA is seeking a range of statutory approvals to enable the construction and operation of the Project. All required approvals for this Project are being applied for in this substantive application.

The following sections below provide a summary of the approvals sought under the FTAA. A detailed rules assessment for RMA approvals for the Project is provided in Appendix B of Volume B.

A6.1. Notices of Requirement

In accordance with s42(4)(d), NZTA is seeking NoRs for two new designations for the Project which would otherwise be lodged under the RMA (s168) with the KDC and the WDC.

The details of the proposed designations being sought, along with the necessary information to satisfy the requirements of the FTAA³⁶ are detailed in **Volume B** of this Application.

³³ FTAA Substantive Application Form Part 2, Subpart 4.

³⁴ Sections 29(1)(a), 29(1)(aa) and section 11 FTAA.

³⁵ Note that there are no relevant applicant groups with applications for customary marine title under the Marine and Coastal Area (Takutai Moana) Act 2011 (MACA) for this Project.

³⁶ Schedule 5, clause 12 FTAA.

A6.2. Resource Consents

In accordance with s42(4)(a), NZTA is seeking resource consents under the Resource Management (National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health) Regulations 2011 (NES-CS), Resource Management (National Environmental Standards for Freshwater) Regulations 2020 (NES-F) and regional consents under the Regional Plan for Northland 2026 (RPN) from the NRC which would otherwise be lodged under the RMA. In summary the resource consents being sought are:

- Resource consents³⁷ for disturbance of contaminated soil as a Discretionary activity under the NES-CS;
- Resource consents³⁸ for activities within/near wetlands and in beds of rivers as a Discretionary activity under the NES-F; and
- A suite of regional resource consents under the RPN inclusive of activities under section 9 (earthworks), section 13 (use of beds of rivers), section 14 (water) and section 15 (discharges to air, land and/or water), which when bundled together constitute a Non-Complying Activity under the RPN.

The details of the resource consents being sought, along with the necessary information to satisfy the requirements of the FTAA³⁹ are detailed in **Volume B** of this Application.

There are no activities involved in the Project that are prohibited activities under the RMA.⁴⁰

A6.3. Wildlife Act Approvals

In accordance with s42(4)(h), NZTA is seeking wildlife approvals to authorise an act or omission that would otherwise be an offence under the Wildlife Act 1953. The wildlife approvals are for the handling, salvage, transfer/relocation and release (and incidental killing) of native lizards, frogs, kauri snails and invertebrates for a duration of 20 years.

The details of the wildlife approvals being sought, along with the necessary information to satisfy the requirements of the FTAA⁴¹ are detailed in **Volume C** of this Application.

A6.4. Archaeology Authorities

In accordance with s42(4)(i), NZTA is seeking archaeological authorities described in section 44(a) or (b) of the HNZPTA that would otherwise be applied for under that Act.

The archaeological authorities are to modify and/or destroy both currently identified and unknown archaeological sites within the Proposed Designation for a duration of 35 years.

The details of the archaeological authorities being sought, along with the necessary information to satisfy the requirements of the FTAA⁴² are detailed in **Volume D** of this Application.

A7. Substantive Application Requirements

The sections below are provided to satisfy the requirements for a substantive application under sections 42, 43, 44 and 46 of the FTAA and which are covered in Part 4 of the Substantive Application Form attached as **Appendix A** of this Volume.

³⁷ Section 42(4)(a) FTAA.

³⁸ Section 42(4)(a) FTAA.

³⁹ Schedule 5, clause 5 FTAA.

⁴⁰ Clause 13(4)(i) FTAA.

⁴¹ Schedule 7, clause 2 FTAA.

⁴² Schedule 8, clause 2 FTAA.

A7.1. General Information Requirements

Part 4, Subpart 1 of the Substantive Application Form (attached as **Appendix A** of this Volume) steps through the General requirements for a substantive application.

This Application relates solely to one stage (Brynderwyn Hills section) of a listed project in Schedule 2 of the FTAA, being the “Alternative to the Brynderwyn Hills” project.⁴³ The determination on staging for the Project is outlined in Section A2 of this Volume and aligns with the overarching project described in Schedule 2 of the FTAA.⁴⁴

The Project is an infrastructure project with significant national and regional benefits consistent with the purpose of the FTAA⁴⁵ as discussed in Section C5 of this Volume.

This Application is not lodged by more than one authorised person.

A7.2. Relevant Checklists for Approvals Sought

The relevant checklists for the approvals being sought have been completed and are attached to the relevant volumes of this Application as follows:

- Checklist A (resource consent and/or change or cancellation of resource consent condition) – in Section A2.2.1 and Appendix A of Volume B – RMA Approvals;
- Checklist C (designation or alteration of existing designation) – in Section A2.2.2 and Appendix A of Volume B – RMA Approvals;
- Checklist E (wildlife approval) – in Section 1.2 and Appendix A of Volume C – Wildlife Approval; and
- Checklist F (archaeological authority) – in Section 1.2 and Appendix A of Volume D – HNZPTA Authority.

A7.3. Listed Project Requirements

Section 43(2)(a) of the FTAA requires a substantive application for a listed project contain the information required by section 13(4) (other than section 13(4)(b), (f)(ii) and (iii), and (g)) of the FTAA.⁴⁶

Table 1 summarises where the information required by s13(4) of the FTAA can be found in this Application and Checklist J (Listed project information requirements) is attached in **Appendix B** of this Volume.⁴⁷

Table 1: Checklist J – Listed project information requirements

FTAA Clause	Requirement (not repeated in full – refer to Checklist J, Appendix B)	Volume and Section
13(4)(a)	a description of the project and the activities it involves	Vol. A, Part C
13(4)(c)	information to demonstrate that the project does not involve any ineligible activities (other than activities that may be the subject of a determination under section 23 or 24)	Vol. A, Section A5.1
13(4)(d)	a description or map of the whole project area that identifies its boundaries in sufficient detail to enable consideration of the referral application	Vol. A, Appendix D
13(4)(e)	the anticipated commencement and completion dates for construction activities (where relevant)	Vol. A, Section C4.3
13(4)(f)(i)	a statement of whether the project is planned to proceed in stages and, if so an outline of the nature and timing of the stages	Vol. A, Section C4.3
13(4)(h)	a description of the anticipated and known adverse effects of the project on the environment and the significance of those adverse effects.	Vol. B, Part D; Vol. C, Section 11;

⁴³ Section 46(2)(b) FTAA.

⁴⁴ FTAA Substantive Application Form Part 4, Subpart 1.

⁴⁵ Section 43(1)(b)(i) FTAA.

⁴⁶ Section 43(2)(a) FTAA.

⁴⁷ Section 43(2) FTAA.

FTAA Clause	Requirement (not repeated in full – refer to Checklist J, Appendix B)	Volume and Section
		Vol. D, Section 8.
13(4)(i)	a statement of any activities involved in the project that are prohibited activities under the Resource Management Act 1991	Vol. A, Section A6.2
13(4)(j)	a list of the persons and groups the applicant considers are likely to be affected by the project	Vol. A, Part D; Vol A, Appendix E
13(4)(k)	a summary of the consultation undertaken under section 11(1)(a) and how the consultation has informed the project	Vol. A, Part D; Vol A, Appendix E
13(4)(ka)	Not Applicable – Applies to Referral Applications and notices given under section 11(1)(b)	N/A
13(4)(l)	a list of any Treaty settlements that apply to the project area, and a summary of the relevant principles and provisions in those settlements	Vol. A, Section D7
13(4)(m)	a description of any processes already undertaken under the Public Works Act 1981 in relation to the project	Vol. A, Section D5.1
13(4)(n)	Not Applicable – The Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019 is not relevant to this Project	Vol. A, Section D6.2
13(4)(o)	Not Applicable – The Project area does not contain any parcels of Māori land, marae, and identified wāhi tapu	Vol. A, Section D8
13(4)(p)	Not Applicable – NZTA is not seeking a determination under section 23	Vol. A, Section A5.2A5.2
13(4)(q)	Not Applicable – NZTA is not seeking a determination under section 24(2)	Vol. A, Section A5.1 A5.2
13(4)(r)	Not Applicable - NZTA is not seeking a determination under section 24(4).	Vol. A, Section A5.1A5.2
13(4)(s)	a description of the applicant's legal interest (if any) in the land on which the project will occur, including a statement of how that affects the applicant's ability to undertake the work	Vol. A, Section A8.2
13(4)(t)	an outline of the types of consents, certificates, designations, concessions, and other legal authorisations (other than contractual authorisations or the proposed approvals) that the applicant considers are needed to authorise the project, including any that the applicant considers may be needed by someone other than the applicant	Vol. A, Section A6
13(4)(u)	Not applicable – There are no activities that are involved in the project, or are substantially the same as those involved in the project, have been the subject of an application or a decision under a specified Act and, — (i) if an application has been made, details of the application: (ii) if a decision has been made, the outcome of the decision and the reasons for it:	N/A
13(4)(v)	a description of whether and how the project would be affected by climate change and natural hazards	Vol. A, Section C4.6
13(4)(w)	Not applicable – The application is not lodged by more than 1 person ⁴⁸	N/A
13(4)(x)	a summary of compliance or enforcement actions (if any)	Vol. A, Section A3.2
13(4)(y)(i), Clause 2 of Schedule 5	Resource consent or designation The information required to be provided under section 13(4)(y)(i) is— (a) an assessment of the project against— (i) any relevant national policy statement; and (ii) any relevant national environmental standards; and (iii) if relevant, the New Zealand Coastal Policy Statement; and	Vol. B, Section C2; Vol. B, Appendix C
	(b) in relation to any proposed approval that is a resource consent, whether, to the best of the applicant's knowledge, there are any existing resource consents of the kind referred to in section 30(3)(a).	Vol. A, Section B2; Vol. A, Appendix C

⁴⁸ As discussed in section 4.1 above.

Section 43(2)(b) further requires that if the project is planned to proceed in stages, a substantive application must also contain:

- (i) an outline of the nature and timing of the stages; and
- (ii) a statement of whether a separate substantive application is to be lodged for each of the stages; and
- (iii) an explanation of how each stage meets the criteria in section 22:

Lastly, Section 43(2)(c) requires the information that the applicant provided to the Minister when applying to have the project listed as a listed project and an explanation of how the substantive application is within the scope of the listed project.

In relation to Sections 43(2)(b) and (c); the Project for the purposes of this Application is the Brynderwyn Hills Section project, which is one stage of the Alternatives to the Brynderwyn Hills listed project (as determined by the Minister's determination and outlined in section A2 above). However, the Project that is the subject of this Application is not planned to proceed in stages.

The information provided in this Application has been specified in sufficient detail to satisfy the purpose for which it is required in accordance with Section 44 of the FTAA.

A8. Background and Strategic Context

A8.1. Historical Overview

Improving the Northland Corridor route has been investigated by NZTA since 2016 through a series of different projects, such as the Whangārei to Te Hana Programme and the NZ Upgrade Programme.

The 2017 Whangārei to Auckland – Connecting Northland Programme Business Case⁴⁹ (PBC) noted that the Northland economy performs poorly when compared to other regions of New Zealand, particularly given its proximity to Auckland. It noted that SH1 plays a critical transport accessibility role, but currently the corridor between Auckland and Whangārei is often closed. The alignment is also not as safe compared to national standards and the cost of travel is an impediment to the economic growth in Northland.

The problems identified in the PBC include:

- Poor resilience and costly journeys between Northland and key markets is undermining economic growth and investor confidence.
- The corridor is sub-standard for a national strategic route, resulting in a higher number of crashes involving injury and death.
- The lack of a long term, integrated investment approach creates sub-optimal outcomes in transport and reduced economic investment in Northland.

Based on these problems identified above, a recommended programme was put forward, which included a Brynderwyn Hills bypass.

In August 2017, a short list of options for the four-laning of Whangārei to Port Marsden Highway (State Highway 15) was released for public consultation, and it was programmed to begin construction in 2019, subject to planning approvals, funding and property acquisition.⁵⁰ In October 2020, two shortlisted route options were released for feedback⁵¹, and the project was being funded through the NZ Upgrade Programme. However, in June 2021, it was announced that this project would not continue as part of the NZ Upgrade Programme, until in 2024 when the Minister of Transport announced it would be progressed under the RoNS programme.

⁴⁹ NZ Transport Agency. (August 2017). Whangārei to Auckland – Connecting Northland Programme Business Case. <https://nzta.govt.nz/assets/projects/whangarei-to-te-hana/Whangarei-to-Auckland-PBC.pdf>.

⁵⁰ Whangārei to Te Hana Newsletter. (August 2017). <https://nzta.govt.nz/assets/projects/whangarei-to-te-hana/w2th-newsletter-august-2017.pdf>.

⁵¹ Whangārei to Port Marsden Highway – Summary of Public Engagement. (October 2020). <https://nzta.govt.nz/assets/projects/sh1-whangarei-to-port-marsden-highway/docs/sh1-whangarei-to-port-marsden-summary-of-public-engagement-factsheet.pdf>.

A8.2. Legal interests in the Land

Section 13(4)(s) of the FTAA requires a description of the applicant's legal interests in the land subject to the Application. The land required for the Project is either currently owned or will be owned by the Crown. One property has recently been acquired by the Crown, and 10 properties are currently under negotiation. NZTA normally only seeks to acquire land when it is required for works and this is generally around 2 to 3 years prior to construction starting.

The vast majority of the land within the Proposed Designation will need to be owned by the Crown to accommodate permanent works such as the state highway itself, structures, stormwater devices, local roads, maintenance accesses and environmental mitigation areas.

All land acquisitions and licences to occupy are being negotiated by Crown-accredited property consultants in accordance with Public Works Act 1981 (PWA) processes.

There are 74 properties either partially or fully within the Proposed Designation. Of these, two are currently owned by the Crown, leaving a further 72 where interests are yet to be acquired. The land ownership is detailed in Appendix F of Volume B and is to be read in conjunction with Drawings 10722-PTA-2B0-PE-DRG-0100 to 112 and 0151-0153 in **Appendix D** of this Volume. Appendix F of Volume B lists all of the properties that the Crown owns and identifies those properties that it has not yet acquired an interest in and that may need to be acquired under the PWA.

NZTA's current legal interest in land on which the Project will occur will not affect NZTA's future ability to undertake the work. NZTA's programme of land acquisition anticipates that all of the necessary land interests will be acquired by the planned construction start date.

A8.3. Strategic Overview

The Project has been developed in accordance with the requirements of relevant transport policies. A summary of those policies is provided below.

A8.3.1. Government Policy Statement on Land Transport 2024-2034 (GPS 2024)

The GPS 2024 sets out the Government's land transport strategy and outlines the Government's land transport investment priorities and expenditure from the National Land Transport Fund (NLTF).

The four key strategic priorities of the GPS 2024 are:

- Economic Growth and Productivity;
- Increased Maintenance and Resilience;
- Safety; and
- Value for Money.⁵²

The overarching strategic priority in the GPS 2024 is economic growth and productivity. The Project is consistent with the priorities of the GPS 2024 as it will:

- Provide a more resilient and reliable transport connection between Auckland and Whangārei, by providing an alternative route to the existing Brynderwyn Hills section of SH1 and ensuring more reliable access during extreme weather events.
- Provide a safer transport connection between Auckland and Whangārei, with an approximately 79% predicted reduction in deaths and serious injuries per year on the corridor.
- Reduce travel times, with an average of 4.8 minutes for general traffic and 1.4 minutes for freight, providing efficiency gains for the region. These travel time savings are estimated to be worth \$795 million (Net Present Value (NPV)).

⁵² GPS 2024, page 3.

- Improve travel time reliability, by providing safe overtaking opportunities and reducing the high level of sensitivity of journey times due to slow-moving vehicles.
- Lead to an increase in economic activity, supporting higher levels of output in Gross Domestic Product (GDP) and employment, by providing a more resilient, reliable, safer and efficient connection linking the Northland region and Auckland.
- Support a range of positive social impacts by improving connectivity and accessibility between Northland and Auckland, including improved access to economic and social opportunities, which will lead to a higher standard of living and quality of life.
- The mitigation proposed for the Project is also consistent with the GPS 2024, including in particular the key 'value for money' priority.
- The Project is:
 - Identified as a RoNS in the GPS 2024.⁵³ The RoNS listed in the GPS 2024 comprise New Zealand's most essential corridors that require significant development and investment.
 - Funded, and has an allocation in the NLTF which reflects its high priority for implementation.

As outlined in the GPS 2024, all RoNS will be four-laned, grade-separated highways and all funding, financing and delivery options should be considered to deliver them in stages or as quickly as possible.

A8.3.2. National Land Transport Programme 2024-27 (NLTP)

The NLTP is a 3-year programme of prioritised activities with a 10-year forecast of revenue and expenditure. It gives effect to the GPS 2024 to support and deliver on the government's strategic priorities as discussed above.

The NLTP recognises that Northland relies significantly on the state highway network to transport freight and support tourism. It is estimated that two million tonnes of freight is moved between Northland and Auckland yearly.⁵⁴ The NLTP notes that the Project will reduce travel times, boost freight capacity and support economic development.

A8.3.3. Northland Regional Land Transport Plan 2021-2027 (NRLTP)

The NRLTP contains the strategic elements and a proposed programme of works and financial forecasting.⁵⁵ It recognises that SH1 to Auckland is Northland's economic life-line and a safe, multi-lane highway is the region's greatest opportunity to achieve much needed growth, prosperity and employment.⁵⁶ Some of the relevant transport priorities identified in the NRLTP are:

- Reducing transport-related deaths and serious injuries;
- Regional and national connectivity; and
- Route resilience and route security.

The Project aligns with the NRLTP priorities as it will:

- Address transport-related deaths and serious injuries by providing median and side barriers and grade separated intersections;
- Provide for regional and national connectivity as it will boost freight capacity and improve travel times; and
- Improve resilience, particularly when compared to the existing SH1 over the Brynderwyn Hills, which experienced 73 days of disruption, including full and partial closures over a period of 12 months. The Project will provide a new highway that will be designed to be resilient to flood risks, while taking into consideration more frequent extreme weather events due to climate change.

⁵³ GPS 2024, page 11.

⁵⁴ NLTP, page 36.

⁵⁵ NRLTP, page 7.

⁵⁶ NRLTP, page 6.

The NRLTP identifies the case for investment for SH1 between Auckland and Whangārei as a vital connection between Northland and the rest of the country for freight, communities and tourism. The NRLTP notes several projects that NZTA are funding to maintain, secure and enhance this corridor, which are now referred to as the 'Northland Corridor Project', of which this Project forms one part.

A8.3.4. Northland Regional Transportation Activity Management Plan 2024-2054 (NTAMP)

The NTAMP, prepared by the Northland Transport Alliance on behalf of the district councils in Northland, notes the following direction as one of the most important to be resolved over the next decade to make progress towards transport outcomes:

“Progressively upgrade road and rail connections to Tāmaki Makaurau and Northport to improve the safety, efficiency, and resilience of these critical links to the rest of Aotearoa New Zealand.”

The Project will provide an alternative route to the existing SH1 through the Brynderwyn Hills, connecting Auckland to Northland, improving the safety, efficiency and resilience of this significant transport network.

PART B – Description of the Existing Environment

B1. Overview

This section of the Report provides a description of the existing environment within which the Project will be constructed and operated.⁵⁷ Technical specialists have assessed the effects of the Project against this environment, and the technical specialists' reports attached to **Volume B** of this Application provide more detailed descriptions of relevant discipline-specific features.

For the purposes of this Report, and as set out in the Glossary of Defined Terms, the 'Proposed Designation' is defined as the land within the boundaries of the designation and within either the Kaipara or Whangārei District, depending on context and/or the location being described.

B2. Existing Consents – s30(3) FTAA

Pursuant to section 30(2) of the FTAA, NRC is the regional council that is the consent authority for the area where the approvals sought would apply. NZTA therefore notified NRC of its intention to apply for approvals described in section 42(4)(a) (resource consents) under the FTAA on 9 March 2026. In response, NRC initially responded 20 March 2026 via email with a summary of existing consents. On 31 March 2026 NRC confirmed, via email in accordance with section 30(3)(b), that there are no existing resource consents of the kind referred to in s30(3)(a), being existing consents to which section 124C(1)(c) or 165ZI of the RMA would apply. This email from NRC is attached as **Appendix C** of this Volume.

B3. Human Environment

B3.1. Heritage Environment

The description of Māori and European settlement has been derived from information summaries within the Assessment of Effects on Archaeology⁵⁸ by CFG Heritage.

The environment around the Proposed Designation has been a focus of human occupation for centuries. Māori were drawn to the abundance of economic resources of the coastal and harbour areas including stone types suitable for tool manufacture (e.g., Onerahi chert), marine birds and fish, wild resources of the forests and swamps, and favourable land and environment for growing imported tropical Polynesian crops such as kūmara and taro.

While evidence of early settlement is present, most Māori sites were probably occupied after or around AD 1450. Māori settlement, at this time, was predominantly coastal, and particularly dense in harbour and estuarine areas north of the Proposed Designation.

Pā are distributed on high ground and ridges across the Proposed Designation. These locations were favourable in terms of defence but also facilitated easy access to harbour resources. Like midden, pā exhibit a variety of complexity. The complexity of the pā at Pukekaroro (located just to the south of the Proposed Designation) is large, highly conspicuous, and commands the area south of Mano Hiwa Ariki. The site defences enclose middens, living terraces and many storage pits, which suggest large-scale and prolonged occupation. Such pā functioned both as defended occupation and food storage sites, and as political statements. By contrast, excavation at the relatively small Ruarangi pā near Ōtaika found evidence of multiple small-scale occupations with no evidence of defended food storage.

⁵⁷ Schedule 5, clause 5(1)(b) FTAA.

⁵⁸ Appendix D5 of Volume B.

Kauri logging was also a key early industry in the Northland region for European settlers. Kauri offered straight and clean timber for a range of purposes, particularly shipbuilding and housing, and was both an actively sought resource and a by-product of land clearance.

Another iconic industry of the region was kauri gum digging, which operated from 1847 into the 1940s. By the late 19th century and into the early 20th century, gum digging was a prominent economic activity in Northland. Following the passing of the Kauri Gum Industry Act (1898), gum digging reserves were formed in or near the Proposed Designation. The area between Marsden Point, One Tree Point and Ruakākā was a particularly rich gum field. When kauri was exhausted from these sites, they were converted to farms.

The Operative Kaipara District Plan 2013 (OKDP) identifies one District Plan Heritage Resource within the Proposed Designation, being the Coates Monument (Ref: H65) located to the east of the proposed SH12 interchange.

Table 1 in the Assessment of Effects on Archaeology lists the recorded archaeological sites within the Proposed Designation.

Other than archaeological features and the Coates Monument, there are no features or heritage overlays within the Proposed Designation that are identified in either the OKDP, Whangārei District Plan Operative in Part 2022 (WDP) or other information sources as having heritage value. There are no wāhi tapu identified in the District Plan, HNZPT maps or other similar documents, within the Proposed Designation.

B3.2. Land use and urban settlements

The Project is wholly located within the Northland region and traverses both the Kaipara and Whangārei Districts. There are no urban settlements within the Proposed Designation, with the nearest being Kaiwaka (being approximately 5 kms from the southern end of the Project), and Waipū (located immediately to the east at the northern end of the Proposed Designation).

The other townships near the Project include Mangawhai, Maungaturoto, and Ruakākā. These settlements have small populations and serve as service centres for the immediate surrounding area.

A key feature of the Project environment is the Brynderwyn Hills, a range of hills that cuts across the landscape east to west. The highest point of the hills is 430 m above sea level. Landscapes in the south of the Brynderwyn Hills feature subtly rolling terrain. In contrast, the area to the north is characterised by uniformly flat land with minimal elevation variation.

The land uses underlying the Proposed Designation include farming, forestry, horticulture, indigenous vegetation and rural-residential lifestyle properties. Land to the south and north of the Brynderwyn Hills is primarily used for dairy and pastoral farming, while the hills themselves are used for forestry activity and include areas of indigenous vegetation.

B3.3. Transport Environment

The transport environment for the Proposed Designation is described in the Assessment of Transport Effects⁵⁹, with the following providing a summary. Within the Proposed Designation and the surrounding area, the transport network is primarily formed by SH1 and SH12, with a local road network supporting them.

In this part of Northland, there are few north-south roads, with SH1 being the primary route. Alternative north-south routes (to SH1) include the coast road (via Waipū Cove and Mangawhai) and the western route via SH12 and SH14. Both alternative routes are less direct, resulting in longer travel times between Auckland and Whangārei. As such, most interregional traffic uses the current SH1 route across the Brynderwyn Hills.

⁵⁹ Appendix D1 of Volume B.

B3.3.1. State Highways

The section of SH1 through the Brynderwyn Hills comprises a two-lane single carriageway with a posted speed limit of 80 km/h. The alignment traverses challenging and diverse topography, combining steep slopes with low-lying terrain susceptible to flooding.

The section of SH1 that is within the Proposed Designation has a weekday Annual Average Daily Traffic (AADT) of approximately:

- 10,985 vehicles per day (vpd) between Baldrock Road and SH12; and
- 9,620 vpd between SH12 and Millbrook Road/The Braigh.

Approximately 12% of the vehicles using SH1 are Heavy Commercial Vehicles (HCVs).

SH12 is the primary east-west road that crosses the Proposed Designation and is located to the south of the Brynderwyn Hills. This road connects SH1 to the west coast of the Kaipara District. Similar to SH1, this road is a typical rural two-lane highway. The intersection between SH12 and SH1 is located at Brynderwyn, with priority given to SH1 through the intersection.

The section of SH12 that is within the Proposed Designation has an AADT volume of approximately 4,381 vpd, with approximately 12% being HCVs.

Neither SH1 nor SH12 provides cycling or pedestrian routes due to its rural location and distances between settlements.

B3.3.2. Local road network

Within the Proposed Designations, multiple local roads are present, many of which connect to SH1 and SH12. Going from south to north, the local roads within the Proposed Designations are:

- **Baldrock Road** - Baldrock Road is a local road that intersects with SH1. The road travels from SH1 in an eastern direction within the Proposed Designation.
- **Brynderwyn Road** – Extends from SH12 across the Proposed Designation in an east-west direction. The road itself is unsealed, providing access to farms. The road does not provide a through route.
- **Glenmohr Road** – Crosses the Proposed Designation going northwest to southeast. The northwest end of the road connects with SH1 (just outside of the Proposed Designation).
- **Finlayson Brook Road** – The eastern end of Finlayson Brook Road is located within the Proposed Designation, including the intersection with SH1. This is an unsealed local road that includes a single-lane bridge across the Ahuroa River.
- **The Braigh** – The western end of The Braigh is located within the Proposed Designation, at the intersection with SH1. This local road provides a connection between SH1 and Waipū town centre.
- **Millbrook Road** – A local road that crosses the Proposed Designation in a north-south direction. The road connects to SH1 at a give-way intersection, which is offset from the intersection for The Braigh. Millbrook Road crosses the Ahuroa River on a single-lane bridge.

B3.4. Zoning, District and Regional Plan Features

The following section provides an overview of the planning environment for the Proposed Designation. The Proposed Designation is located within the Kaipara and Whangārei Districts, with the respective district plans applying.

B3.4.1. Operative Kaipara District Plan 2013

Within the Kaipara District (from Pukekaroro to Piroa Stream), the provisions of the OKDP apply, with the following key notations:

- Rural Zone.
- Kaipara Harbour Overlay – applies to the Proposed Designation between SH1 at Pukekaroro and Bullock Hill.

- Between Pukekaroro and Piroa Stream, part of the Proposed Designation is identified within the Flood Hazards Overlay.
- Heritage Resource H65 is located at the intersection of SH1 and SH12, associated with the Coates Monument that is a Category A heritage resource.
- Electricity Transmission Lines, being the 110-220 kV Electricity Transmission Line located between Pukekaroro and SH12 within the Proposed Designation.
- Designation IDs D52 and D53 apply to the state highway network (SH1 and SH12).
- Designation D62 applies to the Maungaturoto gas mainline.

B3.4.2. Proposed Kaipara District Plan 2025

The Proposed Kaipara District Plan 2025 (PKDP) is currently in the hearings phase, meaning that in the Kaipara District (from Pukekaroro to Piroa Stream), the provisions of the PKDP are also relevant, with the following key notations:

- General Rural Zone.
- River Flood Hazard Zones 1, 2 and 3 – applies to several locations within the Proposed Designation between Pukekaroro and Piroa Stream.
- Iwi Area of Interest Overlay – Te Uri o Hau.
- Heritage Item HH-BRY-01 is located at the intersection of SH1 and SH12, associated with the Coates Monument that is a Category A heritage resource.
- Heritage Item Overlay Extent – applies to a small area surrounding the Heritage Item (HH-BRY-01) listed above.
- Gas or Petroleum Pipeline Corridor applies to the Maungaturoto gas mainline.
- State Highway Corridor Noise Control Boundaries apply to the state highway network (SH1 and SH12).
- Designation IDs NZTA D-1 and NZTA D-2 apply to the state highway network (SH1 and SH12, respectively).
- Designation ID FGL D-1 applies to the Maungaturoto gas mainline.

B3.4.3. Whangārei District Plan Operative in Part 2022

North of the Piroa Stream, the provisions of WDP apply, with the key notations:

- Rural Production Zone.
- Outstanding Natural Landscape (ONL) Overlay – applies to the part of the Proposed Designation across the southern slopes of the Brynderwyn Hills.
- Esplanade Priority Area Overlay – applies to a section of the Piroa Stream at the southern base of the Brynderwyn Hills.
- Flood Susceptible Area – applies to several locations to the north of the Brynderwyn Hills.
- Designation NZTA-1 applies to SH1.
- National Grid transmission line and towers are located throughout the Proposed Designation, between the Brynderwyn Hills and the northern boundary of the Proposed Designation.
- Other overlays include the identification of historic heritage items as well as the provision of a noise control boundary overlay along the existing state highway.
- The following notations have been introduced in Plan Change 1 (Natural Hazards) of the WDP, including:
 - Land Instability Overlay – applies to the majority of the land within the Proposed Designation, with land being either ‘high susceptibility’ or ‘moderate susceptibility’ to instability.
 - Flood Hazard Area Overlay – primarily applies to the land within the Proposed Designation between north of Waipu Gorge Road and the northern boundary of the Proposed Designation.

- Coastal Flood Hazard Area Overlay – applies to the edges of the Ahuroa River located within the Proposed Designation.

B3.4.4. Regional Plan for Northland 2026

The provisions of the RPN are relevant, with the following notations applying:

- Erosion Prone Land has been identified in Pukekaroro and Brynderwyn Hills.
- Part of the Proposed Designation is located within the Coastal Aquifer overlay, including the Brynderwyn Hills. The remaining area of the Proposed Designation is located within the ‘Other Aquifers’ overlay. These overlays place specific restrictions on the maximum water take available per year.
- NRC has mapped some larger indigenous wetlands in the NRC Geographic Information System (GIS), but these are not a notation under the RPN. The wetlands relevant to the Project have been identified and mapped, as discussed in Section B5.3 of this Volume and in the Assessment of Effects on Freshwater Ecology.⁶⁰

B3.4.5. Regional Policy Statement for Northland 2016

The only relevant notation of the Regional Policy Statement for Northland 2016 for the Project is ‘ONL – Brynderwyn Ranges and bush margins’, which applies to the part of the Proposed Designation located across the southern slopes of the Brynderwyn Hills.

B3.5. Utilities

Multiple network utilities are present within the Proposed Designation, including a high-pressure gas pipeline and high-voltage electrical transmission lines.

B3.5.1. Gas transmission and distribution networks

The Maungaturoto gas mainline (operated by First Gas Limited), which is designated under the OKDP (D62) runs through the Proposed Designation, generally in an east-to-west alignment. The Indicative Alignment will cross over the gas mainline between Pukekaroro and SH12. The Indicative General Arrangement Plan drawings, contained in **Appendix D** of this Volume, show the alignment of the gas mainline in relation to the Proposed Designation and the Indicative Alignment of the Project. The gas mainline is underground and not visible from the surface.

B3.5.2. Electricity transmission network

Transpower’s Henderson to Marsden A (HEN-MDN-A) 220 kV high voltage transmission line is located within and adjacent to the Proposed Designation from Pukekaroro to Waipū. Between Pukekaroro and the northern slopes of the Brynderwyn Hills, the transmission lines are generally along the western boundary of the Proposed Designation.

Heading north, the transmission lines are located in the middle of the Proposed Designation between the Brynderwyn Hills and Glenmohr Road. To the south of Waipū, the transmission lines cross the Proposed Designation in a north-south direction between SH1 and Millbrook Road.

At two locations, the Indicative Alignment crosses under the transmission lines, as shown in the Indicative General Arrangement Plan drawings, contained in **Appendix D** of this Volume. The first location is on the northern slopes of the Brynderwyn Hills to the south of Finlayson Brook Road. The second location is to the south of Millbrook Road.

⁶⁰ Appendix D7 of Volume B.

B3.5.3. Local distribution network

Northpower's local electricity distribution network includes multiple utilities located within the Proposed Designation, and the Indicative Alignment intersects the network at multiple points. The local distribution network, which includes overhead power lines and distribution substations, is generally located within or adjacent to existing roads.

B3.6. Noise Environment

The following noise environment description has been derived from the Assessment of Operational Noise Effects⁶¹.

The Proposed Designation is located within a rural environment, with the daytime noise levels ranging from 45 to 55 dB L_{Aeq}. The dominant noise source in the Proposed Designation is the existing state highway network (SH1 and SH12). Within 500 m of SH1, the ambient noise levels are dominated by traffic noise. Beyond that distance, noise levels will be of typical rural ambient noise, dominated by various natural and man-made sources.

Another key noise source is the Atlas Quarry site on the southern side of the Brynderwyn Hills. The quarry itself is located outside of the Proposed Designation, however, noise from the facility will contribute to the noise environment within the Proposed Designation. The main noise-generating activity within the quarry site is the processing plant, located approximately 200 m from the eastern boundary of the Proposed Designation.

On-site noise surveys have been undertaken at four locations within the Proposed Designation to establish existing noise levels, the results of which are set out within Table 6 of the Assessment of Operational Noise Effects.

B3.7. Contaminated Land

A Preliminary Site Investigation (PSI) has been undertaken for the Project (Assessment of Contaminated Land Effects⁶²). The PSI considers the potential for land contamination within the Proposed Designation, based on current, past and present land uses, of which the result is low due to the rural nature of the environment.

A total of five Hazardous Activities and Industries List (HAIL) sites have been identified within the Proposed Designation, with another six adjacent to the Proposed Designation. Three of these HAIL sites have been categorised as moderate risk, with the remaining being classified as low risk. These sites are detailed in Table 5 within the Assessment of Contaminated Land Effects which provides a summary of the risk status associated with each HAIL site.

In addition to the above, contaminated land was identified (referred to as BH2B_1160) during geotechnical drilling investigations at Pukekaroro near the southern end of the Proposed Designation. A noticeable hydrocarbon or solvent odour was detected on-site, prompting the collection of material samples for laboratory analysis. Four additional boreholes have been installed to understand the nature and spatial extent of contaminants within the unexpected discovery area at borehole BH2B_1160. However, the full extent of this contamination is yet to be determined and therefore requires further investigation.

B4. Physical Environment

B4.1. Topography and Landscape

The following description of the topography and landscape environment is derived from the Assessment of Landscape and Visual Effects⁶³. The Proposed Designation and its surrounding area have been split into

⁶¹ Appendix D3 of Volume B.

⁶² Appendix D9 of Volume B.

⁶³ Appendix D4 of Volume B.

six landscape areas for the purpose of describing the existing landscape character and values, which are described below.

B4.1.1. Volcanic Hills

From the south, the Proposed Designation approaches the Brynderwyn Hills by threading between the Pukekaroro and Pukepohatu (Bald Rock) volcanic domes (both identified as ONLs) and crossing the volcanic hills at their lowest and narrowest (as does the existing Transpower transmission line). The hills are bush-clad, predominantly comprising native vegetation.

B4.1.2. Southern approach to the Brynderwyn Hills

To the north of the volcanic domes, the Proposed Designation enters a landscape environment characterised by low rolling hills that is underlain mainly by Northland Allochthon rocks. Within this area, a number of smaller stream catchments form the upper reaches of the Wairua River, which in turn flows into the Kaipara Harbour to the west.

The rolling hills are used as farmland and are aesthetically unremarkable, except for the backdrop of volcanic and greywacke hills. Within this section, an 80 m bush-clad scarp crosses most of the Proposed Designation at around Chainage (CH) 22200 of the Indicative Alignment.

B4.1.3. Brynderwyn Hills (southern escarpment and ONL)

The southern slopes of the Brynderwyn Hills are steep and bush-clad, with SH1 following a winding course. Headwater tributary streams in the vicinity of the Proposed Designation flow into the Piroa Stream. Another relevant feature of this area is the Atlas Quarry which is located to the east of the Proposed Designation.

Much of the southern flanks of the Brynderwyn Hills is classified as an ONL as it extends the full length of the hills, with the exception of a gap around the Atlas Quarry Site and areas of plantation forest. Within the Proposed Designation, the ONL applies to parcels of land currently owned by NZTA, including the SH1 corridor.

B4.1.4. Brynderwyn Hills (northern slopes and summit)

The Brynderwyn Hills are the main east-west barrier across the Proposed Designation, generally rising to between Reduced Levels (RL) RL300 to RL400. The Brynderwyn Hills mark the Project's high point.

On the northern side, SH1 descends on a spur which divides the headwater catchments of the Ahuroa and Waihoihoi. The existing road also marks a contrast between farmland on the east side of the spur and the pine plantations on the west. There are areas of native bush in the gullies amongst both the pine plantation and farmland, for example at around CH 17100 of the Indicative Alignment.

B4.1.5. Northern approaches to the Brynderwyn Hills

The northern approaches to the Brynderwyn Hills follow the flood-prone alluvial plains of the Ahuroa and Waihoihoi catchments. The Proposed Designation sits on higher ground between these catchments compared to the existing SH1. The area is mostly farmland (primarily converted dairy land) with some nurseries and sheep studs, and features remnant kahikatea and tōtara bush along the riverbanks. Rural settlement is clustered around SH1 and local roads.

The surrounding low hills, composed of Waitematā Group sedimentary rocks, rise gently and are covered with pasture and patches of regenerating bush, with a scattering of homes and lifestyle properties. The Māretū range forms a prominent, forested backdrop to the north-west, peaking at RL350 but dropping to about RL100 near Waipū, adjacent to the Proposed Designation. The range is also classified as an ONL. Overall, the area has a pleasant rural character, highlighted by the surrounding hill ranges.

B4.1.6. Waipū

Waipū, the main town near the Proposed Designation, provides an urban contrast to the rural and natural character of the rest of the Proposed Designation. The town is established around the navigable limit of the Waipū River.

The northern limit of the Proposed Designation is located to the southwest of Waipū, positioned in a relatively confined rural landscape between SH1 and the northern end of the Mareretū range of bush-clad hills. This area is characterised by distinctive kahikatea / totara stands of indigenous forest and the tree-lined course of the Ahuroa River, which follows the toe of the Mareretū hills.

B4.2. Geology

Section 3.1 of the Assessment of Effects on Groundwater⁶⁴ provides an overview of the geological environment, with a summary provided below.

The southern end of the Proposed Designation at Pukekaroro is formed by the Dacite (Coromandel Group) layer of the Taurikura subgroup. Between Pukekaroro and the Brynderwyn Hills, the Proposed Designation sits over a large section of Northern Allochthon Group soils. The soils in this area are in extremely poor condition for construction stability.

With respect to the Brynderwyn Hills, the Proposed Designation sits in Waipapa Group Sandstone and Siltstone, which is considered to be suitable material for the Project. On the northern slopes, when heading south, the Proposed Designation crosses a section of Waitematā Group soil known as Raurangi formation of Bream Subgroup. The transition point between the Waipapa Group and the Waitematā Group is where the existing SH1 cuts across the Proposed Designation going east to west.

Once north of the Brynderwyn Hills, the Proposed Designation sits over a large alluvial plain. The plain consists of alluvial river deposited material.

B4.3. Hydrology

B4.3.1. Groundwater

The following is a summary of the groundwater environment derived from the Assessment of Effects on Groundwater.⁶⁵

Six hydrogeological units have been identified within the Proposed Designation across all four Earthworks Zones of the Project. These broadly coincide with the main geological units encountered in the area. The hydrogeological units are: Undifferentiated alluvium, Waipara Terrance greywacke and argillite, Ruarangi Formation, Pakiri Formation, Northland Allochthon and Dacite intrusions of the Taurikura Group.

To understand groundwater, a Hydrogeological Conceptual Model has been prepared to characterise the groundwater systems in the Proposed Designation, as presented in Section 3.10 of the Assessment of Effects on Groundwater. A brief overview of the groundwater systems is provided below, for each of the four proposed Earthworks Zones as described in Section C4.2.6 of this Report.

- **Earthwork Zone 1** - Groundwater is mostly shallow within the valley areas, with flow primarily through paleochannels of coarser sediment and gravels. Artesian conditions may be encountered near the surrounding hills where silt or clay layers overlie permeable layers recharged by rainfall at the hills.
- **Earthwork Zone 2** - Site-specific investigations and drilling for the Project have encountered groundwater from near the surface to moderate depths. Based on groundwater levels measured during drilling and subsequent groundwater level monitoring, a shallow and regional groundwater level occurs in this zone.
- **Earthwork Zone 3** - The upper reaches of some streams begin in the general area of the Proposed Designation, indicating potential groundwater discharge to surface water. Recharge in the surrounding

⁶⁴ Appendix D12 of Volume B.

⁶⁵ Appendix D12 of Volume B.

hills may create artesian conditions (pressured groundwater beneath confining layers) in some parts of the lower valleys within this catchment.

- **Earthworks Zone 4** - The groundwater level within the weathered dacite is likely to be relatively shallow and follow topography. Flow within the un-weathered dacite is likely fracture and structure controlled. Weathered dacite tuff exposures can be problematic for slope stability, as relict defects and incipient fractures may open up rapidly after exposure, leading to increased seepage and potential for erosion or slope movement.

As detailed in Section 3.5 of the Assessment of Effects on Groundwater, there are 29 active bores identified within 2 km of the Indicative Alignment, which largely sit within the Proposed Designation. A general summary of these bores follows:

- Listed bore depths are available for all sites, and range from shallow (11.6 m) to deep (114 m), with an average depth of 32 m.
- Yield information is listed for 21 bores and varies between 0.08 and 7.6 L/s, with an average yield of 1.2 L/s.
- For 15 active bores (excluding monitoring and exploration), information is listed indicating their purpose which includes: domestic and stock (permitted activity) for 11 bores; construction for one bore; and irrigation for three bores.

B4.3.2. Catchments

The following is a summary of the hydrology and drainage environment derived from the Assessment of Operational Stormwater and Flooding Effects.⁶⁶

The Proposed Designations cross four water catchments as detailed in Section B5.3.1 of this Report. Three major watercourses in these catchments, being the Ahuroa River, the Waihoihoi River and the Piroa Stream, play a significant role in the management of stormwater from the surrounding area. Figure 2 within the Assessment of Operational Stormwater and Flooding Effects shows the location of the principal watercourses surrounding the Project.

The topography of the Proposed Designations ranges from low-lying alluvial plains to steep, repetitive ridges and gullies, with areas of rolling hills typical of the Northland Allochthon. Existing stormwater and drainage infrastructure relative to the land use are in place. There are informal drainage systems, such as farm access culverts, irrigation channels, and open drains, as well as natural and constructed wetlands near the Indicative Alignment.

Additionally, the Proposed Designations intersect existing state highways (SH1 and SH12) and local roads, where legacy stormwater infrastructure, such as culverts and road drains, is present. These systems will not be reused, as new state highway intersections will render these redundant.

Existing overland flow paths are evident throughout the Proposed Designations and play a vital role in conveying surface runoff. These natural flow paths are being considered as potential outfall locations for the proposed stormwater network.

B5. Natural Environment

B5.1. Terrestrial

The following terrestrial ecological environment description is derived from the Assessment of Effects on Terrestrial Ecology.⁶⁷

⁶⁶ Appendix D11 of Volume B.

⁶⁷ Appendix D6 of Volume B.

B5.1.1. Terrestrial Vegetation and Habitats

Generally, the landscape within the Proposed Designations comprises high-producing exotic grassland across the low-rolling hill country and lowland plains, interspersed with scattered, modified indigenous forest remnants. Within the Brynderwyn Hills, vegetation is largely characterised by continuous exotic pine forest and indigenous forest.

A total of 35 different vegetation types have been identified within the Proposed Designation, which are detailed in Table 7 of the Assessment of Effects on Terrestrial Ecology. Of those vegetation types identified, 11 are classified as *At Risk* or *Threatened* plant species (as set out in Table 8 of the Assessment of Effects on Terrestrial Ecology).

B5.1.2. Lizards

There are eight native lizard species confirmed within 15 km of the Proposed Designation, as detailed in Table 9 of the Assessment of Effects on Terrestrial Ecology. Lizard surveys and habitat assessments were undertaken by herpetologists and experienced ecologists between October 2025 and December 2025⁶⁸. A total of 16 copper skinks (At Risk – Declining) were identified across a range of habitat types. In addition to copper skinks, anecdotal observations of gecko species (likely Pacific and/or elegant geckos) were reported in recent years by landowners. The related properties contain high-value, high-quality habitat for arboreal gecko species and as such, these observations are considered reliable.

The lizard habitats within the Proposed Designation include pasture grass, exotic-dominated vegetation, native dominated vegetation, structures, wetlands and streams.

B5.1.3. Frogs

The only native frog species identified within the Proposed Designation is the Hochstetter's Frog. Non-native Green and Golden Bell frogs were also identified. The field assessment determined that the highest quality habitat for Hochstetter's frog is located within the Brynderwyn Hills ONL area⁶⁹. There was little to no suitable habitat to the north of the Brynderwyn Hills. To the south of the hills, the only suitable habitat present is within streams within remnant indigenous riparian vegetation, as well as within the Queen Elizabeth II National Trust covenanted land and Pukekaroro hills that contain high-quality indigenous riparian vegetation segments. Other frog habitats within the Proposed Designation include the Ahuroa and Waihoihoi Rivers and their associated tributaries.

A total of 318 Hochstetter's frogs were recorded over 55 frog survey transects, undertaken over 48 hours of double observer survey time, as detailed in Table 12 within the Assessment of Effects on Terrestrial Ecology.

B5.1.4. Bats

Long-tailed bats have been confirmed present within the Proposed Designation based on field observation⁷⁰. A total of 122 long-tailed bat passes has been recorded during survey work (as detailed in Section 3.4.2 of the Assessment of Effects on Terrestrial Ecology), with the activity pattern indicating that the area is primarily being used for foraging and commuting.

Indigenous trees throughout the Proposed Designation such as tōtara, kānuka, rimu, pūriri, kahikatea, rewarewa, pukatea, and matai have the potential to offer suitable roosting habitat for long-tailed bats, particularly when matured due to the development of cavities, flaking bark and deadwood. Several exotic species, including crack willow, macrocarpa, pine, and eucalyptus, may also provide suitable roosting

⁶⁸ Section 2.3.2 of the Assessment of Effects on Terrestrial Ecology sets out the methodology and approach to identify lizards within the Proposed Designation.

⁶⁹ Section 2.3.3 of the Assessment of Effects on Terrestrial Ecology sets out the methodology and approach applied to identify frog species within the Proposed Designation.

⁷⁰ Section 2.3.4 of the Assessment of Effects on Terrestrial Ecology sets out the methodology and approach applied to identify bats within the Proposed Designation.

habitat for bats. Numerous trees with epiphytes of sufficient density to support roosting bats were also observed.

Important foraging habitat throughout the Proposed Designation includes all wetlands (predominantly in Earthworks Zones 1 and 3) and streams, and their associated riparian corridors, identified in the Assessment of Effects on Freshwater Ecology.⁷¹ Long-tailed bats often forage over or near water and therefore these habitats are particularly valuable due to the abundance of invertebrate prey that they may provide.

Details of bat habitat assessments in each Earthworks Zone are provided within the Assessment of Effects on Terrestrial Ecology.

B5.1.5. Invertebrates

Within the Proposed Designation, empty kauri snail and *Amborhytida dunniae* shells have been recorded during field survey work.⁷² Kauri snails are listed as a protected species within Schedule 7 of the Wildlife Act 1953. Kauri snails and *Amborhytida dunniae* shells were further recorded in native and exotic forest, treeland and scrub from the plantation forest south of the Brynderwyn Hills. Only one *Amborhytida dunniae* shell was recorded north of the Brynderwyn Hills.

Other notable invertebrates recorded during the surveys included glowworms (*Arachnocampa luminosa*) and peripatus. Glowworms were recorded during spotlighting and frog surveys at a number of forested streams within the Proposed Designation, including within indigenous and exotic plantation forests in the Brynderwyn Hills and indigenous remnants on farmland south of the Brynderwyns. Five peripatus (likely *P. sympatrica* but not confirmed) were observed in which two were located within two separate areas of kānuka forest north and south of the Brynderwyns, and three within indigenous and exotic plantation forest of the Brynderwyns.

B5.2. Avifauna

The following avifauna ecological environment description is derived from the Assessment of Effects on Avifauna Ecology.⁷³

A total of 87 species have been identified within the Proposed Designation and a 5 km buffer, of which 41 were in the Proposed Designation (outside of the construction footprint), and 25 within the Indicative Alignment⁷⁴. Appendix B of the Assessment of Effects on Avifauna Ecology sets out the species and their primary and secondary habitats.

Of the 25 species recorded within the Indicative Alignment, the majority were either native *Not Threatened* or *Introduced* species; including no *Threatened* and two *At Risk* species.

Of the 87 species recorded within the 5 km buffer area, 18 are classified as *At Risk* and 11 as *Threatened*.

Table 6 within the Assessment of Effects on Avifauna Ecology sets out details of these species as well as species within a 5 km buffer zone around the Proposed Designation.

A distinct range of avifauna habitat types can be found within the Proposed Designation, which include farmland / open pasture, native forests and scrub / shrublands, freshwater / wetlands, exotic forests / shelterbelts and ornamental plantings. The different habitat types support different bird species across the Proposed Designation. Native forests and scrub / shrublands support the highest number of native species.

⁷¹ Appendix D7 of Volume B.

⁷² Section 2.3.5 of the Assessment of Effects on Terrestrial Ecology sets out the methodology and approach applied to identifying invertebrates.

⁷³ Appendix D8 of Volume B.

⁷⁴ Section 2 of the Assessment of Effects on Avifauna Ecology sets out the methodology applied to identified species.

B5.3. Freshwater

The following description of the freshwater ecological environment is derived from the Assessment of Effects on Freshwater Ecology⁷⁵.

Four water catchments cross the Proposed Designations, from south to north, being:

- the **Pukekaroro catchment**, that discharges south to the Kaiwaka River at Kaiwaka;
- the **Wairau catchment**, which discharges from east to west to the Otamatea River;
- the **Ahuroa catchment**, including the Piroa River and numerous tributaries from the Brynderwyn forested hills which discharges north to the Waipū River; and
- the **Waihoihoi catchment**, including the Waihoihoi River and several tributaries, which also discharges north to the Waipū River.

These catchments contain streams and wetlands directly affected by the Project's structures and earthworks.

B5.3.1. Streams

There are perennial and intermittent streams in the four catchments within the Proposed Designation, of which the extent of each stream is provided in Table 5 of the Assessment of Effects on Freshwater Ecology. Most of the Indicative Alignment intersects with the upper reaches of small headwater tributaries that are typically around 1 m in width. Lower catchment larger streams, which are those with a wetted width of over 2 m, include the Waihoihoi main stem, the Mayflower Wairau tributary and the Piroa Stream main stem.

A description of each catchment, and the streams within it, is summarised below:

Pukekaroro catchment

The Pukekaroro catchment comprises a network of predominantly headwater perennial and intermittent streams draining south to the Kaiwaka River, within a largely pastoral landscape with limited areas of forest cover. Existing water quality is generally poor, reflecting diffuse agricultural runoff and localised sediment inputs.

The Proposed Designation intersects with one tributary, the Pukekaroro tributary, in the catchment. This tributary contains initially steep cascaded headwaters cut into hard substrates, softening downstream and forming a typical 1 m wide channel with well-defined banks. Due to its location being high above sea level and away from any coastal river, migratory fish access is difficult. Based on these factors, as well as the lack of water flow during summer, it was considered that there is no stable fish habitat within the tributary.

Wairau catchment

The Wairau River catchment drains westward to the Otamatea River and includes a mix of pastoral lowlands and some forested headwaters. Regional and project-specific assessments indicate generally poor water quality, driven by nutrient enrichment, sedimentation, and limited riparian shading.

The catchment contains four larger tributaries and a number of smaller intermittent systems on the Mayflower and Puriori Downs properties. These systems are closer to the coast and less naturally difficult for fish passage, however, these streams have many more human induced challenges such as culverts and water quality issues. In these locations, long fin and short fin eel and banded kōkopu are certain to be present, and common bully, Crans bully and red fin bully may also be present.

Ahuroa catchment

The Ahuroa catchment, including the Piroa River and numerous tributaries draining north from the Brynderwyn Hills, exhibits the greatest internal variability in freshwater condition due to its mix of native forest, plantation forestry, and pastoral land uses. Water quality is generally poor in the lower and pastoral reaches but improves in forested headwaters where native vegetation remains.

⁷⁵ Appendix D7 of Volume B.

In steep and elevated stream tributaries that are high in the catchment, only long and short fin eel, banded kōkopu, and less often, red fin bully, are likely to be present. Natural barriers, such as the Piroa Falls, naturally restrict many species from being present in the streams. In general, fish abundance is likely to be restricted in the tributaries due to the shallow depth of water, limited cover providing few habitat opportunities, the distance inland and the barriers to fish passage (such as retaining wall, culverts and piping) despite the native forest cover in some areas.

Waihoihoi catchment

The Waihoihoi catchment drains north to the Waipū River and includes a combination of forested headwaters, plantation forestry, and intensively farmed lowlands, with streams that are generally larger and more continuous than those in neighbouring catchments. Water quality is consistently poor in the pastoral and lower reaches, with historic monitoring indicating frequent exceedance of nutrient, bacteria, and dissolved oxygen guidelines, while upstream forested areas show relatively better but still modified conditions.

The Waihoihoi tributaries currently have some fish passage challenges such as considerable sediment and minimal water, and therefore, only long fin and short fin eels, and banded kōkopu are likely to be present.

More detail on the condition of streams in each catchment, including the water quality, fish species and macroinvertebrates found, is provided in the Assessment of Effects on Freshwater Ecology.

Overall, ecological values of streams within the Proposed Designation are low-moderate due to the poor condition, high levels of historic modification and general lack of representative assemblages and rare species and habitats. Only the Waihoihoi main stem in the Waihoihoi catchment had a diversity of fish species of conservation concern found, and therefore, is considered to be habitat of threatened fish taxa.

B5.3.2. Wetland environments

The Project area and its surrounding landscape contain three broad types of wetlands: large indigenous natural inland wetlands, smaller natural inland wetlands, and pastoral landscape wetlands.

Desktop and field investigations identified a total of 25 natural inland wetlands within the Proposed Designation. These 25 wetlands meet the definition of 'natural inland wetland' under the NPS-FM, and the definitions of 'wetland', 'natural wetland' and 'natural inland wetland' under the RPN. However, the majority (22 out of 25) of natural inland wetlands are predominantly pastoral (exotic) wet features, with a small suite of common exotic wetland species not recognised as pasture, and a few native wetland species. There were no *Threatened* or *At Risk* wetland taxa found in these wetlands.

The remaining three natural inland wetlands are described as follows:

- **Wetlands 8 and 24** are simple and highly modified, however, retain raupō wetland communities along with some other indigenous species as well as wetland exotic species.
- **Wetland 16** has some parts (centrally) with species assemblages that better represent a natural state of wetland. The lower and upper sections of Wetland 16 however, are highly modified and dominated by exotic grass.

Wetlands 8, 24 and the central part of Wetland 16 are of high value due to the currently low presence of indigenous natural inland wetlands in the Waipū / Otamatea Ecological Districts. These three wetlands meet the definition of 'significant wetland' under the RPN.

More details on the condition and values of the 25 natural inland wetlands identified within the Proposed Designation are provided in Table 4 of the Assessment of Effects on Freshwater Ecology.

PART C – The Project

C1. Overview

The following section provides the reasoning for the Project, the Project's objectives and a description of the Project including its location, and the activities it involves⁷⁶ for the purposes of providing sufficient detail to assess the actual and potential effects on the environment and where appropriate, to identify measures to avoid, remedy, or mitigate any adverse effects. The description should be read in conjunction with the Drawing Package in **Appendix D** of this Volume.⁷⁷

C2. Need for the Project

The Project is a critical component of the larger Northland Corridor transportation plan, which encompasses SH1 from Auckland to Whangārei.

The Brynderwyn Hills section of the existing SH1 corridor between Auckland and Whangārei (i.e. the Proposed Designation) poses a high resilience risk experiencing regular short and long-term closures due to ongoing weather events. The Project will address those long-standing and worsening safety, resilience, and reliability issues. The adverse impacts and consequences of those risks were highlighted in 2023 when the existing SH1 through the Brynderwyn Hills was closed for a total of 73 days following the extensive damage caused by Cyclone Gabrielle and other major weather events. The Project will replace the existing SH1 corridor with a high quality, resilient, safe and efficient corridor.

Every year, the stretch of SH1 between Te Hana to Whangārei experiences an average of 17 death and serious injury crashes, including an average of 4 fatalities. This has resulted in 26 people dying on this stretch of SH1 since 2019. The Project will on average reduce death and serious injury crashes by 1 per year, and the eventual overall upgrade of SH1 from Te Hana to Whangārei (of which the Project is a key part) will on average reduce death and serious injury crashes by 10 per year.⁷⁸

Northland's economic performance is low when compared with other regions. The reliability of the Brynderwyn Hills section of the existing SH1 corridor is a key factor in this underperformance. It is estimated that the economic losses associated with closures of the Brynderwyn Hills section of SH1 are in the order of \$1 million dollars per day.⁷⁹

As outlined in Section A8.3 of this Report (Strategic Overview), the Project has been developed in accordance with relevant national and regional transportation policies such as the GPS 2024, NLTP, NRLTP and NTAMP. All note the importance of the Project for improving transportation safety, improving resilience of the corridor, reducing travel times, boosting freight capacity and improving the economic productivity of Northland.

C3. Project Objectives

NZTA's overarching objective for the Northland Corridor is:

To deliver an efficient and reliable connection between Whangārei and Auckland that provides safe access for people and businesses and supports economic growth.

The sub-objectives (or co-benefits) are:

⁷⁶ In accordance with sections 13(4)(a), (b), (d) and (e) and Schedule 5, clauses 5(1)(a), (b) and (e) FTAA.

⁷⁷ Note that these drawings are preliminary and indicative.

⁷⁸ Investment Business Case, July 2025, NZTA.

⁷⁹ "The 58 days of closure earlier last year cost \$62 million in additional transport costs" from the 'Economic Impacts of the State Highway 1 Brynderwyn Hills Closure' report, dated September 2023, M.E Research – commissioned by Northland Inc.

- **Resilience:** A state highway corridor that provides reliable and resilient access for people and businesses of the region.
- **Safety:** A state highway corridor that provides safe access.
- **Enabling Economic Growth:** An efficient state highway corridor that enables regional growth and access to key markets.

The NoR objectives for the Project (Brynderwyn Hills section) are as follows:

1. *Improve the safety and resilience of the state highway network between Pukekaroro and Waipū.*
2. *Improve travel time reliability and transport efficiency of the state highway network between Pukekaroro and Waipū.*
3. *Support the inter and intra-regional movement of people and freight by providing local connections off State Highway 1 between Pukekaroro and Waipū.*
4. *Support national and regional economic growth and productivity.*

The Project Objectives are particularly relevant for the NORs, as an assessment is required to consider whether the work and designation is reasonably necessary to achieve the Project Objectives under clauses 24(1)(a)(ii) and 12(1)(g) schedule 5 of the FTAA (referring to section 171(1)(c) of the RMA).

The Project works and the Proposed Designation are considered necessary to achieve these overarching objectives for the Project for the reasons outlined in the ‘Need for the Project’ section above. These reasons include; securing the route for this critical Brynderwyn Hills section of the transportation corridor between Auckland and Whangārei, improving the resilience and safety of the Brynderwyn Hills section of SH1 and the overall and specific economic benefits that reducing closures of the Brynderwyn Hills section of SH1 will provide for Northland.⁸⁰

C4. Project Description

The following section provides a description of the Project, its location, and the activities it involves⁸¹ for the purposes of providing sufficient detail to assess the actual and potential effects on the environment and where appropriate, to identify measures to avoid, remedy, or mitigate any adverse effects. The description should be read in conjunction with the Drawing Package in **Appendix D** of this Volume.⁸²

C4.1. Indicative Alignment Overview

An indicative road design and alignment (“the Indicative Alignment”) for the Project has been designed to inform the delineation of the Proposed Designation and for purposes of assessing environmental effects. The Indicative Alignment is preliminary and represents a design that *could* be constructed within the Proposed Designation.

The Indicative Alignment indicates what the Detailed Design of the Project may look like. However, the final alignment will be developed and confirmed through a future Detailed Design stage. The Indicative Alignment is shown within the Drawing Package included in **Appendix D** of this Volume.

While modifications to the Indicative Alignment are likely, all works will be limited to the footprint of the Proposed Designation and subject to the imposition of appropriate conditions proposed as part of this Application.⁸³ NZTA’s proposed suite of conditions establish outcome-based criteria that will ensure the effects of the Project on the environment (assessed in Volume B of this Application) will be appropriately managed, regardless of the final design and construction methodology adopted for the Project.

Key features of the Project, as provided for in the Indicative Alignment (to inform assessments) include:

⁸⁰ Refer to Section C2 of this Volume.

⁸¹ In accordance with section 13(4) FTAA.

⁸² Note that these drawings are preliminary and indicative.

⁸³ Appendix E of Volume B.

- A 17 km four-lane state highway extending north from the SH1 / Baldrock Road intersection at Pukekaroro in the south, traversing the Brynderwyn Hills (to the west of the existing SH1) and terminating immediately west of Waipū in the north.
- Interim connections to SH1 at the northern and southern ends of the Project, with the functionality of the existing SH1 alignment between these tie-ins maintained to allow for local road and property connections.
- Construction of four bridges along the Indicative Alignment (detailed in Section C4.2.5 of this Report).
- Significant earthworks cuts and fills, including associated dewatering as required, ground improvements and slope stability treatments to achieve the desired design outcomes.
- Temporary establishment of haulage roads, site accesses and spoil sites within the Proposed Designation for the construction works on site.
- Multiple stormwater treatment, attenuation devices, constructed wetlands and roadside swales to treat stormwater runoff, together with land to be used for stream realignment and wetland restoration to offset and compensate for features impacted by the state highway.
- Construction of new culverts to convey water and reduce upstream flooding under the new state highway during operational stage. Temporary culverts may be required to establish haulage roads for construction works.
- Diversion and realignment of existing streams.
- Landscape planting and wetland planting.
- Environmental mitigation measures to address noise, landscape, visual and ecological matters, including landscape planting (replacement, revegetation, riparian), wetland replacement and restoration, and use of a low noise road surface (LN3) in some locations.

The extent of the Indicative Alignment is shown on the Indicative General Arrangement Plan Drawings 10722-PTA-2B0-RD-DRG-0201 to 0205, and Indicative Plan and Long Section Drawings 10722-PTA-2B0-RD-DRG-0301 to 0305 in **Appendix D** of this Volume.

C4.2. Design Principles and Parameters

C4.2.1. Main carriageway characteristics

The mainline carriageway of the Indicative Alignment will be an 80-110 km/h posted state highway with the following characteristics, as shown in the cross-section in Figure 2 below:

- Two 3.5 m wide lanes in each direction
- Median and verge wire rope safety barriers
- 1.5 m sealed shoulders
- 3.0 m total offset to verge barriers
- 3.0 m total median width

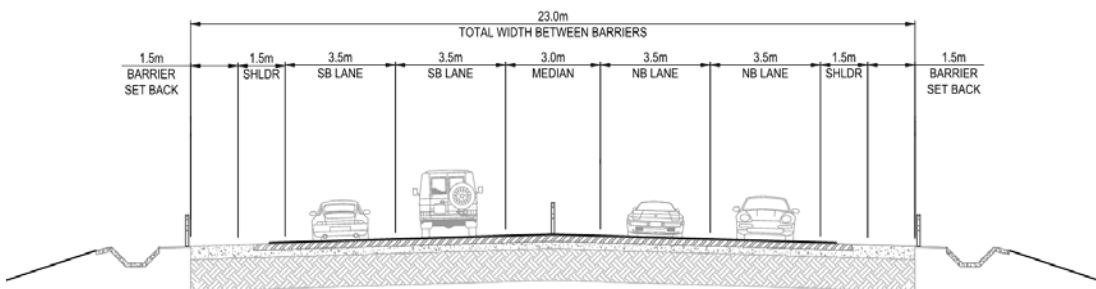


Figure 2: Typical Mainline Carriageway Cross Section

Due to the high design speed and the greenfield nature of the Proposed Designation, the geometry of the Indicative Alignment consists of large sweeping horizontal and vertical curves to allow for suitable sight distance and drivability at high speeds. This improves road safety whilst increasing traffic throughout and reducing travel times, compared to the existing SH1 alignment. The Proposed Designation Plans are shown on Drawings 10722-PTA-2B0-PE-DRG-0100 to 0112 in **Appendix D** of this Volume.

C4.2.2. SH1, local and private access

The existing SH1 will be maintained for local access and will provide an alternate route, once the Project is operational. Connections to the existing SH1 will be provided via all interchanges.

The Project requires works on a number of local roads along its length, as shown within the Drawings Package and detailed in the following section of this Report, to maintain local access. More detail is also provided in the Assessment of Transport Effects.⁸⁴

Access to private properties will be maintained through local roads where necessary. The design approach for private property access is as follows:

- Access is required from local roads to all properties; and
- Where access to existing dwellings or land use activities (e.g. operating farm) is severed and the activity remains viable within the residual land holding, then new accesses will provide sufficient clearances for vehicles appropriate for the land use.

C4.2.3. Interchanges, Tie-ins and Local Road Connections

The proposed interchanges, tie-ins and local road connections along the Indicative Alignment are detailed in the following sub-sections. The location of each is shown on Figure 3 below.

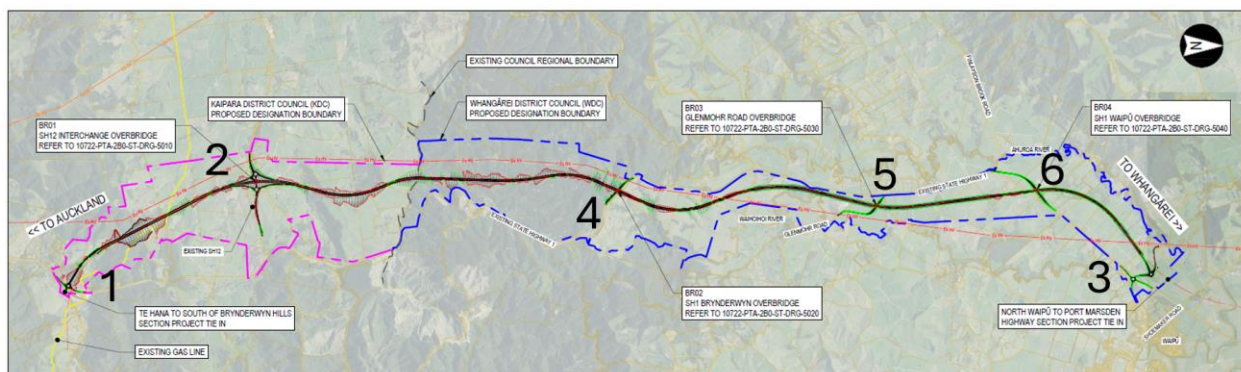


Figure 3 Location plan of the proposed SH12 interchange, tie-ins and local road connections along the Indicative Alignment of the Project, with reference numbers to the following sub-sections

Baldrock Road / existing SH1 Tie-in

The general location of the Baldrock Road / existing SH1 tie-in along the Indicative Alignment is shown at Reference 1 in Figure 3 above. The southern end of the Indicative Alignment ties into the Baldrock Road / existing SH1 via a roundabout which connects to the four-lane mainline to the north, as shown on Figure 4 below. This connection will remain in use until the ‘Te Hana to south of the Brynderwyn Hills’ section of the Northland Corridor is constructed. Once that section is complete, the mainline will continue southeast, following a route along the northern side of the Pukekaroro Scenic Reserve.

⁸⁴ Appendix D1 of Volume B.

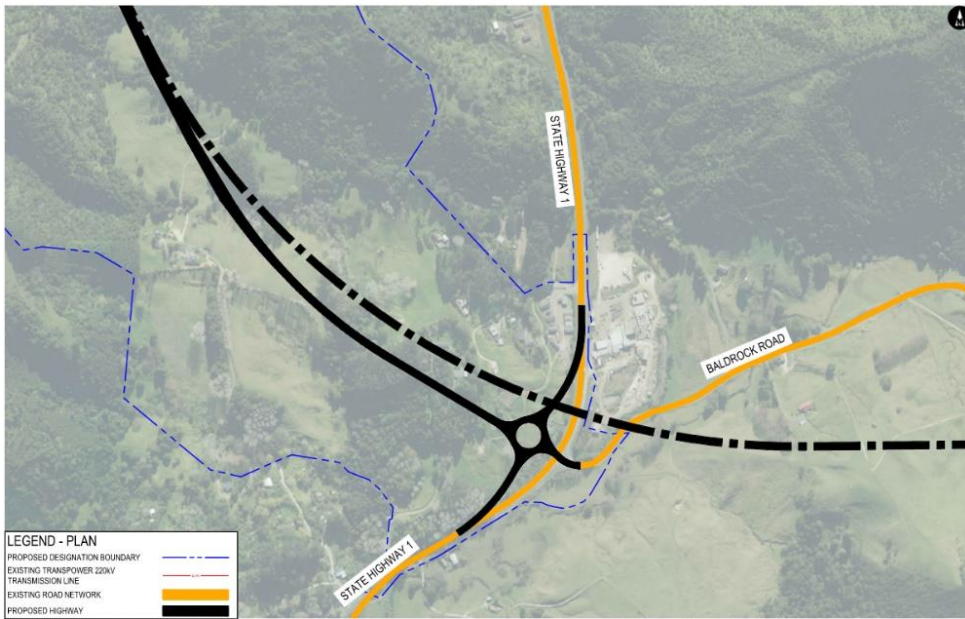


Figure 4: Baldrock Road / existing SH1 Tie-in

SH12 interchange

The general location of the SH12 Interchange Overbridge along the Indicative Alignment is shown at Reference 2 in Figure 3 above. The diamond dog-bone interchange will be provided in the vicinity of SH12, as shown in Figure 5 below. The interchange is located on the northern side of the existing SH12 to avoid nearby geologically unstable areas.

Detail of the overbridge structure is discussed in the following Section C4.2.5 of this Report.

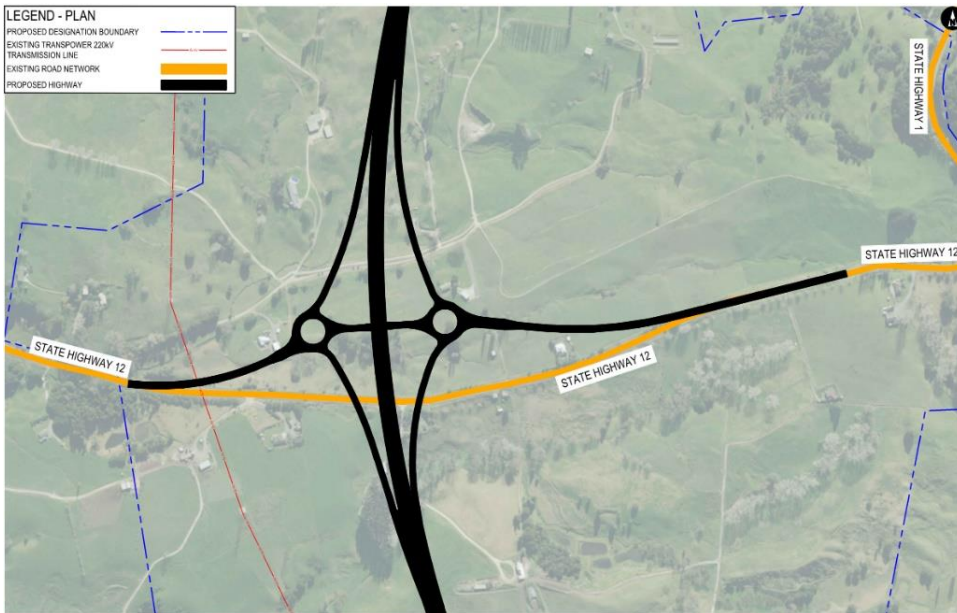


Figure 5: SH12 interchange

Waipū Tie-in to existing SH1

The general location of the Waipū interim tie-in is shown at Reference 3 in Figure 3 above. The interim tie-in is proposed between the Ahuroa River and Waipū, as shown in Figure 6 below. This will provide access from the new state highway to Millbrook Road via a roundabout termination at the end of the mainline. Similarly, the roundabout will connect to a roundabout on the eastern side that connects with the existing SH1 (north and south) and The Braigh. As part of these improvements, the existing T-intersections on the

current SH1 at Millbrook Road will be removed, with the existing connection to the current SH1 maintained via the interim roundabout tie-in.

The design of the interim tie-in connection at Waipū allows for a potential interchange to be constructed as part of the North Waipū to Port Marsden Highway section following completion of the Alternative to Brynderwyn section.

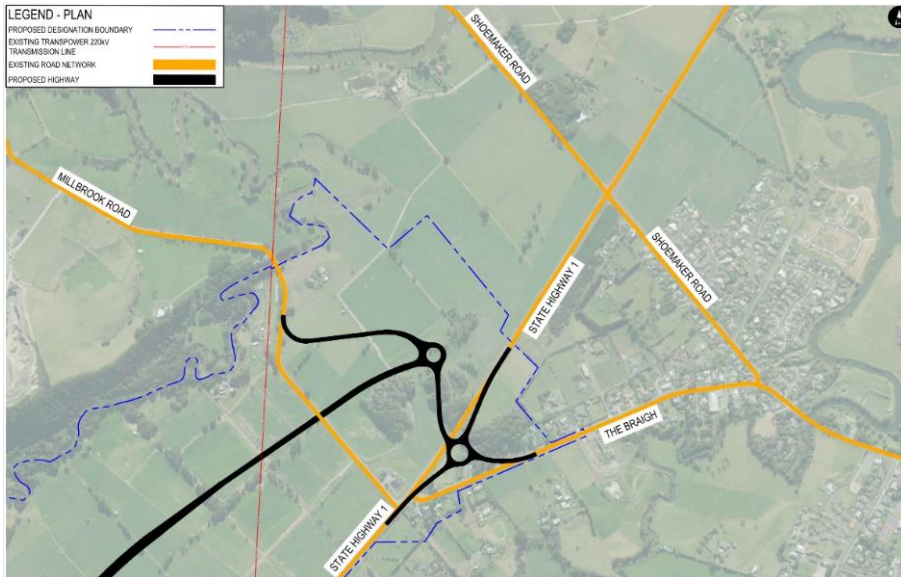


Figure 6: Waipū interim tie-in to the existing SH1

C4.2.4. State highway and local road crossings

On the northern side of the Brynderwyn Hills, at approximately CH 17,700, the mainline crosses under the existing SH1 to maintain the functionality of the existing SH1 alignment for local road purposes. The SH1 bridge over the mainline will be constructed offline from the existing SH1 alignment to allow for temporary, uninterrupted traffic movement along the existing SH1 alignment during the construction of the bridge. The location of this SH1 Brynderwyn Overbridge is shown at Reference 4 in Figure 3 above.

Glenmohr Rd will be realigned to go over the mainline to maintain the connection to the existing SH1 alignment, at approximately CH 13,800. The realignment of Glenmohr Road is required to provide sufficient space between the existing Transpower line and SH1, to have suitable vertical grades to traverse over the mainline. The location of this Glenmohr Rd Overbridge is shown at Reference 5 in Figure 3 above.

SH1 near Finlayson Brook Rd, at approximately CH 11,500, will be realigned to go over the mainline to maintain the functionality of the existing SH1 alignment. To allow for temporary traffic connection along SH1 during the construction of the bridge, the state highway will be realigned to the north side of its existing alignment with a minor adjustment to the Finlayson Brook Road and SH1 intersection. The realignment of the state highway will be built first, traffic moved to the new road, then the mainline will be built underneath. The location of the SH1 Waipū Overbridge is shown at Reference 6 in Figure 3 above.

Detail of these overbridge structures (SH1 Brynderwyn Overbridge, Glenmohr Rd Overbridge and SH1 Waipū Overbridge) is provided in the following Section C4.2.5 of this Report.

Brynderwyn Road will have its northeastern extent curtailed by the construction of the SH12 interchange. The intersection between SH12 and Brynderwyn Road will be maintained to the west of the SH12 interchange.

Artillery Road will not have its access affected as the Indicative Alignment sits on the left-hand side of SH1.

Waipu Gorge Road, Shultz Road and Brooks Road will not be affected by the Indicative Alignment.

C4.2.5. Structures

The Indicative Alignment includes four new bridges as follows:

- One interchange bridge at SH12; and
- Two grade-separations for the realigned SH1, as the alignment exits the Brynderwyn Hills to the north and as it crosses SH1 in Waipū just north of Finlayson Road; and
- One local road grade separation for Glenmohr Road.

The location of the above structures along the Indicative Alignment are shown on Figure 7 below and on the Structures Location Plan Drawing 10722-PTA-2B0-ST-DRG-5000 in **Appendix D** of this Volume.

Three of the bridges are proposed as single span structures, supported on shallow foundations with Mechanically Stabilised Earth abutments. This type of bridge is cost effective and resilient to soil movements during an earthquake. The SH1 Brynderwyn Overbridge is proposed as a three-span steel composite bridge with bored reinforced concrete piles. This bridge is proposed to be constructed in an Establishment Works phase (refer to the indicative sequencing of the Project shown in Figure 9 below) to enable suitable cut material from the Brynderwyn Hills to be hauled north early in the construction programme.

The width of each bridge reflects the road type / classification it is carrying. Bridge details are summarised in Figure 7 below. The indicative structure details of each bridge are shown on the Structures Drawings 10722-PTA-2B0-ST-DRG-5010 to 5100 in **Appendix D** of this Volume.

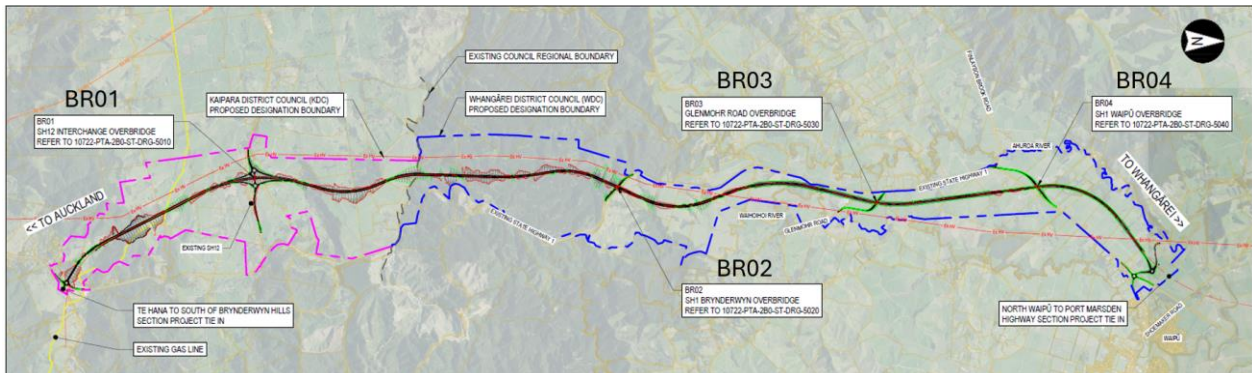


Figure 7: Structures location plan along the Indicative Alignment of the Project, with reference numbers to Table 2 for the key components of each structure

Table 2: Summary of proposed structures (from south to north) along the Indicative Alignment, with reference number to Figure 7 for the location of each structure and the Drawing Package in Appendix D of this Volume

Ref. No.	Bridge Name	Spanning Over	Approx. Ch.	Length (m)	Road Type	Width (m)	Bridge Type	Drawing Ref. in Appendix D
BR01	SH12 Interchange Overbridge	Mainline	23000	33.0	Interchange	10.76	Concrete Single Span	10722-PTA-2B0-ST-DRG-5010 and 5100
BR02	SH1 Brynderwyn Overbridge	Mainline	17700	120.0	Local Road (SH1)	16.76	Steel Composite Multi-Span	10722-PTA-2B0-ST-DRG-5020 and 5100
BR03	Glenmohr Road Overbridge	Mainline	13800	37.5	Local Road	9.76	Concrete Single Span	10722-PTA-2B0-ST-DRG-5030 and 5100
BR04	SH1 Waipū Overbridge	Mainline	11500	37.5	Local Road (SH1)	10.76	Concrete Single Span	10722-PTA-2B0-ST-DRG-5040 and 5100

C4.2.6. Geotechnical Considerations

Geotechnical design for the Project has been informed by terrain complexity, geological variability, and the need to achieve a balanced earthworks strategy. The location and geometry of cut slopes and fill embankments have been driven by the earthworks design, which aims to minimise haul distances, reduce surplus spoil and optimise material re-use across the corridor.

Geotechnical/Earthworks Zoning and Geological Domains

The Project has been divided into four Earthworks Zones; each associated with distinct geological domains and terrain characteristics as described in Table 3 and shown in Figure 8 below:

Table 3: Project Summary of Geological and Geotechnical Considerations in Earthworks Zones

Earthworks Zone	Extent	Dominant Geological Domains	Key Geotechnical Considerations
Zone 1 – Northern Lowlands	Waipū Flats and floodplain areas	Quaternary Alluvium	Soft, compressible soils; settlement risk; ground improvement likely; extensive fill embankments required.
Zone 2 – Brynderwyn Hills	Steep terrain through Brynderwyn Hills	Waipapa Terrane, minor Waitemata Group	Deep cuts in competent rock; slope stability; rockfall risk; excavation feasibility.
Zone 3 – SH12 to Brynderwyn Hills	Rolling terrain between SH12 and Piroa Stream	Northland Allochthon, Waitemata Group	Widespread landslides; hummocky terrain; alignment optimisation to avoid instability; slope and groundwater management.
Zone 4 – Pukekaroro to SH12	South of SH12 to Baldrock Road	Northland Allochthon, Taurikura Dacite	Similar to Zone 3; slope instability; perched groundwater; spoil management; no material transfer across SH12.

Earthworks

Earthworks design has been a key driver of geotechnical outcomes across the Indicative Alignment and Proposed Designation. Considerations include:

- **Reusability of materials:** Cut material will be assessed for its suitability as engineered fill, with geotechnical input required to confirm compaction characteristics, moisture sensitivity, and long-term performance.
- **Excavatability:** Ground conditions will influence the method and cost of excavation. Competent rock may require blasting or ripping, while softer soils may be excavated conventionally. Excavation feasibility will also affect slope geometry and construction staging.
- **Balance and haulage:** Achieving a cut-fill balance is critical to reducing haul distances and managing surplus spoil, this will influence the Indicative Alignment positioning.

Earthworks methodology that will be developed for the Project will include, but not limited to, the following:

- Excavation and filling operations.
- Undercutting in soft ground areas.
- Extension or upgrading of haul routes established during Establishment Works to support bulk earthworks operations at Main Works phase.
- Construction of sediment ponds and drainage features, which include permanent and temporary culverts that may be required.
- Management of slope failures and unstable ground.
- Spoil handling and placement.

Spoil sites will be identified to manage surplus material, with erosion and sediment controls (ESC) implemented to mitigate environmental effects. Spoil sites required for the construction of the Project will be provided at the Detailed Design stage, prior to the commencement of Establishment Works phase on site.

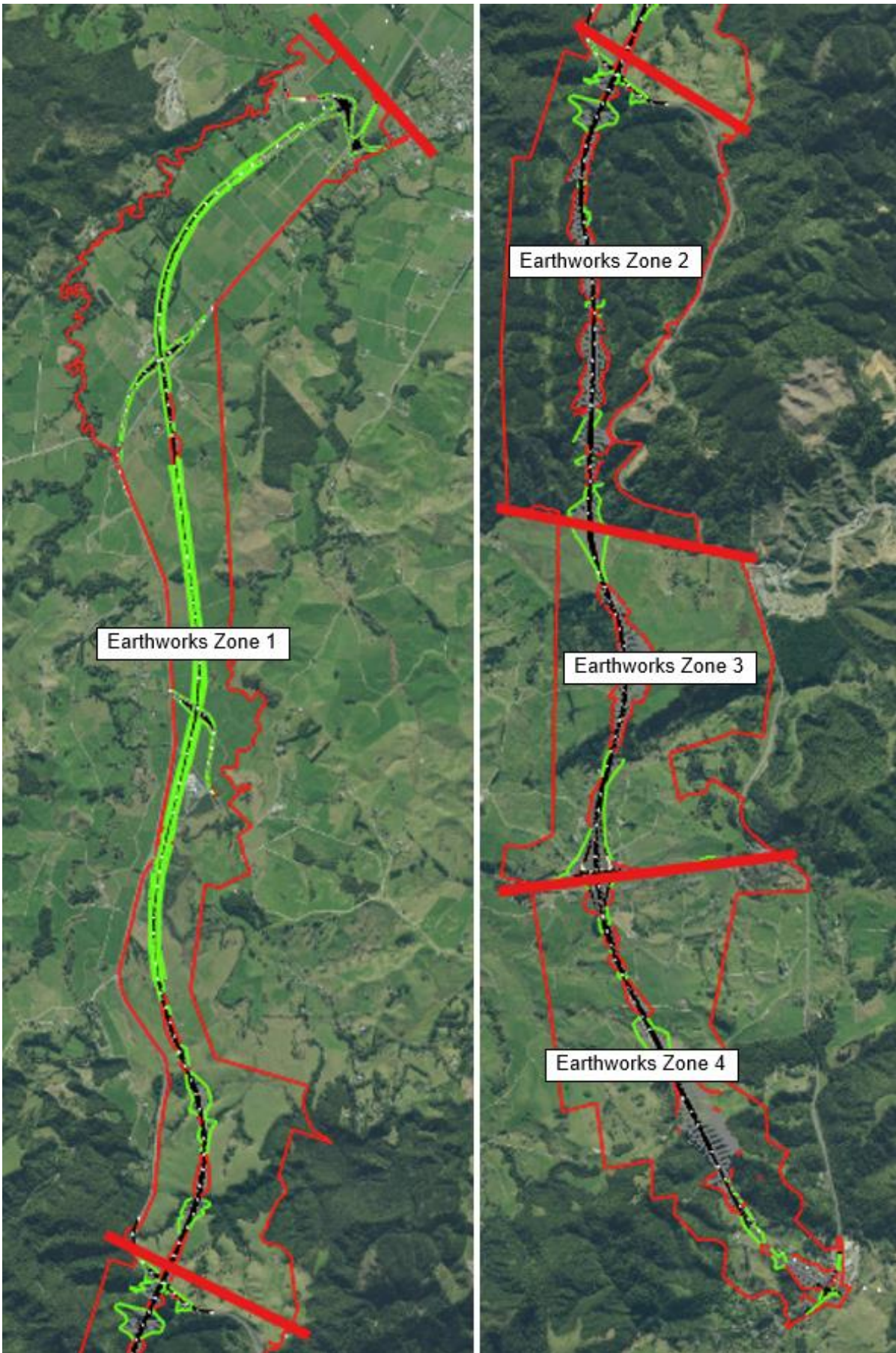


Figure 8: Extent of the four Earthworks Zones across the Proposed Designation boundary

Cut Slope Considerations

Cut slopes are expected to require stabilisation measures to manage both short-term and long-term risks. These may include slope flattening, retaining structures, erosion protection, and surface treatments. Cut slopes will be formed using observation-based design to confirm stability and adjust treatments as ground conditions are exposed. In areas with known or potential landslide risk, remediation measures will include slope regrading, buttressing, and subsurface drainage.

The proposed indicative cut slopes for the Project are shown on Drawings 10722-PTA-2B0-GO-DRG-0071 and 0072 in **Appendix D** of this Volume.

Groundwater management will be a critical consideration, particularly in domains such as the Northern Allochthon and Taurikura Dacite, where perched water tables and seepage can exacerbate instability. Drainage measures, such as subsoil drains and toe relief systems, may be required to maintain slope integrity and reduce pore pressure build-up.

Large cuts (refer to Drawings 10722-PTA-2B0-RD-DRG-0301 to 0305 in **Appendix D** of this Volume) which intersect groundwater will require permanent road drainage. These cuts are likely to have an effect on groundwater and other surface water features that are connected to the groundwater. Groundwater information from the ongoing groundwater monitoring and, where unavailable at this stage, groundwater levels obtained during drilling, will be used to define dewatering depths. In addition, groundwater seepage in fill areas require consideration for design purposes in terms of likely permanent seepage into fill material. Cuts extending below groundwater level are indicated in Table 4. The main cut section (1,100 m long and up to 75 m deep) in Earthworks Zone 2 is within the Waipapa Terrane greywacke and argillite.

Table 4: Details of proposed cuts that extend below the groundwater level

Earthworks Zone	CH		Maximum cut depth (m)	Maximum depth below groundwater level (m)
	From (m)	To (m)		
1	No significant cuts below groundwater level			
2	16,800	17,100	13	6.5
	17,400	17,650	10	4.7
	18,550	19,900	60	34
	20,100	20,400	17	15
3	21,100	22,200	32	27
4	24,350	25,200	70	35

A long section of the current ground levels, the Indicative Alignment surface and recorded groundwater levels are included in the Assessment of Effects on Groundwater.⁸⁵

Fill/Embankment Considerations

Fill embankments will be required throughout the alignment, particularly in low-lying areas and where the carriageway needs to be elevated above flood-prone ground. The design of fills will be closely tied to the earthworks balance strategy, with fill placement driven by the availability of suitable cut material and the need to minimise haul distances.

Key considerations include:

- Material suitability and compaction characteristics.
- Settlement and stability in soft ground areas.
- Embankment geometry and slope performance.
- Drainage and erosion protection during and after construction.

The above matters will be taken into consideration when determining the earthworks balance for the Project at the Detailed Design stage. Ground improvement may be required in soft ground areas, including

⁸⁵ Appendix D12 of Volume B.

subgrade stabilisation or replacement. Fill slopes will be designed to suit underlying conditions and slope risk ratings, with treatments informed by geological variability and groundwater influence.

Details of the proposed fill embankments for the Project are shown on Drawings 10722-PTA-2B0-GO-DRG-0073 and 0074 in **Appendix D** of this Volume.

Landslide Management

Earthworks Zones 3 and 4 are affected by widespread landslides and natural slope instabilities. These features will require detailed mapping and assessment to inform alignment positioning. Where avoidance is not feasible, stabilisation measures such as buttressing, drainage, and regrading may be required. The Detailed Design will need to consider both active and dormant landslide features and incorporate monitoring and mitigation strategies to manage long-term risks.

Ground Risk

Major geotechnical risks are expected to occur across the Proposed Designation corridor due to the complex terrain and geological conditions. These include slope instability, soft ground settlement, groundwater-related failures, and excavation challenges. Such risks will be actively managed as design progresses, with early identification, targeted investigation, and integration of mitigation strategies into the design and construction planning, until completion of the Detailed Design. Risk management will be an ongoing process throughout the Project lifecycle.

Given the variability of ground conditions and the scale of earthworks, observation-based design will be a key strategy for managing geotechnical risk. This approach allows for ongoing refinement of design during construction, particularly for cut slopes, fill embankments, and drainage systems. It enables the design team to respond to actual ground behaviour and incorporate adaptive measures as conditions are exposed. Observation-based design is considered best practice for managing uncertainty and ensuring safe, efficient construction in complex terrain.

C4.2.7. Traffic Safety

Road Lighting

Typically, the geometric alignment of the mainline has been designed to avoid the need for streetlighting along the entire Indicative Alignment with suitable headlight distance provided. Street lighting will be required at the interim tie ins, interchanges and the new local road connection at Glenmohr Road. The design of the street lighting will be developed in later design stages.

Signage and Road Markings

A signage and road marking design will be developed in subsequent stages of the Project. Typical signage will be provided at the following locations to provide clear instructions and warnings to drivers:

- Along the mainline
- At exit and entry ramps
- In advance of bridges
- At interchanges/ roundabouts

Safety Barriers

Safety barriers will be installed to protect drivers by preventing vehicles from leaving the roadway or crossing into oncoming traffic at high speeds. These barriers will be placed along both sides of the mainline and in the median, as well as on bridges and ramps. Additionally, barriers will be positioned to shield vehicles from bridge abutments where a bridge crosses over the mainline, to increase safety in these higher-risk areas.

C4.2.8. Network Utilities

Engagement with NUOs is detailed in Section D6.1 of this Volume. Further engagement with NUOs is required to identify and manage impacts to utilities where these occur. Impacts to network utilities will be

avoided, protected or relocated in coordination with the relevant NUO and in accordance with the relevant legislation and industry standards.

Early establishment works may include the protection and/or relocation of major or critical infrastructure such as Transpower's National Grid, First Gas and other NUO's assets, particularly where these intersect with haul roads, access tracks, or early construction zones. Initial works will include the identification of critical infrastructure, confirmation of clearance requirements and coordination/staging of relocation activities to avoid service disruption, maintain NUO access, and support construction sequencing.

Major Transpower and First Gas assets which are likely to be affected by the Project include:

- **Transpower:** Crossing under existing National Grid high voltage transmission lines north of the Brynderwyn Hills, near the existing Waipu Gorge Road and SH1 intersection (CH 16,100), and just south of the proposed Waipū interim tie-in near Millbrook Road. (CH 9800).
- **First Gas:** Relocation of First Gas' Maungaturoto branch transmission pipeline within the Proposed Designation near the southern end of the Indicative Alignment. In this location the Indicative Alignment crosses over the gas pipeline at CH 24,300 and a nearby earthworks cutting will require a relocation of the service (between approximately CH 24,400 to 25,100).

C4.2.9. Drainage and Stormwater

Permanent groundwater drainage will be installed adjacent to the road and in the embankments where the proposed cuts for the Indicative Alignment are below the current median groundwater table. Some permanent drainage may also be required for the fill/spoil management areas for the Project. This would result in a permanent lowering of the groundwater table.

All stormwater runoff from the new road surface in the completed Project will be captured and diverted to lower-lying areas and flow into the proposed stormwater treatment devices, prior to being discharged into nearby streams. This diversion will remove stormwater that would otherwise infiltrate groundwater. However, this diversion is 'non-consumptive' as it will not diminish the source of water availability for the adjacent streams, with all stormwater post-development of the Project flowing into these streams as it is in the current state via the new stormwater devices.

Stormwater drainage features will contribute to the objective of providing a safe and resilient state highway. They will also represent a best practicable option for mitigating environmental effects. The indicative stormwater design within the Proposed Designation is shown on the Indicative Stormwater and Hydrology Plan Drawings 10722-PTA-2B0-SW-DRG-1401 to 1414 in **Appendix D** of this Volume. Specific measures will include:

- Flow will be kept within its catchment of origin, thereby avoiding flow accumulation that could lead to stream erosion.
- Stormwater treatment wetlands are the preferred method of treatment of road-derived contaminants, however; in flat, low hydraulic head areas, wetland swales will be used to minimise road height. Ramps and interchanges will principally be served by treatment swales. Local roads will be treated similarly where traffic flows exceed 3000 vehicles AADT. Details of typical channels and drains proposed for the Project are shown on Drawing 10722-PTA-2B0-SW-DRG-1431, and details of a typical wetland are shown on Drawing 10722-PTA-2B0-SW-DRG-1434 in **Appendix D** of this Volume.
- Extended detention will be provided in stormwater wetlands and wetland swales in accordance with NZTA's *Stormwater Treatment Standard for State Highway Infrastructure* (SWTS) to mitigate possible stream erosion.
- Peak flow attenuation will not be specifically provided; however, NRC's catchment hydraulic models have been upgraded to incorporate the Project. These flood models will be used to test Detailed Design and confirm that flood effects are acceptably mitigated.

- Attenuation will not be provided for intermediate storms as the highway is not located in a developing catchment. This approach is consistent with the NZTA's SWTS.⁸⁶
- Climate change will be applied to rainfall and sea levels in accordance with NZTA's P46.⁸⁷ This involves application of the RCP6.0 climate scenario to the year 2011.
- Culverts will be designed in accordance with P46⁸⁷ to convey the 1% Annual Exceedance Probability (AEP) + climate change flow, with at least 500 mm freeboard to the road edge. Culverts will incorporate fish passage where necessary or practicable (as advised by the Project Ecologist), and energy dissipation will be specified where necessary. In some steep culverts and in catchments impacted by spoil fills, fish passage is not expected to be practicable. Details of a typical culvert are shown on Drawing 10722-PTA-2B0-SW-DRG-1433 in **Appendix D** of this Volume.
- Bridges will comply with the NZTA Bridge Manual⁸⁸ noting that culverts greater than 3.4 m² are classified as bridges.
- Some stream diversions are unavoidable where existing watercourses are displaced by the highway or a spoil fill site. These diversions will be configured to convey the design flow (1% AEP+CC or greater) via a combination of channel and flood plain flow. Subsequent design will incorporate habitat features and erosion-resistant elements where appropriate. Details of the proposed stream diversions are shown on Drawing 10722-PTA-2B0-SW-DRG-1432 in **Appendix D** of this Volume.
- A significant diversion of the Waihoihoi River will be required at CH 14,700. The low flow channel (for flows up to 10% AEP) will aim to replicate the length, grade and sinuosity of the existing channel. Higher flood plain flows will take a more direct path, similar to the pre- Project scenario.
- Carriageway surface and sub-surface drainage has not been designed at this stage.
- Detailed Design of the above measures including the stormwater wetlands, wetland swales, culverts and stream diversions will be provided at that associated stage.

C4.2.10. Landscape Design

Assessment of the landscape setting, the nature of the Project and regulatory context have informed a landscape framework for the integration of the Project into the local context, that will guide the design development of the Project such that it can be integrated into the landscape and minimise and mitigate adverse effects.

C4.3. Indicative Construction Methodology and Programme

The following provides a broad overview of the indicative construction methodology, a description of key elements of construction and sets out an indicative construction sequencing and programme for the Project.

Construction of the Project will be influenced by many factors, including:

- The Detailed Design of the Project.
- The conditions of the consents, approvals and designation.
- The timing and target completion date for the Project.

C4.3.1. Indicative Construction Sequencing and Programme

The indicative sequencing for the Project is shown in Figure 9 below.

⁸⁶ SWTS – Stormwater Treatment Standard for State Highways, 2009, NZTA.

⁸⁷ P46 – Stormwater Management and Minor Stream Diversion Design Specifications, 2025, NZTA.

⁸⁸ Bridge manual (manual number: SP/M/022), Third edition, Amendment 4, 2022, NZTA.

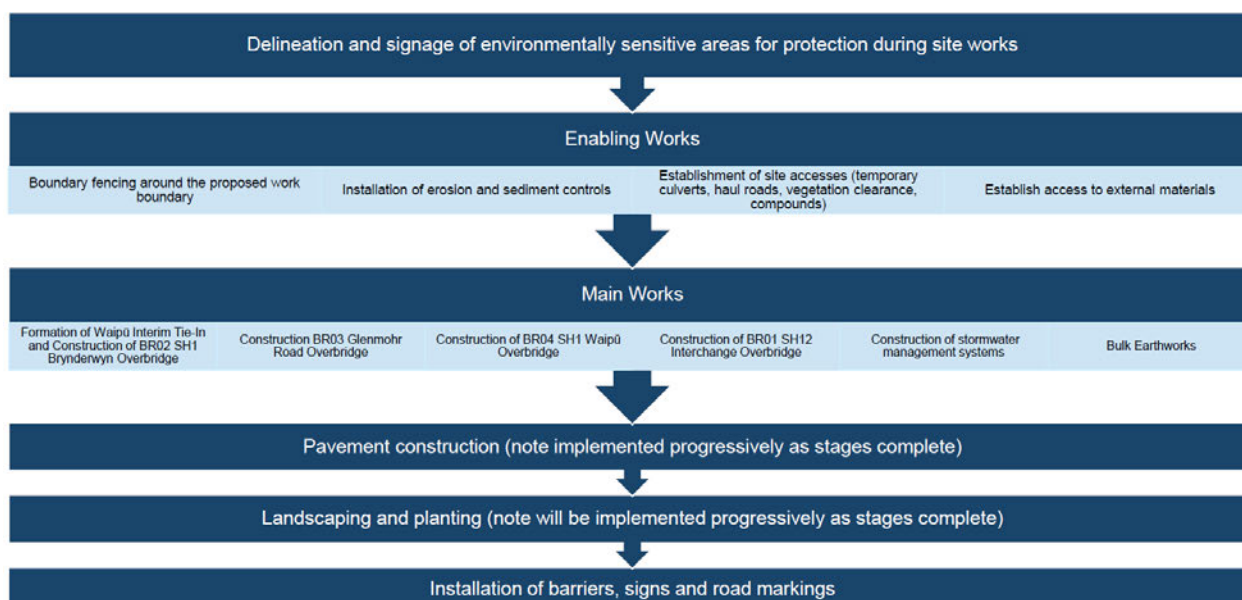


Figure 9: Indicative sequencing for the construction of the Project

It is assumed that the construction of the Project can be completed within an approximate timeframe of six years, from commencement of works on site. Any contractor will be required to identify areas and opportunities to shorten the construction period. An indicative construction programme for the Project has been developed with the following key features and assumptions in place:

- Include Establishment Works, particularly to establish site accesses such as haul roads and access roads and site establishments such as compounds, site offices and batching plants.
- Overall construction duration of six years with five defined earthworks seasons.
- The Project will be built as a single stage.
- Each of the four Earthworks Zones will be constructed concurrently and will be completed within a few months of each other over the construction period.
- The duration of the earthworks programme for each Earthworks Zone has been determined based on resourcing an average volume of 500 m³ (for small cut operations) to 8,000 m³ (for large cuts) material shifted per day.
- The critical path of each Earthworks Zone runs through the following:
 - Establishment Works activities, including establishing access and haul roads, environmental controls and forestry clearing.
 - Access to specific sites, particularly for culverting and initial bridges.
 - Ground improvements.
 - Earthworks.
 - Pavements and surfacing.
 - Completion of works, including traffic services and landscaping.

The specific staging and phasing of the Project will be dependent on the method of procurement and contractor expertise, land acquisition, the availability of contractors and availability of other resources such as materials and construction equipment.

Prior to the main construction phases, there are a number of early activities that will be required to facilitate construction. NZTA may undertake some as part of the Establishment Works (as mentioned above and further discussed in the following section) using separate contracts ahead of the main contract if this results in programme and procurement efficiencies.

C4.4. Establishment Works Construction Activities

The construction methodology outlined in this section is indicative only and intended to provide sufficient detail of the proposed construction works at the Establishment Works stage, to enable an assessment of the potential construction effects on the environment, and to identify any necessary measures to avoid, remedy or mitigate those effects.

C4.4.1. Pre-construction site investigations and surveys

Pre-construction investigations will be undertaken to confirm ground conditions, material suitability, and geotechnical risks. These will include test pits, boreholes, cone penetration tests (CPTs), and geophysical surveys. The investigations will inform construction staging, earthworks feasibility, and observation-based design. Topographical and ecological surveys will also be completed to support site establishment and environmental management.

C4.4.2. Site establishment

Site establishment, prior to earthwork activities, will likely include boundary fencing, signage, and access control to secure work areas. Temporary facilities such as laydown areas, water tanks, and fuel storage will be installed. Site establishment will be staged to support early works and minimise disruption to adjacent land uses.

C4.4.3. Site compounds

Construction compounds will be required and located to support access to key work fronts. These may include offices, amenities, storage, and workshops. Compound locations will be selected to minimise environmental impact and support efficient construction sequencing. Temporary services such as power, water, and wastewater will be provided and will be confirmed through NUO engagement where new connections are required.

C4.4.4. Site access and haul roads

Site access and haul roads will be constructed to connect compounds, cut zones, fill areas, and spoil sites. The earthworks movement and disposal strategy for the Project is designed to support flexible construction sequencing and minimise environmental impact. Haulage routes will be established to connect cut zones with fill areas and designated spoil sites. These roads will be designed to suit terrain and vehicle types, with ESC implemented where necessary. Haul roads will also support geotechnical observation and enable adaptive construction responses. Early online borrow along the Indicative Alignment will be required to support haul road formation and site preparation, with online borrow areas prepared in advance to supply suitable material.

The following haulage assumptions set out in Table 5 below have been adopted based on the indicative construction methodology, and for the purpose to inform the assessment of construction traffic effects.

Table 5: Indicative haulage routes for each Earthworks Zones for construction traffic

Earthworks Zone	Indicative haulage route
Zone 1 – Northern Lowlands	An offline haul road following the main alignment is assumed to connect the north of Zone 1 to Zone 2.
Zone 2 – Brynderwyn Hills	Haul routes are assumed to utilise existing forestry tracks initially, moving to the main alignment as earthworks progress. A haul road connecting Zone 2 and Zone 1 is assumed to facilitate the movement of material north.
Zone 3 – SH12 to Brynderwyn Hills and Zone 4 – Pukekaroro to SH12	An offline haul road is assumed along the main alignment between the base of the Brynderwyn Hills and the SH12 interchange. Material movement between Zone 3 and Zone 4 is assumed to utilise an at-grade crossing of SH12, managed via temporary traffic management (TTM) measures.

It is also assumed that where haul routes cross the existing SH1 (e.g. Finlayson Brook Road, Waipu Gorge Road), bridges will be constructed early to segregate construction traffic and reduce disruption.

These routes will be confirmed during Detailed Design and construction to avoid sensitive areas, reduce travel distances, and support efficient material handling.

Establishment Works will also include preparation of temporary road crossings to maintain connectivity across the corridor. These crossings may be required at Glenmohr Road, SH12, Millbrook Road, and level crossings. Crossings of SH1 in Earthworks Zones 1 and 2 are also likely to be required to enable haul road access and support early construction activities.

C4.4.5. Property access

Temporary and permanent access arrangements will be established for affected properties. This may include construction of access tracks, gates, and signage. Engagement with landowners will be undertaken to confirm access needs and minimise disruption.

C4.4.6. Vegetation/tree clearance and/or protection

Vegetation clearance will be undertaken to support access and construction. This will include the clearing of forestry in Earthworks Zone 2 to enable early site preparation, haul road formation, and geotechnical observation. Sensitive areas will be identified for protection, and clearance will be staged to minimise erosion and ecological impact. Tree protection measures will be implemented where required, and mulch or stabilisation may be used to manage exposed surfaces. These measures will be confirmed and provided in the Detailed Design stage.

C4.4.7. Culverts and stream realignments

Culverts will be positioned where existing watercourses (permanent or intermittent) cross the Indicative Alignment, local roads and accesses. Culverts will be constructed in the “dry”, by either constructing them clear of the watercourse or by first diverting flow clear of the culvert. Some culverts may require fish passage to be provided in the form of bed substrate and/or baffles, which will be confirmed at the Detailed Design of the Project. Depending on the programme, permanent culverts may be installed at the outset or temporary culverts may be installed in the interim so haul roads can be made operational quickly.

Stream diversions will range in scale, from reconfiguration of farm drains to full-scale diversion of the Waihoihoi Stream. The scenarios where watercourses may need to be diverted include:

- Where the highway alignment or related infrastructure will interfere with or eliminate an existing channel.
- Where spoil fill sites will eliminate existing channel/s.
- Where channels need to be extended to link up with the upstream or downstream end of proposed culverts.
- Where farm drains need to be deepened or rationalised to more efficiently serve the area they drain either side of the highway.

Typical details of the indicative culverts and stream diversions for the Project are provided in Drawings 10722-PTA-22B0-SW-DRG-1432 and 1433 in **Appendix D** of this Volume.

C4.4.8. Erosion and sediment control

Best practice ESC will be implemented prior to bulk earthworks and will be maintained throughout the duration of construction. These may include silt fences, sediment ponds, diversion drains, and stabilisation treatments. Controls will be monitored and adapted throughout construction to manage runoff and protect receiving environments.

C4.4.9. Construction Traffic and Management

Construction will generate traffic from the movement of earthworks material, pavement aggregates, plant, and workforce vehicles. Construction traffic will be managed to maintain safety and minimise disruption to both the state highway and local road networks.

Construction traffic will be managed through:

- Designated site access points, including SH12, Baldrock Road, Finlayson Brook Road, Glenmohr Road, Waipū Gorge Road, the Foothills area, and opposite the Atlas Concrete Quarry, with Millbrook Road providing access to a temporary haul road;
- Internal haul roads following the proposed mainline to connect Earthworks Zones and reduce heavy vehicle use of public roads; and
- TTM measures at tie-ins and site access points to maintain safe operations and network capacity.

C4.5. Main Works Construction Activities

The Main Works phase excludes all activities already completed under Establishment Works (as detailed in Section C4.4 above).

The construction methodology outlined in this section is indicative and intended to support environmental assessment and consenting. It reflects the anticipated approach based on current design and corridor understanding but may be refined during later Detailed Design and construction planning. Flexibility in construction methods is sought to allow adaptive responses to ground conditions, programme constraints, and opportunities to reduce environmental effects.

C4.5.1. Earthworks

Earthworks will be a major component of the Project and will be staged to support construction sequencing, access, and material management.

A summary of the indicative earthworks volumes, based on the Indicative Alignment, is provided in Table 6 below.

Table 6: Indicative earthworks quantities by Earthworks Zones

	Earthworks Zone 1	Earthworks Zone 2	Earthworks Zone 3	Earthworks Zone 4	Total
Total Cut (m ³)	821,984	5,427,645	1,790,649	4,605,427	12,645,705
Total Fill (m ³)	1,747,744	3,168,489	991,865	947,174	6,855,272
Total Spoil (m ³)	713,653	1,304,863	1,097,137	3,698,191	6,813,844

Description of the terms used in Table 6 above is as follows:

- **Total Cut:** The total volume of material excavated across all earthworks activities, including cuts for road formation, drainage, structures, realignments, batters, and general shaping.
- **Total Fill:** The portion of excavated cut material that is suitable for re-use in the construction of road embankments and other engineered fills. This represents the internal recycling of site-won material.
- **Total Spoil:** The volume of material that is not required for embankment construction and is placed into on-site spoil areas. These materials remain within the Proposed Designation boundary in accordance with the Project's containment-based earthworks philosophy, as set out in Section C4.2.6 of this Report.

This indicative earthworks quantities for the Main Works phase do not preclude the contractor, once appointed, from removing material from the site for commercial or operational reasons. Any such removal would be undertaken at the contractor's discretion and would remain subject to the requirements of consent conditions and applicable transport controls.

The indicative earthworks footprint and indicative location of spoil disposal sites are shown in the Drawings 10722-PTA-2B0-RD-DRG-0201 to 0205 in **Appendix D** of this Volume.

Cutting and Filling

Cutting operations will vary depending on terrain and geology. In competent rock, excavation may require blasting or ripping, while softer soils will allow conventional excavation. Drainage and erosion protection will be implemented to manage runoff and reduce sedimentation throughout cut operations.

Fill placement will be staged to manage settlement and support construction access. Fill embankments will be constructed using suitable material sourced from cuts and online borrow sites. Drainage and erosion controls will be applied throughout fill operations to manage surface water and protect adjacent environments.

Earthworks Disposal

Disposal of unsuitable material will be managed through designated spoil sites, with ESC implemented to mitigate runoff and sedimentation. The current mass haul and disposal strategy assumes that all bulk earthwork volumes will be sourced and disposed of within the Proposed Designation boundary, supporting a self-contained and consentable construction footprint.

Earthworks Haulage and Construction Traffic Management

It is assumed that the indicative haul roads and route, as well as construction traffic management proposed / implemented at the Establishment Works stage will also be applicable to the Main Works construction stage.

C4.5.2. Groundwater Management and Dewatering

During construction, groundwater levels and inflows will be monitored. Where groundwater is present and interacts with excavation depths, the construction works may require temporary dewatering or aquifer depressurisation to enable installation of structures such as culverts or bridge foundations.

Similarly, the Main Works may involve localised diversion or management of groundwater in deeper cut areas and around permanent stormwater/drainage infrastructure, if groundwater conditions necessitate it.

Dewatering may be required for the construction of pier foundations for bridges, culverts, stormwater ponds, pipelines and associated structures. The purpose of temporary dewatering for excavations (pits and trenches) is to create dry working conditions in the excavation where groundwater tables are expected to be intercepted. This requirement depends on the selected construction methodology and on groundwater conditions during construction. Some construction methodologies can minimise pit or trench inflows (e.g., use of sheet piles or concrete slurry walls around the pit or trench perimeter with a concrete pit base), and groundwater levels may at times be below planned excavation depths, particularly during dry periods, thereby negating the need for groundwater control during construction.

Temporary dewatering will result in the localised lowering of the groundwater table. The dewatering for the construction of structures below the groundwater table is expected to be completed in a relatively short timeframe, generally in the order of days to weeks at each site. In some cases, the dewatering could last several months. Dewatering will cease after installation is completed and groundwater levels reduced by temporary dewatering are expected to recover post-construction. It is considered that the dewatering required for the construction of these structures is not permanent.

C4.5.3. Construction Water Requirements

A source of water will be required for use during the construction of the Project for earthworks, dust suppression and washdown of plant and equipment. Groundwater is considered a potential source of water supply. Preliminary information on groundwater availability is included in the Assessment of Effects on Groundwater.⁸⁹

⁸⁹ Appendix D12 of Volume B.

C4.5.4. Rock Blasting and Crushing

Blasting is expected in areas of competent rock, particularly within Earthworks Zone 2 and parts of Earthworks Zones 3 and 4. Preliminary assessments indicate that a portion of the material in these zones will require controlled blasting, likely staged across multiple summer construction seasons. Blasting for road construction will follow a top-down approach, involving sequential blasting and excavation, rather than benching methods used in quarry operations. All blasting activities will be subject to safety protocols, environmental controls, and advance community engagement.

Crushing of excavated rock is being considered as an opportunity to reuse slightly weathered greywacke for construction purposes. Potential applications include pavement aggregates, drainage layers, subgrade improvement, and erosion protection. Crushing operations would likely be located within large cut zones or adjacent spoil areas, with the facility footprint and production rates to be confirmed during Detailed Design. Silica management will be considered in health and safety planning due to the nature of the source rock.

C4.5.5. Night Works

Night works may be required for specific activities such as bridge installations, utility relocations, or where undertaking surfacing / pavement works. Any construction activity that impacts the existing state highways — including SH1, SH12, and local road interfaces — is likely to be undertaken at night to minimise disruption to traffic and ensure safety. Night works will be subject to traffic management and community engagement protocols.

C4.6. Climate Change and Natural Hazards

Like all linear infrastructure projects in New Zealand, the Project will be at some risk from the effects of climate change and natural hazards.⁹⁰ However, the Project will support adaptation and resilience to climate change. NZTA designs projects with this in mind to ensure our infrastructure is resilient and fit for purpose into the future.

The existing SH1 in the Brynderwyn Hills lacks resilience and has been severely impacted by weather events over the past few years.⁹¹ The alternative routes in the event of closure as a result of these extreme weather events or other incidents or emergencies are often also prone to resilience issues and detours increase journey times by at least 20 minutes. This lack of resilience impacts emergency services, freight logistics and overall network efficiency. One of the key objectives of the Project is to provide a route that will be more resilient to natural hazards. The Project will significantly improve the resilience of the roading network of the region.

As part of the alternative assessment process completed for the Project, criteria relating to improving resilience to climate change and natural hazards were assessed as follows:

- Resilience: Based on closure risk and alternative route availability, including consideration of natural hazard risk (flooding, coastal inundation and geological risks)
- Geology: Based on physical encroachment into areas of high geological or geotechnical risk (e.g. sites prone to slips), instability, liquefaction and settlement-related issues.
- Stormwater and Hydrology / Hydrogeology: Impact of stormwater (both quantity and quality) on the receiving environment, including potential flooding effects of the option within the catchment, extent of effect on adverse hydrology / hydrogeology including any steep slopes, and effects on resilience risks such as low-lying level infrastructure near coastlines or within inundation areas.

The above criteria were assessed by the relevant Subject Matter Experts as part of the Project's alternative assessments process, which are detailed in Section C5.2 of Volume B.

⁹⁰ Section 13(4)(v) FTAA.

⁹¹ The existing State Highway 1 (SH1) through Brynderwyn Hills was closed for a total of 73 days following the extensive damage caused by Cyclone Gabrielle and other major weather events in early 2023.

C5. Benefits of the Project

The purpose of the FTAA is to “facilitate the delivery of infrastructure and development projects with significant regional or national benefits”.⁹² The Project will provide significant regional benefits for Northland and national benefits for New Zealand by ensuring a resilient, reliable, safe and efficient transport connection between Northland and the rest of New Zealand. The Project meets the purpose of the FTAA.⁹³

A comprehensive assessment of benefits was undertaken for the Project, including peer review. In summary, the Project will:

- Provide a more **resilient (and reliable)** transport connection between Auckland and Whangārei, by providing an alternative route to the existing Brynderwyn Hills section of SH1 and ensure more reliable access during extreme weather events. Over the past five years, the Brynderwyn Hills have experienced repeated weather-related disruptions. Most notably, the existing SH1 through the Brynderwyn Hills was fully or partially closed for a total of 73 days in 2023 following the extensive damage caused by severe weather including Cyclone Gabrielle and for a further four months in 2024 to allow for a temporary resilience improvement. The cost to the regional and national economy of the 2023 closure was estimated to be over \$1m per day. Other, additional major weather events during this period have also led to prolonged closures, reinforcing the vulnerability of this section of SH1. Major weather events are predicted to increase in frequency and intensity in the future.⁹⁴ The Project will lead to an estimated 79% reduction in the time the road is closed due to weather events.
- Provide a **safer** transport connection between Auckland and Whangārei. The Project is expected to result in a predicted reduction of approximately 79% in deaths and serious injuries, from an average of 2.7 per year currently to 0.6 per year.
- Provide a more **efficient (and reliable)** transport connection between Auckland and Whangārei:
 - The Project is forecast to reduce travel times by 3.8 to 5.6 minutes (23%–30%) compared to the future do-minimum scenario. These travel time savings are estimated to be worth \$795 million (NPV).
 - The Project will improve travel time reliability by providing a divided four lane highway with safe overtaking opportunities, reducing the current high level of sensitivity of journey times due to the presence of slow-moving (often heavy) vehicles along the route. Trip reliability will be improved by reducing interactions between faster and slower vehicles, enabling individuals and businesses to plan their travel with increased certainty.
- Lead to an **increase in economic activity**, supporting higher levels of output (GDP) and employment, by providing a more resilient, reliable, safer and efficient connection linking Northland region and Auckland. This will support a range of positive social impacts, including improving connectivity and accessibility between Northland and Auckland and lead to higher standard of living and quality of life.

⁹² Section 3 FTAA.

⁹³ Section 43(1)(b)(i) FTAA.

⁹⁴ NIWA, 2016, Climate Change Projections and Implications for Northland. This report describes changes which may occur over the coming century in the climate of the region administered by the Northland Regional Council. It finds that “[R]are, large extreme rainfall events are likely to increase in intensity due to more moisture being held in a warmer atmosphere... (whilst the frequency of events is expected to stay the same or decline).” https://www.nrc.govt.nz/media/i3qnkko/northland-region-climate-change-projections-and-implications-summary-report_niwa.pdf.

Benefit 1: A more resilient (and reliable) transport connection between Auckland and Whangārei.

Over the past five years, the Brynderwyn Hills have experienced repeated weather-related disruptions with this section of SH1 presenting the highest priority resilience risk between Northland and Auckland.

The existing SH1 through Brynderwyn Hills is often closed due to slips. It was closed for a total of 73 days following the extensive damage caused by Cyclone Gabrielle and other major weather events in early 2023. Other additional major weather events during this period have also led to prolonged closures, reinforcing the vulnerability of this section of SH1. A further four month closure was required in 2024 to undertake temporary improvements in advance of a new solution (the Project).

The Project will provide a route that will be more resilient to natural hazards. It will lead to an estimated 79% reduction in the time the road is closed due to weather events.

Long-term weather-related road closures have significant regional and national economic consequences, which exacerbate Northland's economic challenges.

- Northland contains 3.8% of the country's population and 3.0% of jobs but only produces 2.4% of output. Productivity is 83.5% of the national average and household income is 80.7%. This points to a regional economy which is lagging behind many other parts of New Zealand.
- The primary sector (Agriculture, forestry and fishing) is Northland's largest industry sector measured by contribution to GDP (9.6% in the year to March 2025) and Northland is a significant exporter of primary produce. Dairy product manufacturing was Northland's highest value export in 2024 (\$515.9m), followed by forestry and logging (\$277.1m), meat and meat product manufacturing (\$270.2m) and horticulture, with total exports from the region valued at \$2.36bn.
- The structure of Northland's economy with higher levels of primary and manufacturing activity reflects a region where freight transport by road is critical for many of the region's businesses. Road transport takes up by far the largest share of freight movements in Northland, at over 95% (by tonne-km), compared to 70% nationally.
- The region produces over 18 million tonnes of freight each year. About 14 million tonnes is moved within the region, with much of the rest moved by road to Auckland. Northland also consumes over \$1 billion of retail sales annually with most of Northland's inward goods travelling from Auckland via road. This generates around 100 million kilometres of truck travel on the region's state highway network (predominantly SH1) each year. Northland's future freight task is forecast to grow to over 25 million tonnes by 2042.⁹⁵
- SH1 is the main intra and inter-regional freight route connecting Northland to domestic and international markets. This route provides Northland with its only High Productivity Motor Vehicle connection and provides a lifeline for the region.⁹⁶
- Moving freight, reliably, safely and efficiently is therefore essential for many Northland businesses, especially the transport of perishable or time sensitive goods. A freight system that is impaired by poor resilience is less able to provide lifeline functions, such as the supply of food, medical supplies and other basic requirements necessary for a well-functioning community.
- Similarly, the region's reliance on tourism is underpinned by the access provided by the roading network.
- The cost to the regional and national economy of the closure of the Brynderwyn Hills section of SH1 in 2023 was estimated to be over \$1m per day.

The significant improvement in resilience and reliability risk for this section of SH1 will support increased economic activity in the Northland region.

- Improved resilience from reduction of natural hazard risk will lead to shorter and more reliable journeys.

⁹⁵ Ministry of Transport, 2019, Northland Rail Business Case, p41.

⁹⁶ Ministry of Transport, 2019, Northland Rail Business Case, p39.

- The value of these benefits is estimated to be \$152 million (NPV).
- The Project supports **climate change adaptation** by reducing the risk of road closure arising from natural hazard. NZTA designs projects with this in mind to ensure our infrastructure is resilient and fit for purpose into the future.
- This will avoid months of closures during natural hazard events such as the closures following Cyclone Gabrielle in early 2023.

Benefit 2: Safety

The southern section of the Brynderwyn Hills has:

- ‘High’ collective risk, meaning the average annual fatal and serious injury crashes per kilometre exceed 0.19.⁹⁷ For context, the New Zealand Road Assessment Programme (KiwiRAP) reports that only approximately 8% of the national network and 29% of the Northland and Auckland network fall into this high-risk category.⁹⁸
- High’ personal risk, where the average annual fatal and serious injury crashes per 100 million vehicle-kilometres exceeds 9. KiwiRAP data indicates that approximately 21% of the national network and 24% of the Northland and Auckland network have a ‘High’ personal risk rating.

The Project will provide a safer transport connection through better alignment and road design. The Indicative Alignment incorporates key safety features (for example, median and roadside barrier provision, wider shoulders and audio-tactile markings) that underpin safety improvements.

- Due to the inherent safety standards (a divided carriageway) the Project is predicted to lead to a 79% reduction in deaths and serious injuries, from an average of 2.7 per year currently to 0.6 per year. The value to society from this reduction is estimated to be \$342m (NPV).
- The four-lane divided carriageway design will directly address head on collisions which currently account for 30% of all crashes on Northland Corridor.
- The reduction crashes along this section of the corridor will reduce the number of unplanned closures further improving corridor resilience and reliability.

Benefit 3: Improved Travel Efficiency and Reliability

Current travel times along SH1 between Te Hana and Waipū are heavily constrained by the Brynderwyn Hills section. The existing alignment is two-laned, with steep gradients, tight curves, and limited overtaking opportunities. These features contribute to slower vehicle speeds and frequent delays, particularly during peak periods and holiday weekends. The Project:

- Is expected to improve **travel efficiency** with faster journeys resulting in significant time savings for business travellers, freight transport and other road users.
- Is forecast to provide a combined travel time saving of between 3.8 to 5.6 minutes (23%–30%) on the new alignment compared to the future do-minimum scenario. These savings are worth an estimated \$795 million NPV to the individuals and businesses who benefit.
- Will create savings in business user and freight travel times (and vehicle operating costs) will support higher productivity for the direct beneficiaries (e.g. freight users and tradespeople) which will in turn create broader ‘flow-on’ effects through the economy, resulting in a higher level of output (GDP) and employment.
- Will provide more reliable journeys by example reducing interactions between faster and slower vehicles. The availability of two traffic lanes in each direction on the Indicative Alignment will remove the reliance on short passing lanes along the existing SH1. General traffic will not be constrained behind slow-moving vehicles, which will reduce variability in travel times.

⁹⁷ New Zealand Road Assessment Programme, Highway Safety Ratings 2012-2016, <https://www.kiwirap.org.nz/assets/pdf/KiwiRAP%202018%20compressed.pdf>.

⁹⁸ New Zealand Road Assessment Programme, <https://www.kiwirap.org.nz/results.html>.

- Will offer benefits to HCVs from the improved gradients, curvature, and separation from local access movements on the new route, leading to more predictable travel times for freight (which is particularly sensitive to geometric constraints on the existing corridor). In this way the Project will enable individuals and businesses to plan their travel with increased certainty. Reliable journey times are valuable for freight and logistics operators, where optimising operating patterns can lead to the more efficient utilisation of resources.
- By providing a more efficient and reliable corridor for all users the Project will improve the ability for people within the Northland region to access work, education, and essential services such as healthcare and provide more efficient and reliable freight connections.

Benefit 4: Economic Benefits

The economic benefits of the Project and the overall Corridor refer to both the macro-economic impacts on output (GDP) and employment and the monetised (micro-economic) impacts on individuals and firms.

The macro-economic impacts of the Project (economic impact on output and employment) are expected to be substantial and include:

- Savings in business user and freight travel times (and vehicle operating costs) will support higher productivity for the direct beneficiaries (e.g. freight users and tradespeople) which will create broader 'flow-on' effects through the economy resulting in a higher level of output (GDP) and employment.
- At the Corridor level this benefit is estimated to be worth approximately \$6.6bn (NPV) and is predicted to lead to 721 additional jobs at the peak of its impact in 2048. This figure does not include the economic impact arising from the construction or maintenance of the project, so the overall economic impact is likely to be higher.

The full Corridor also supports higher levels of productivity through encouraging greater 'agglomeration' or concentration of economic activity as a result of reduced journey costs and improved access to economic opportunity. When looked at for the Corridor and measured across the economy agglomeration benefit in terms of additional GDP is valued at \$490m (NPV).

The Project will have beneficial sectoral impacts. The Project will directly support primary industries (including forestry), horticulture and Northport by providing more resilient, reliable, safer and efficient access to markets (particularly important for time-sensitive/perishable goods). The Project will also indirectly support development of natural resources such as quarry sites.

The monetised (micro-economic) benefits of the Project on individuals and firms are also expected to be substantial: and include:

- The Project will deliver significant economic benefits to individuals and firms from travel time, reliability, resilience and accident cost savings. These are valued at approximately \$1.2 billion (NPV).
- The Project has the potential support higher value land-use due to developers converting additional land to higher and better value use, primarily residential. Land use benefits ranging between \$88.3m and \$185.4m are estimated which translate to an additional 411 and 760 dwellings estimated to be constructed within the section (between 2024 and 2084).

PART D – Engagement and Consultation

D1. Overview

The following sections identify, and summarise consultation with, the relevant entities, agencies, iwi or hapū, persons and groups likely to be affected by the Project, as required by sections 11, 13, 29 and 43 of the FTAA. Table 7 below summarises where the information regarding engagement and consultation can be found in the following sections and appendices of this Volume.

A comprehensive record of consultation undertaken by NZTA which also contributes towards satisfying the below statutory requirements is provided in **Appendix E** of this Volume.

Table 7: Engagement and Consultation information requirements

FTAA Section	Requirement (not repeated in full)	Section
Section 13(4)(j)	a list of the persons and groups the applicant considers are likely to be affected by the project	Vol. A, Sections D1 to D8; and Appendix E
Section 13(4)(k)	a summary of consultation undertaken and how the consultation has informed the project	Vol. A, Appendix E
Section 13(4)(ka)	a summary of how any responses to a notice given under section 11(1)(b) have informed the project	Not Applicable ⁹⁹
Section 13(4)(m)	a description of any processes already undertaken under the Public Works Act 1981 in relation to the project	Vol. A, Section D5.1; and Appendix E
Resource consent or designation (Schedule 5)		
Section 13(4)(y)(i), Clause 6(1)(e) of Schedule 5	identify persons who may be affected by the Project, and any response to the views of persons consulted (including the views of iwi or hapū)	Vol. A, Sections D2 to D8; and Appendix E
Section 13(4)(y)(i), Clause 6(1)(f) of Schedule 5	if iwi or hapū elect not to respond, to provide reasons that they have specified for that decision	Vol. A, Section D4.2; and Appendix E
Section 13(4)(y)(i), Clause 12(1)(f) of Schedule 5	provide full name and address of each landowner and occupier of the land to which the designation relates and of the land adjacent to that land	Vol. A, Section D5; and Appendix E
Section 13(4)(y)(i), Clause 12(1)(j) of Schedule 5	provide a description of any consultation undertaken with parties likely to be affected by the project or work and the designation	Vol. A, Sections D2 to D8; and Appendix E
Wildlife approvals (Schedule 7)		
Section 43(1)(e)(ii), Clause 2(1)(n) of Schedule 7	require proof and details of all consultation, including with hapū and iwi, on the application specific to wildlife impacts	Vol. A, Sections D2 to D8; and Appendix E
Archaeological authority (Schedule 8)		
Section 43(1)(e)(ii), Clause 2(1)(i) of Schedule 8	require details of consultation with tangata whenua, the owner of the relevant land or any other person likely to be affected by the application for an archaeological authority to be provided, including:	Vol. A, Section D3; and Appendix E

⁹⁹ As discussed in Section A5.4 of this Report, NZTA has chosen to consult with, rather than notify, all relevant groups. A summary of responses to a notice is, therefore, not relevant. A summary of consultation is provided in the Application in accordance with section 13(4)(k) of the FTAA.

FTAA Section	Requirement (not repeated in full)	Section
	<ul style="list-style-type: none"> ▪ Whether consultation has taken place, and details of the consultation, including the names of the parties and the tenor of the views expressed; or ▪ If consultation has not taken place or been completed, the reasons why consultation has not occurred or been completed 	

D2. Relevant local authorities

The relevant local authorities that have jurisdiction over the Proposed Designation are:¹⁰⁰

- NRC;
- KDC; and
- WDC.

Consultation is ongoing with all Councils, however a summary of consultation undertaken to date with these local authorities is as follows.

D2.1 Northland Regional Council

NZTA has had regular communication and engagement with NRC throughout the course of the Project's development and preparation of the Application. NZTA is seeking regional resource consents and details of the Project have been provided to the extent possible to NRC for their review and assessment, prior to lodgement.

NZTA has continued to regularly meet with NRC. This engagement began in November 2024 to discuss the Project and is ongoing at the time of lodgement. NZTA presented an overview of the Project, highlighting its significance as a new State Highway connecting Auckland to Northland and as part of the government's RoNS programme. NZTA outlined the proposed staging approach of the full extent of the Northland Corridor project, the approach in utilising the fast-track approvals process, the effects assessments and mitigation requirements under the FTAA, and a summary of next steps that include landowner engagement.

Additionally, the Project's Design team has also met and liaised with NRC Officers throughout the development of the Indicative Alignment and the Proposed Designation. NZTA has, in particular, been working alongside NRC on the following components of the Project:

- Flooding analysis on areas upstream and downstream of the Indicative Alignment. NRC shared flooding data, Whangārei flood modelling results, the catchment file for lower Northland and the nationwide model reports to the Project's Design Team, to incorporate into the design of the Project.
- Design of the indicative stormwater management systems for the Project. NRC provided the storm profiles used by their team for any design profiles and water level data after major storm events, to help inform the hydrological approach and climate change representation in modelling used for the Project.
- Design of indicative bridges and culverts to provide for 1% AEP storm event with climate change projections.

The ongoing consultation with NRC has helped inform many of the design aspects of the Project, including those listed above, in accordance with the FTAA.¹⁰¹

Prior to lodgement, NZTA provided updates on technical assessments undertaken to inform regional consenting, including summarising the anticipated potential effects as a result of the Project, proposed mitigation to address effects and proposed consent conditions.

¹⁰⁰ Sections 13(4)(j)(ii) and 11(1)(b) FTAA.

¹⁰¹ Sections 13(4)(k) FTAA.

NRC was provided with a draft set of the proposed regional consent conditions and draft technical assessment reports that they expressed an interest in reviewing.

D2.2 Kaipara District Council

NZTA has continued to regularly meet with KDC throughout the course of the Project's development and preparation of the Application. This engagement began in November 2024 and is ongoing at the time of lodgement.

In these meetings, NZTA presented an overview of the Project, highlighting its significance as a new State Highway connecting Auckland to Northland and as part of the government's RoNS programme. NZTA outlined the proposed staging approach of the full extent of the Northland Corridor project, the approach in utilising the fast-track approvals process, the effects assessments and mitigation requirements under the FTAA and a summary of next steps that include landowner engagement.

Prior to lodgement, NZTA provided updates on technical assessments undertaken to inform the NoR, including summarising the anticipated potential effects as a result of the Project, proposed mitigation to address effects and proposed designation conditions.

KDC was provided with a draft set of the proposed designation conditions and draft technical assessment reports that they expressed an interest in reviewing. These included Assessment of Effects on Archaeology, Contaminated Land, Avifauna, Construction Noise and Vibration, Operational Noise and Transport.

D2.3 Whangārei District Council

NZTA has continued to regularly meet with WDC. This engagement began in November 2024 to discuss the Project and is ongoing at the time of lodgement.

NZTA presented an overview of the Project, highlighting its significance as a new State Highway connecting Auckland to Northland and as part of the government's RoNS programme. NZTA outlined the proposed staging approach of the full extent of the Northland Corridor project, the approach in utilising the fast-track approvals process, the effects assessments and mitigation requirements under the FTAA and a summary of next steps that include landowner engagement.

WDC expressed interest in the potential impacts and assessments on the transport network, water infrastructure and access to landowners. Discussion on working with affected landowners and occupiers was also had. Closer to lodgement, NZTA provided updates on the technical assessments undertaken to inform the NoR, including summarising the anticipated potential effects as a result of the Project, the proposed mitigation to address effects and the proposed designation conditions.

Prior to lodgement, NZTA provided updates on technical assessments undertaken to inform the NoR, including summarising the anticipated potential effects as a result of the Project, proposed mitigation to address effects and proposed designation conditions.

WDC was provided with a draft set of the proposed designation conditions and draft technical assessment reports that they expressed an interest in reviewing. These included the assessment reports for Archaeology, Contaminated Land, Avifauna, Construction Noise and Vibration, Operational Noise and Transport.

D3. Relevant administering agencies

The relevant administering agencies for the Project are¹⁰²:

- HNZPT for the archaeological authorities sought; and

¹⁰² Sections 29(1)(a), 29(1)(aa) and 11(1)(e) FTAA.

- DOC¹⁰³ for the Wildlife Authority Approvals sought.

A summary of consultation undertaken with these administering agencies is as follows.

D3.1 Heritage New Zealand Pouhere Taonga

NZTA met with HNZPT on 4 June 2025 and 26 February 2026 to discuss the Application, as it includes an application for archaeological authorities required for the Project. NZTA clarified that all pā sites within the Proposed Designation will be avoided, in which HNZPT responded that an assessment of these would, therefore, not be needed. It was confirmed that pā sites are therefore excluded from the Archaeological Authority application for the Project. NZTA expressed preference for having one overarching report covering the four Authority applications for the four Earthworks Zones of the Project.

The application for archaeological authorities under the HNZPTA for the Project is provided in **Volume D** of the Application.

D3.2 Department of Conservation

Consultation with DOC commenced on 13 May 2025 in which NZTA discussed the first wildlife authority application for the Project's initial site investigations. A specific DOC site that the Indicative Alignment previously impacted was also discussed, which assisted in justification for discounting that option during the Project's optioneering process.

NZTA met with DOC on 1 December 2025 and presented an overview of the Project, the proposed staging approach of the full extent of the Northland Corridor project, and the approach taken for the Application to include approvals sought under the Wildlife Act 1953 and the FFR for the Project. NZTA confirmed to DOC that there is no Public Conservation Land (which include council-owned reserves) affected in the Proposed Designation, and that the Indicative Alignment had been refined to avoid encroachment onto DOC land.

NZTA met with DOC on 3 March 2026 and 17 March 2026 to provide a summary of completed environmental assessments and findings including those related to terrestrial and avifauna. Potential management and mitigation measures were also discussed. NZTA shared the draft Assessment of Effects on Terrestrial and Avifauna Ecology reports and GIS designation boundary files for their review.

An application of the necessary approvals under the Wildlife Act 1953 for the Project is provided in **Volume C** of the Application.

D4. Relevant iwi authorities, hapū and Treaty settlement entities

D4.1 Identification process

NZTA undertook a comprehensive process to identify the iwi authorities, hapū and Treaty settlement entities (TSEs) of relevance to the Project.¹⁰⁴ This process, at a high level, involved:

1. Engagement with Te Uri o Hau, Patuharakeke Te Iwi Trust Board and Te Parawhau, which are the three key iwi authorities / entities that NZTA has been engaging on the Project over the past years, as to relevant groups and those groups with a potential interest in the Project.
2. Review of the Te Puni Kōkiri Te Kāhui Māngai Map and Te Arawhiti to identify iwi and hapū that have an interest in the Project.
3. Review of the Treaty settlements / settlements deed of iwi / hapū who are in proximity of the Project to identify the Treaty settlements applying to the Proposed Designation.

¹⁰³ As the administering agency for the Wildlife Act 1953 and the FFR.

¹⁰⁴ Sections 11 and 13(4)(k) FTAA.

4. Review of the MfE website to identify Mana Whakahono ā Rohe Iwi participation arrangements.
5. Review of the Ministry of Primary Industries customary fishing management areas map to identify taiāpure-local fishery, a mātaimai reserve, or an area that is subject to bylaws or regulations under Part 9 of the Fisheries Act 1996 within the Project.

This cumulative process resulted in the following groups being identified as relevant iwi authorities, hapū and / or TSEs:

1. Te Uri o Hau (relevant iwi authority) representing:

- Te Uri o Hau – Relevant iwi authority
- Te Uri o Hau Settlement Trust – Relevant TSE
- Ngāti Mauku – Relevant hapū (of Te Uri o Hau)
- Ngāti Kauae – Relevant hapū (of Te Uri o Hau)

2. Patuharakeke Te Iwi Trust Board (relevant iwi entity) representing:

- Tangata whenua of the Rohe o Patuharakeke
- Patuharakeke Hapū – *Relevant hapū*
- Patuharakeke Te Iwi – CMT applicant
- Ngātiwai Trust Board – Relevant iwi authority and relevant TSE
- Ngā Hapū o Ngāti Wai Iwi – *CMT applicant*
- Ngāti Wai – *CMT applicant*
- Iwi, whānau and hapū of Ngātiwai – *CMT applicant*
- Tu Uri Tautohe – *CMT applicant*
- Te Rūnanga o Ngāti Whātua – *CMT applicant*

3. Te Parawhau (relevant iwi authority) representing:

- Te Parawhau Hapū – CMT applicant
- Te Parawhau ki Tai – CMT applicant

Patuharakeke Te Iwi Trust Board is also a party to a relevant Mana Whakahono ā Rohe¹⁰⁵ agreements with NRC and WDC. Te Parawhau ki Tai (trading as Te Pouwhenua o Tiakiriri Kukupa Trust) is also a party to Mana Whakahono ā Rohe arrangements with NRC, as noted in the MfE website.¹⁰⁶ There are no other iwi authorities or hapū that are parties to relevant Mana Whakahono ā Rohe or joint management agreements that are relevant to the Project.

D4.2 Consultation

Under the relevant requirements of the FTAA¹⁰⁷, NZTA is required to:

- Notify in writing the relevant iwi authorities, hapū and Treaty settlement entities before lodging the Application; and
- Identify persons who may be affected by the activity and any response to the views of any persons consulted, including the views of iwi or hapū that have been consulted in relation to the proposal. If iwi or hapū elect not to respond when consulted on the proposal, any reasons that they have specified for that decision.

In accordance with Te Ara Kotahi, NZTA's Māori Strategy, NZTA recognises and respects Te Tiriti o Waitangi and works with Māori to build strong, meaningful and enduring relationships that remain long

¹⁰⁵ Section 11(1)(b)(ii) FTAA.

¹⁰⁶ MfE. (last updated 2026, January 29). Mana Whakahono ā Rohe: Iwi participation arrangements. <https://environment.govt.nz/acts-and-regulations/acts/resource-management-act-1991/mana-whakahono-a-rohe-iwi-participation-arrangements/>.

¹⁰⁷ Sections 11 and 13(4)(k), and Schedule 5, clause 6(1)(e) and (f) FTAA.

after the Project is consented and built. Therefore, the three identified iwi authorities have been integrated into the wider Northland Corridor project as partners since 2024, and these partnerships have continued throughout the Project to date. NZTA intends and expects this partnership will continue going forward.

In relation to the Project, NZTA has continued to regularly meet with Te Uri o Hau, Patuharakeke Te Iwi Trust Board (referred to as ‘Patuharakeke’ hereinafter) and Te Parawhau. The engagement begun in November 2024 to discuss the development of the Project, through monthly working group hui and design share workshops. Table 8 below summarises specific matters discussed in the hui, and views of iwi or hapū that have been consulted in relation to each topic. Details on the date and location for each hui are included in **Appendix E** of this Volume. This engagement is reflected in the Cultural Impact Assessments received from the Patuharakeke Te Iwi Trust Board (**Appendix G** of this Volume) and Te Uri o Hau (**Appendix H** of this Volume).

Table 8: Summary of discussions with iwi authorities, views of iwi or hapū and the response to that view

Topic	Summary of discussion	Views of iwi or hapū	Response to the view of iwi or hapū
Emerging Preferred Corridor and Route Protection	<ul style="list-style-type: none"> At a joint hui between Te Parawhau and Patuharakeke in March 2025, NZTA provided a detailed overview of the shortlist options presented in previous hui including the options considered, their feasibility and key factors assessed. NZTA then presented the Multi Criteria Assessment (MCA) optioneering process to be undertaken for the emerging preferred corridor, including the MCA scoring and methodology to be used. Key refinements for the options included minimising environmental impact, optimising earthworks and ensuring resilience against natural hazards. 	<ul style="list-style-type: none"> Te Parawhau emphasised the importance of protecting Ngahere and taonga species and urged NZTA to adopt a holistic approach in ensuring environmental considerations are integrated at every stage, from procurement to maintenance. Patuharakeke highlighted the significance of the Northland Corridor as the gateway to the north, and its crucial role in supporting the Māori economy by facilitating trade, tourism and local business growth. It was stressed the importance of ensuring that the Project aligns with the cultural and economic aspirations of hapū. Hapū shared their views and feedback on the placement of interchanges and roundabouts, emphasising the importance of accessibility. 	<ul style="list-style-type: none"> Cultural values are one of the MCA criteria for optioneering processes and alternatives assessments, to determine the emerging preferred corridor and route protection. This is further discussed in Section C5.2 of Volume B. The Project Design Team will share the briefing memo of each alternative assessment, outlining the options being considered, to iwi and hapū for their scoring and input. Iwi Engagement Specialists for the Project were advised and engaged to participate in the MCAs optioneering processes, and Hapū were engaged directly by them to assist with the MCAs.
Brynderwyn Hills options	<ul style="list-style-type: none"> A discussion between NZTA and Te Parawhau, Patuharakeke and Te Uri o Hau on the options for Brynderwyn Hills route and the cultural significance of this area for iwi and hapū. 	<ul style="list-style-type: none"> Te Parawhau expressed concerns on the impacts on forestry, ecosystem and species in the Brynderwyn section, in particular the effects over Mano Hiwa Ariki and on Hochstetter’s frogs. They also expressed concerns about the challenging soil conditions in the Brynderwyn Hills and the significant weather events that took place in the past. Te Parawhau expressed a preference for a tunnel in the Brynderwyn section of the Project. There was a consensus from Te Parawhau and Patuharakeke that the Project 	<ul style="list-style-type: none"> The Brynderwyn Hills alternatives assessment was undertaken to consider alternative routes, including one that generally follows the area of the Brynderwyn Hills that have already been developed. One of the key matters that triggered the Brynderwyn Hills alternatives assessment was cultural considerations, being a culturally significant area for iwi with some significant waterfalls and habitats within it. Findings from site visits in the Brynderwyn Hills area by the Project’s ecologists were presented to iwi / hapū. Cultural values assessment was undertaken, with input from Te

Topic	Summary of discussion	Views of iwi or hapū	Response to the view of iwi or hapū
		<p>Team should investigate other routes, allowing the alignment to remain within areas of the Brynderwyn Hills that have already been developed.</p> <ul style="list-style-type: none"> Te Uri o Hau noted a secondary waterfall in the Brynderwyn Hills area of NZTA-owned land, next to the Atlas Quarry. Te Uri o Hau also offered some local knowledge and contributions around the DOC land, pipiki ki tua, frogs and the Brynderwyn Hills area. 	<p>Parawhau received, for the Brynderwyn Hills alternatives assessment.</p> <ul style="list-style-type: none"> NZTA provided reasons for the full tunnel option along the Brynderwyn section that was discounted at the long list options stage, due to cost / affordability.
Proposed earthworks	<ul style="list-style-type: none"> NZTA presented the indicative volumes of cut and fill required for the Project. 	<ul style="list-style-type: none"> Te Uri o Hau, Patuharakeke and Te Parawhau expressed concerns with the large volume of earthworks required for the Project and requested information on other projects of similar scale and nature, to get a comparison. 	<ul style="list-style-type: none"> NZTA provided Hapū the consented and actual earthworks volumes of other similar transport infrastructure projects, which include the Pūhoi to Warkworth project. This provided clarification on the earthworks volumes expected for projects of this scale.
Proposed draft conditions	<ul style="list-style-type: none"> NZTA presented the proposed conditions framework for the NoR and resource consents (NZTA had pre-circulated drafts of the proposed conditions). 	<ul style="list-style-type: none"> Patuharakeke enquired about the approach to Condition 1 and the importance of being involved in the management plans. Discussed also the requirement to develop cultural-based conditions. Patuharakeke acknowledged that the CIA would provide guidance for such conditions. An avoid condition relating to kahikatea stands at The Braigh, Waipū is supported. Patuharakeke and NZTA agreed that conditions will continually be developed post-lodgement of the Application. Similarly, Te Parawhau expressed interest in the involvement of management plans and cultural-based conditions development. In particular, karakia / pre-start conditions and monitoring of all earthworks for the first 500 mm of earthworks are required. An avoid condition relating to kahikatea stands at The Braigh, Waipū is supported. 	<ul style="list-style-type: none"> NZTA agreed to progress a placeholder condition for hapū values and effects, based on hui feedback to date, and to circulate as part of the next conditions update. NZTA also agreed to circulate other conditions suites from like-roading corridor projects.

As noted above, engagement with Te Uri o Hau, Patuharakeke and Te Parawhau has been ongoing. It is important to note that NZTA's engagement is not limited to pre-application consultation requirements under the FTAA. NZTA has been engaging with hapū over an extended period of time on inputs to the Business Case phase (including corridor selection processes), alternative assessments, technical assessments and on draft conditions. NZTA is committed to continuing its engagement with Te Uri o Hau, Patuharakeke and Te Parawhau through the post-lodgement phase, particularly in relation to the finalisation of Cultural Effects / Values Assessments (which hapū have been invited to develop for the Project) and conditions associated with the various approvals being sought.

Te Uri o Hau, Patuharakeke and Te Parawhau have been invited to provide Cultural Effects / Values Assessments for the Project. It is understood that these are forthcoming and will be provided post lodgement to NZTA.

D5. Owners and Occupiers of Land

D5.1 Persons with a registered interest in land that may need to be acquired under the Public Works Act

A schedule of owners and occupiers of land within the footprint of the Proposed Designation is provided in Appendix F of Volume B. It also includes information on persons with a registered interest in land that may need to be acquired under the PWA.

NZTA has engaged with potentially and directly affected landowners at various points throughout the development of the Project. Individual one on one meetings with landowners potentially affected by the preliminary designation boundary were held in person and online over several months from November 2025 to March 2026.

Following this engagement, those landowners confirmed as being directly affected by the Proposed Designation were notified in writing and by email communication and provided with a Land Requirement Plan specific to their property, prior to lodgement of the Application.

D5.2 Owner and occupiers of land adjacent to the Project

The FTAA requirements¹⁰⁸ for substantive applications require the following information to be provided:

(d) *the full name and address of –*

- (i) *each owner of the site and of land adjacent to the site; and*
- (ii) *each occupier of the site and of land adjacent to the site whom the applicant is able to identify after reasonable inquiry.*

The above information is provided in Appendix G of Volume B of the Application.

A summary of consultation with the owners and occupiers of land adjacent to the Proposed Designation is not required under the FTAA.

D6. Other Affected Parties and Stakeholders

D6.1 Network Utility Operators

There are some NUOs affected by the Project, which are listed on Table 9 below:

Table 9: List of affected NUOs by the Project

NUO	Utility Type	Location and / or Impact Comments
Critical / Major Utility		
First Gas	Gas	Direct impacts SH12 southwards, including Pukekaroro and Baldrock Road.
Transpower	Electricity	Direct impacts and within close proximity (in numerous locations) to the Proposed Designation.
Other Utilities		
Northpower	Electricity	Numerous touchpoints with existing network and proposed Maungaturoto to Mangawhai 33/11 kV sub-transmission.

¹⁰⁸ Schedule 5, clause 5(1)(d) FTAA.

Northpower	Telecommunications	Waipū Interchange (The Braigh / Waipū Bypass).
Taitokerau Fibre	Telecommunications	Trunk fibre follows Waipū Gorge Road and existing SH1 north of the Brynderwyn Hills.
Chorus	Telecommunications	Numerous locations.
Eon Fibre / One NZ	Telecommunications	Shoemaker Road trunk.
Territorial Authorities		
WDC	Urban Water Supply	Waipū interim tie-in, north of Millbrook Road.
KDC	Urban Water Supply	Atlas Quarries southwards including SH12, Pukekaroro and Baldrick Road.
Mobile / Radio Networks		
Spark / Connexa	Mobile	Not aware of any direct impacts currently. Potential for impact to private access or services to towers. TBC via NUO and landowner engagement in future Detailed Design phase of the Project.
One NZ / Fortysouth	Mobile	
Two Degrees	Mobile	
RT North Limited	Brynderwyn Hills Radio Transmission	
Whangārei Amateur Radio Club	Radio Transmission	Impacted by earthworks cut in Brynderwyn Hills area.

The NUOs and network service providers that have been consulted for the Project to date are Transpower NZ Limited, First Gas and Northpower. A summary of consultation undertaken with these NUOs are as follows:

D6.1.1. Transpower NZ Ltd

NZTA has continued to regularly meet with Transpower throughout the course of the Project's development and preparation of the Application. This engagement began in November 2024 and is ongoing at the time of lodgement. NZTA presented an overview of the Northland Corridor project including its extents, estimated timeframes and potential impacts on Transpower's infrastructure, highlighting multiple touchpoints and the key risks associated with works within proximity of existing towers and pylons.

Closer to lodgement, NZTA presented the proposed conditions framework for the NoR and resource consents, including the specific conditions addressing potential interface effects on Transpower lines and assets. NZTA will continue to meet with Transpower post-lodgement of the Application to discuss the interface of the Project with Transpower's assets.

D6.1.2. First Gas

NZTA has continued to regularly meet with First Gas. The engagement began in October 2025 to discuss the Project and is ongoing at the time of lodgement. In these meetings, NZTA presented an overview of the Northland Corridor project that include the extent of the Project, anticipated timeframes, consenting strategy and the approach in utilising the fast-track approvals process under the FTAA. NZTA outlined the existing gas transmission lines that may be impacted by the Project.

Closer to lodgement, NZTA presented the proposed conditions framework for the NoR and resource consents, including the specific conditions addressing potential relocation of Maungaturoto gas pipeline. NZTA will continue to meet with First Gas post-lodgement of the Application to discuss the interface of the Project with First Gas' assets.

D6.1.3. Northpower

NZTA has continued to regularly meet with Northpower. The engagement began in January 2025 to discuss the Project and is ongoing at the time of lodgement. In these meetings, NZTA presented an overview of the Northland Corridor project including its extents, estimated timeframes, consenting strategy

and potential impacts on Northpower's infrastructure. Northpower presented their new transmission infrastructure planned for construction / refurbishment in the Maungaturoto-Mangawhai area including its timeframe for delivery, and potential mitigation measures were discussed on how the Project could avoid or treat potential clashes with the proposed lines.

Closer to lodgement, NZTA presented the proposed conditions framework for the NoR and resource consents, including those addressing matters on NUO protection and/or relocation or working in close proximity to. NZTA and Northpower will continue to meet post-lodgement of the Application to discuss coordination and management of any potential interfaces of the Project with Northpower's planned network projects.

D6.2 Other parties and stakeholders

There are no other parties and stakeholders that are relevant to the Project.

There is no tangata whenua of any area within the Proposed Designation that relates to a taiāpure-local fishery, a mātaītai reserve or an area that is subject to bylaws or regulations made under Part 9 of the Fisheries Act 1996.¹⁰⁹

There are no protected customary rights groups and customary marine title groups, and applicant groups under the MACA¹¹⁰ that are likely to be affected by the Project. The Project is not within, or adjacent to, or likely to directly affect ngā rohe moana o ngā hapū o Ngāti Porou.¹¹¹

D7. Treaty settlements

The FTAA requires NZTA to provide:

- Information about any Treaty settlements that apply in the area covered by the consent application, in accordance with sections 5(1)(i) and 12(1)(e) of Schedule 5; and
- A summary of the following information, in relation to Treaty settlements:¹¹²
- The relevant principles and provisions in the above Treaty settlement and settlement deed; and
- Any redress provided by this settlement that affects natural and physical resources relevant to the Project or the Proposed Designation.

There is one Treaty settlement and one settlement deed that applies to the Proposed Designation, which are the Te Uri o Hau Claims Settlement Act 2002 and Te Uri o Hau Deed of Settlement.

The Te Uri o Hau Claims Settlement Act 2002 provides for the vestment of 10 properties as cultural redress in the post-settlement governance entity. Of these, two are located close to the Proposed Designation, being:

- Pukekaroro Scenic Reserve in the south of Brynderwyn Hills; and
- Pukeareinga Scenic Reserve at the top of the Maungaturoto Scenic Reserve.

The Pukekaroro Scenic Reserve is subject to a statutory acknowledgement by the Crown of the statement made by Te Uri o Hau of its particular cultural, spiritual, historic and traditional association with the area. In terms of the relevant principles and provisions, the Act provides that consent authorities, the Environment Court and HNZPT must have regard to this statutory acknowledgement.

In relation to the Pukeareinga Scenic Reserve, the Act also includes an acknowledgement by the Crown of statement by Te Uri o Hau of its cultural, spiritual, historic and traditional associated with indigenous species. The purpose of this acknowledgement is for the purpose of protocols issued by the Minister of Conservation under section 108 of the Act, that relate to a statement in writing to the Te Uri o Hau Governance Entity which sets out how DOC will exercise its functions, powers and duties in relation to

¹⁰⁹ Section 11(1)(b)(ii) FTAA and 13(4)(j) FTAA.

¹¹⁰ Schedule 5, clause (5)(1)(j) FTAA.

¹¹¹ Schedule 5, clause (5)(1)(j) FTAA.

¹¹² Schedule 5, clause (5)(1)(j) FTAA.

specified matters. These matters include management of threatened indigenous species, RMA involvement and pest control.

There are no other principles or provisions within the Act or Te Uri o Hau Deed of Settlement which are relevant to NZTA. There are no obligations identified on NZTA, such as special planning documents, priority considerations or exemptions relating to resource management decision-making.

There are no other Treaty settlement Acts and Treaty settlement deeds that apply to the Proposed Designation.

D8. Māori land, marae and identified wāhi tapu within the Project area

There is no Māori land, marae, or wāhi tapu area identified within the Proposed Designation.

PART E - Conclusion

E1. Approval under Section 85

The Project is an eligible activity and meets the purpose of the FTAA as significant infrastructure with significant regional and national benefits. It is consistent with relevant Treaty settlements and the purpose and principles of the RMA, is generally consistent with the policy framework of the relevant planning documents and meets the requirements of the Wildlife Act and HNZPTA as relevant under the FTAA.

NZTA's Proposed Conditions will ensure the potential adverse impacts of the Approvals are not sufficiently significant as to be out of proportion to the significant national and regional benefits of the Project. Therefore, there are no barriers to granting the Approvals pursuant to the FTAA.

APPENDICES



Appendix A

FTAA Substantive Application Form

Fast-track Approvals Act 2024 Substantive Application Form Guidance effective 31 March 2026

You will need to submit your substantive application using the digital form provided in the Fast-track application portal in accordance with sections 43(1)(a) and (4) of the Fast-track Approvals Act 2024 (**The Act**). This application form guidance will assist you with preparing your application in the manner required.

*Guidance note: You will need to prepare your application for submission in our digital Fast-track Portal. To submit your application successfully, you will be required to complete your application in accordance with the step by step instructions below. Please note that the guidance notes throughout this document serve as a **guide only** and are intended to help you become familiar with the process. It is not a substitute for the official application process, which you will undertake when you receive a log-in to the Fast-track Portal.*

Steps to prepare your application

1. Accessing the digital Fast-track Portal

- You will be required to submit your application via our secure digital Fast-track Portal. Please ensure you have access to the Fast-track Portal and are able to log in before starting your application.

2. Review the Requirements in this Application Form Guidance Document

- Carefully review the application requirements included in this document, including any supporting documents you must provide, which must be submitted using the digital form provided in the Fast-track application portal in accordance with sections 43(1)(a) and (4) of the Act.

3. Prepare Your Documents

- Prepare all necessary files, consultation documents, and technical reports in advance. Ensure that your files are in the correct format (all popular formats such as e.g., PDF, Word and excel are supported) and meet the specified size limits (no more than 50 MB).
- The EPA will publish your application on the Fast-track website. For this purpose, please prepare and provide to the EPA redacted versions of your application documents that omit all personal or otherwise confidential and commercially sensitive information.

4. Complete information for all required approvals

- The Act provides for applicants to apply for a number of approvals under several existing Acts. The information required to lodge an application for each type of approval varies under the Act. Each of the checklists included in this document sets out these specific information requirements. If you are applying for multiple approvals, you will need to complete all relevant checklists.

- When preparing your application in the Fast-track Portal, you must select all relevant approval types and will be prompted to provide all the required information. Follow the instructions carefully, and ensure all required fields are completed before moving to the next stage. Before final submission, review your entire application to confirm that all details are accurate and that all supporting documents are attached. Mistakes or missing information may result in your application being assessed as incomplete.

5. Submission Confirmation

- Once your application is submitted in the Fast-track Portal, you will receive a confirmation email indicating that your application has been successfully received. If you do not receive this email, please contact our support team. Note that the email confirming receipt of your application does not mean that your application has been assessed as complete by the EPA for the purposes of section 46(1) of the Act.

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Part 1: Authorised person details

Guidance note:

This part collects key information about your project and the authorised person(s) for your project. If you have received a Notice of Decision for a Fast-track referral application, it is important that you enter the Unique Reference Number for that referral here.

Please provide details for all authorised persons.

- For a listed project, the project name should be the same as that identified in Schedule 2 of the Act and the authorised person(s) should be the person(s) specified for the project listed in Schedule 2.
- For a referred project, the authorised person(s) should be the person(s) specified by the Minister as the person(s) authorised to lodge the substantive application under section 27(2).
- For either a listed or referred project, if there is more than 1 authorised person, details should be provided for all authorised persons.

Please provide details of other project contacts where indicated, including agents and a finance contact. These details are important for efficient processing of your application.

Subsequent parts in this form refer to the 'applicant' or in some instances 'authorised person'. For the purposes of this form, this means the authorised person (and any agent) specified in this part.

Application Information

Project name: Brynderwyn Hills section of the Alternative to the Brynderwyn Hills Project
Is this substantive application for a: <input checked="" type="checkbox"/> listed project <input type="checkbox"/> referred project
Referral application unique reference number:
Project description: <i>Guidance note: Please insert the project description as per Schedule 2 or the notice of decision on referral.</i> Develop a road and associated infrastructure between Te Hana and State Highway 15 (Port Marsden Highway) or 1 or more sections of road between those 2 points

Authorised Person(s) Information

Authorised Person(s): New Zealand Transport Agency Waka Kotahi
Key contact name: Hannah Thompson

Key contact organisation NZBN:	
Key contact organisation name:	
Key contact phone number:	Key contact email address: [REDACTED]
Preferred method of service: <input type="checkbox"/> Email <input type="checkbox"/> Post	
Email or postal address for service: [REDACTED]	
Is there an Agent acting on behalf of the Authorised Person(s)?	

Agent for Authorised Person Information (if applicable)

Agent organisation NZBN:	
Agent organisation name:	
Agent contact name: Damien McGahan	
Agent phone number:	Agent email address: [REDACTED]
Preferred method of service: <input type="checkbox"/> Email <input type="checkbox"/> Post	
Email or postal address for service: [REDACTED]	
Please direct all correspondence from the EPA to:	
<input type="checkbox"/> Authorised Person(s)	
<input checked="" type="checkbox"/> Agent for Authorised Person(s)	

Financial Contact Information

Guidance note: Once you submit your application through the portal, the EPA Finance Team will issue an invoice for both the levy and the application fee. This invoice will be emailed directly to the finance contact you listed in Part 1 of your application.

Finance organisation name or individual to be invoiced:	
Finance organisation NZBN:	
Invoicing address:	
Finance contact name:	
Finance contact phone number:	Finance contact email address:

Part 2: General pre-lodgement requirements

Guidance note: This part addresses the pre-lodgement requirements relevant to substantive applications in Subpart 2 and sections 42 and 43. There are other pre-lodgement requirements specific to the type of approval(s) sought. These requirements are addressed in Part 3 of this application form – Types of approvals sought.

Please ensure that the information provided is specified in sufficient detail to satisfy the purpose to which it is required (section 44).

Subpart 1: Ineligible activities

Does the project involve any ineligible activities as defined in section 5 (section 43(1)(c))?

Yes No

Does the project involve any activities that:

would occur on identified Māori land (section 5(1)(a)(i))?

Yes No

If yes, has the activity been agreed to in writing by the owners of the land or been subject to a determination under section 23 (section 5(1)(a)(ii))?

Yes No N/A pursuant to section 5(2)

would occur in a customary marine title area (section 5(1)(b)(i))?

Yes No

If yes, has the activity been agreed to in writing by the customary marine title group (section 5(1)(b)(ii))?

Yes No N/A pursuant to section 5(2)

would occur in a protected customary rights area and would have a more than minor adverse effect on the exercise of the protected customary right (sections 5(1)(c)(i) and (ii))?

Yes No

If yes, has the activity been agreed to in writing by the protected customary rights group (section 5(1)(c)(iii))?

Yes No

would occur on Māori customary land (section 5(1)(d)(i))?

Yes No

would occur on land set apart as a Māori reservation as defined in section 4 of Te Ture Whenua Māori Act 1993 (section 5(1)(d)(ii))?

Yes No

are an aquaculture activity or an activity that is incompatible with aquaculture activities that would occur within an aquaculture settlement area declared under section 12 of the Māori Commercial Aquaculture Claims Settlement Act 2004 or an area reserved under another Treaty settlement for the aquaculture activities of a particular group (section 5(1)(e)(i))?

Yes No

If yes, does the project involve an aquaculture activity or an activity that is incompatible with aquaculture activities for which the applicant who is proposed to hold an approval described in section 42(4)(a) (resource consent) is not authorised to apply for a coastal permit under the Resource Management Act 1991 (section 5(1)(e)(ii))?

Yes No

would require an access arrangement under section 61 or 61B of the Crown Minerals Act 1991 (section 5(1)(f)(i))?

Yes No

If yes:

does the project involve any activities that could not be granted an access arrangement because of section 61(1A) of that Act (section 5(1)(f)(ii)(A))?

Yes No

does the project involve any activities that would occur in an area for which a permit cannot be granted under that Act (section 5(1)(f)(ii)(B))?

Yes No

would be prevented under section 165J, 165M, 165Q, 165ZC, or 165ZDB of the Resource Management Act 1991 (section 5(1)(g))?

Yes No

are an activity (other than an activity that would require an access arrangement under the Crown Minerals Act 1991) that would occur on land that is listed in Schedule 4 (section 5(1)(h)(i))?

Yes No

If yes, has the activity been subject to a determination under section 24 (section 5(1)(h)(ii))?

Yes No

would occur on a national reserve held under the Reserves Act 1977 and requires approval under the Reserves Act 1977 (sections 5(1)(i)(i) and (ii))?

Yes No

If yes, has the activity been subject to a determination under section 24 (section 5(1)(i)(iii))?

Yes No

would occur on a reserve held under the Reserves Act 1977 that is vested in someone other than the Crown or a local authority (section 5(1)(j)(i))?

Yes No

If yes, has the activity been agreed to in writing by the person or persons in whom the reserve is vested (section 5(1)(j)(ii))?

Yes No N/A pursuant to section 5(2)

would occur on a reserve held under the Reserves Act 1977 that is managed by someone other than the Department of Conservation or a local authority (section 5(1)(k))?

Yes No

If yes, has the activity been agreed to in writing by the person or persons responsible for managing it (section 5(1)(k)(ii))?

Yes No N/A pursuant to sections 5(2) or (5)

are a prohibited activity under the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 or regulations made under that Act (section 5(1)(l)(i))?

Yes No

are an activity that is described in section 15B of the Resource Management Act 1991 and is a prohibited activity under that Act or regulations made under it (section 5(1)(l)(ii))?

Yes No

are an activity that is prohibited by section 15C of the Resource Management Act 1991 (section 5(1)(l)(iii))?

Yes No

are a decommissioning-related activity (which is an activity described in section 38(3) of the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012) (section 5(1)(m))?

Yes No

are an activity undertaken for the purposes of an offshore renewable energy project (section 5(1)(n))?

Yes No

Please reference any documents you have uploaded to the Portal as part of your application, which support the answers given in Part 2, Subpart 1 above.

Did you make an application under section 39 for a determination by the Minister under section 23 or 24 that the activity is not an ineligible activity (section 42(13))?

Yes No

If yes, did you receive notice of the Minister's decision under section 39(4) that the activity is not an ineligible activity prior to making the substantive application, as required under section 39(5) (section 42(13))?

Yes No

If no, the applicant may not make a substantive application under the Act.

If yes, please provide a copy of the notice provided under section 39(4) (section 43(1)(c)).

If this application is subject to a determination under section 23, whereby the Minister may determine that linear infrastructure on certain identified Māori land is not an ineligible activity, please explain the steps taken to secure the agreement with the owners of the land referred to in section 5(1)(a) (section 43(1)(g)).

Subpart 2: Priority project

Does the application relate to a priority project as defined in section 4(1) that has been determined by the Minister to be a priority project under section 38 (section 43(1)(h))?

Yes No

If yes, to the best of your knowledge are there any competing applications?

Yes No

If yes, please specify here:

Subpart 3: Referred project

Guidance note: Please only complete this subpart if this application is for a referred project. If this application is for a listed project please refer to Subpart 4: Listed project.

Has this application been made by the deadline specified in the notice from the Minister or as otherwise required by section 28(3)(d) (section 43(1)(i))?

Yes No

Please provide a copy of the notice given under section 28.

Does the application comply with any information requirements specified by the Minister under section 27(3)(b)(ii) (section 43(1)(e)(i))?

Yes No N/A

Please provide details here:

Subpart 4: Listed project

Guidance note: Please only complete this subpart if this application is for a listed project. If this application is for a referred project, please refer to Subpart 3: Referred project.

Please confirm if the applicant has consulted with the following persons and groups referred to in section 11(1)(a) prior to lodging this application (section 29(1)(a)).

Guidance note: If there is more than 1 authorised person, consultation can occur by any of the authorised persons on behalf of all of them (section 29(2)(a)).

Any relevant applicant groups with applications for customary marine title under the Marine and Coastal Area (Takutai Moana) Act 2011

Yes No N/A

Ngā hapū o Ngāti Porou, if the project area is within or adjacent to, or the project would directly affect, ngā rohe moana o ngā hapū o Ngāti Porou

Yes No N/A

Please confirm if the applicant has notified in writing the following persons and groups referred to in section 11(1)(b) prior to lodging this application (section 29(1)(aa)).

Guidance note: If there is more than 1 authorised person, notification can occur by any of the authorised persons on behalf of all of them (section 29(2)(a)).

The relevant local authorities

Yes No N/A

Any relevant iwi authorities, hapū, and Treaty settlement entities, including –

- (i) iwi authorities and groups that represent hapū that are parties to relevant Mana Whakahono ā Rohe or joint management agreements; and
- (ii) the tangata whenua of any area within the project area that is a taiāpure-local fishery, a mātaimai reserve, or an area that is subject to bylaws or regulations made under Part 9 of the Fisheries Act 1996

Yes No N/A

The relevant administering agencies

Yes No N/A

If yes, please indicate which agencies have been notified:

- Department of Conservation
- Environmental Protection Authority
- Heritage New Zealand Pouhere Taonga
- Land Information New Zealand
- Ministry of Business, Innovation & Employment

If the proposed approvals for the project are to include an approval described in section 42(4)(f) (land exchange), the holder of an interest in land that is to be exchanged by the Crown?

Yes No N/A

If persons were notified under section 29(1)(aa), please briefly provide details of the notification including the date it occurred and when 20 working days elapsed:

NZTA has chosen to consult with, rather than notify, all relevant groups. This is covered in further detail in Section A5.4 and Part D of Volume A.

Part 3: Type of approval(s) sought

Guidance note: This part identifies the type of approval(s) that can be sought under section 42(4) and other relevant requirements relevant to the approval(s) in Subpart 3 and section 42 of the Act. For each type of approval, reference is made to the corresponding checklist that must be completed with the application which include the information requirements set out in section 43 (3).

Please ensure that the information provided is specified in sufficient detail to satisfy the purpose to which it is required (section 44).

This application is for the following type(s) of approval under the Act (please tick all that apply):

A resource consent that would otherwise be applied for under the Resource Management Act 1991 (**RMA**) (section 42(4)(a)). If yes, please complete **checklist A**.

Please identify who is intended to be the holder of the resource consent being applied for:

Guidance note: If the substantive application is to be lodged by more than 1 authorised person, the references to the applicant in the information requirement in clause 5 subclauses 1(d), (k), (i) and (6) of Schedule 5 (and addressed in checklist A) are to the authorised person who is identified in the application as the proposed holder of the resource consent (clause 5(7) of Schedule 5).

New Zealand Transport Agency Waka Kotahi

Please indicate which type of consent(s) or activity(ies) the approval applies to. Tick as many boxes as apply to the project:

- land-use consent
- subdivision consent (also complete **checklist A1**)
- reclamation consent (also complete **checklist A1**)
- coastal permit
- aquaculture activities
- water permit (other than coastal marine area)
- discharge consent (other than coastal marine area)
- standard freshwater fisheries activity as defined in section 4 (please complete **checklist A2**)
- other

Is the approval for an activity that is a prohibited activity under the RMA (section 42(5)(a))?

Yes No

Does the applicant hold an existing resource consent for the same activity using some or all of the same natural resource? If yes, section 30 does not apply.

Guidance note: Section 30 applies if a substantive application, for a listed or referred project, is for a resource consent approval under section 42(4)(a) and the authorised person does not hold an existing resource consent for the same activity using some or all of the same natural resource.

Yes No

If no, prior to lodging this application, has the authorised person notified in writing each regional council that is the consent authority for an area where the approval would apply (section 30(2))?

Yes No

Please indicate whether (section 42(5)(b)):

Prior to lodging the substantive application, you received notice either under section 30(3)(b) that there are no existing consents or section 30(5) that there is an applicable existing resource consent and that the existing consent holder does not propose, or does not lodge a relevant application more than 3 months before the expiry of the existing consent (section 30(6)(a)); and

This application is made within three months of the date of the earliest notice provided by each relevant regional council (section 30(6)(b)).

Guidance note: Under section 30(6), the reference to authorised person must be read as a reference to every authorised person who would be required by section 42(2)(b) to jointly lodge the application (section 30(7)(c)).

If a notice under section 30(3)(b) or (5) has been received, please provide a copy of that notice showing that it was received within the timeframe specified in section 30(6)(b) (clause 5(1)(l)(i) of Schedule 5).

See Appendix C of Volume A

If a notice has been received under section 30(5), please provide any more up-to-date information that the applicant is aware of about the existing resource consent referred to in the notice (clause 5(1)(l)(ii) of Schedule 5).

Does the application relate to aquaculture activities to be undertaken in the coastal marine area (section 31)?

Guidance note: Section 31 applies if a substantive application, for a listed or referred project, is for a resource consent approval under section 42(4)(a) for which the EPA will need to request a recommendation under section 48.

Yes No

If yes, and the authorised person wishes to lodge a pre-request aquaculture agreement in relation to the area, has this been lodged with the relevant chief executive prior to lodging this application (section 31(2))?

Guidance note: If there is more than 1 authorised person, any 1 of the authorised persons may comply with this subsection on behalf of all of them (section 31(4)).

Yes No N/A

A change or cancellation of a resource consent condition that would otherwise be applied for under the RMA (section 42(4)(b))? If yes, please complete **checklist A**.

Is the application also seeking approval for:

a resource consent (section 42(4)(a)); or

a designation or an alteration to an existing designation (section 42(4)(d)), (section 42(6)(a))?

Yes No

Is the change or cancellation material to the implementation or delivery of the project (section 42(6)(b))?

Yes No

A certificate of compliance that would otherwise be applied for under the RMA (section 42(4)(c))? If yes, please complete **checklist B**.

Is the application also seeking approval for a resource consent (section 42(4)(a)) or a designation or an alteration to an existing designation (section 42(4)(d)) (section 42(7))?

Yes No

A designation or an alteration to an existing designation for which a notice of requirement would otherwise be lodged under the RMA (section 42(4)(d))? If yes, please complete **checklist C**.

Does the designation relate to a standard freshwater fisheries activity as defined in section 4? If yes, please complete **checklist A2**

Yes No

A concession that would otherwise be applied for under the Conservation Act 1987, section 14AA of the Wildlife Act 1953 or section 49 of the National Parks Act 1980, or a Reserves Act approval defined in clause 1 of Schedule 6 (section 42(4)(e)). If yes, please complete relevant sections of **checklist D1**.

A land exchange as defined in clause 22(1) of Schedule 6 (section 42(4)(f)). If yes, please answer the questions below.

Guidance note:

- *The information required for a land exchange under section 43 is provided for in clause 27 of Schedule 6. This provides that the application must contain the report provided to the authorised person under section 35. To comply with these requirements, the applicant will need to tick yes to the questions below and provide a copy of the Director-General of Conservation's report. The application must not contain any further information.*
- *If the application is lodged by more than 1 authorised person, the reference to applicant in the definition of land exchange is to the authorised person who is identified in the application as the person proposed to exchange land (clause 22(2) of Schedule 6). Refer to part 4 of this form to identify the authorised person in respect to an approval for land exchange.*

Prior to lodging the substantive application, did the applicant lodge a land exchange application with the Department of Conservation under section 33(1)?

Yes No

Guidance note:

- *The land exchange application lodged with the Department of Conservation under section 33(1) must comply with the requirements in section 33(1)(a)-(c).*
- *The information provided in the land exchange application must not be lodged unless any fee, charge, or levy payable under the Fast-track Approvals (Cost Recovery) Regulations 2025 in respect of the land exchange application is paid (section 33(3)),*
- *If there is more than 1 authorised person, any 1 of the authorised persons may comply with section 33(1) (section 33(4)).*

If yes, prior to making this application has the applicant received the Director-General of Conservation's report on land exchange as required by section 35(9) (section 42(8))?

Yes No

If yes, please provide a copy of the report provided to the authorised person under section 35 and complete **checklist D3**.

An amendment to or revocation of a conservation covenant as defined in clause 41 of Schedule 6 (section 42(4)(g)). If yes, please complete **checklist D2**.

A wildlife approval as defined in clause 1 of Schedule 7 (section 42(4)(h)). If yes, complete **checklist E**.

An archaeological authority described in section 44(a) or (b) of the Heritage New Zealand Pouhere Taonga Act 2014 that would otherwise be applied for under that Act (section 42(4)(i)). If yes, please complete **checklist F**.

Optionally, you may also include the following information in your application for an approval described in section 43(3)(i) Archaeological Authority

Guidance note: Please answer below or upload your answer as a document in the Documents tab and reference the document name here

Have any archaeological authorities been granted for this location in the past?

See Section 5.1 of Volume D

Identification of the relevant planning overlays, i.e. are there any relevant Heritage or QEII covenants or Heritage Orders, District Plan schedules, New Zealand Heritage list/Rārangi Kōrero entries?

See Section 5.2 of Volume D

Is the application also seeking approval for a resource consent (section 42(4)(a)) or a designation or an alteration to an existing designation (section 42(4)(d)) (section 42(9)(a))?

Yes No

Does the application also include an application for approval of a person to carry out an activity under clause 7 of Schedule 8 (section 42(9)(b))?

Yes No

Guidance note: If an application for approval of a person to undertake an activity is made with this substantive application, it must be considered under the Act (clause 7(2)(a) of Schedule 8). If it is made after an archaeological authority has been approved (whether under the Act or the HNZPT Act and despite section 40), it must be made and considered under the HNZPT Act (clause 7(2)(b) of Schedule 8).

If yes, please reference any documents (name of document, section and page) you have uploaded to the Portal as part of your application, which provide the information specified below.

Guidance note: In order for Heritage New Zealand Pouhere Taonga to recommend that a person is approved to carry out an activity under an authority, it must be satisfied that the criteria listed at clause 7(5) of Schedule 8 of the Act have been met.

The following questions are to assist Heritage New Zealand Pouhere Taonga with its assessment.

The name and contact details of the nominated person (archaeologist)

A signed acknowledgement that the named person meets the criteria required to be an approved person to undertake an activity under the authority (under sections 7(5) of the Act and 45(2)(a) of the Heritage New Zealand Pouhere Taonga Act 2014), and agrees to conform to accepted archaeological practice in undertaking the archaeological work required by the conditions of any authority granted as a result of the application

Information to satisfy Heritage New Zealand Pouhere Taonga that the person carrying out the activity under an authority has sufficient skill and competency, is fully capable of ensuring that the proposed activity is carried out to the satisfaction of Heritage New Zealand Pouhere Taonga, and has access to appropriate institutional and professional support and resources (clause 7(5)(a), Schedule 8)

In the case of a site of interest to Māori, information to satisfy Heritage New Zealand Pouhere Taonga that the person carrying out the activity under an authority has the requisite competencies for recognising and respecting Māori values (clause 7(5)(b)(i), Schedule 8)

In the case of a site of interest to Māori, information to satisfy Heritage New Zealand Pouhere Taonga that the person carrying out the activity under an authority has access to appropriate cultural support (clause 7(5)(b)(ii), Schedule 8)

An approval, a dispensation, or an authorisation in respect of a complex freshwater fisheries activity that would otherwise be applied for under regulation 42, 43, or 65(2) of the Freshwater Fisheries Regulations 1983 or section 26ZM(2)(a) or (3)(b) of the Conservation Act 1987 (section 42(4)(j)). If yes, please complete **checklist G**.

A marine consent that would otherwise be applied for under the Exclusive Economic Zone and Continental Shelf (Environmental Effects) Act 2012 (section 42(4)(k)). If yes, please complete **checklist H**.

An initial access arrangement or a variation to an existing access arrangement that would otherwise be applied for under section 61 of the Crown Minerals Act 1991 (section 42(4)(l)). If yes, please complete **checklist I**.

Is the applicant the holder of an appropriate permit required by section 61 of the Crown Minerals Act 1991 (section 42(10)(a))?

Yes No

Is the applicant also applying for a mining permit under section 42(4)(n) (section 42(10)(b))?

Yes No

Guidance note: If the application is lodged by more than 1 authorised person, the applicant for the purposes of section 42(10) is the person who is proposed to hold the approval (section 42(12)).

Please only answer the following question if the application is for a listed project:

Has the applicant complied with the requirements in section 59(1) and (2) of the Crown Minerals Act 1991, by serving on each owner and occupier of the relevant land a notice in writing of the applicant's intention to obtain an access arrangement, that includes the specified matters (section 29(1)(b))?

Yes No

Guidance note: If there is more than 1 authorised person for a listed project, the authorised person who is the proposed holder of the approval described in section 42(4)(l) (initial access or variation to existing access arrangement) must comply with the requirements in section 29(1)(b).

An access arrangement that would otherwise be applied for under section 61B of the Crown Minerals Act 1991 or a variation to an access arrangement granted under that section (section 42(4)(m)). If yes, please complete **checklist I**.

Please only answer the following question if the application is for a listed project:

Has the applicant complied with the requirements in section 59(1) and (2) of the Crown Minerals Act 1991, by serving on each owner and occupier of the relevant land a notice in writing of the applicant's intention to obtain an access arrangement, that includes the specified matters (section 29(1)(b))?

Yes No

Guidance note: If there is more than 1 authorised person for a listed project, the authorised person who is the proposed holder of the approval described in section 42(4)(m) (access arrangement) must comply with the requirements in section 29(1)(b).

A mineral mining permit that would otherwise be applied for under section 23A of the Crown Minerals Act 1991 (section 42(4)(n)). If yes, complete **checklist I1**.

A petroleum mining permit that would otherwise be applied for under section 23A of the Crown Minerals Act 1991 (section 42(4)(n)). If yes, complete **checklist I2**.

Please only answer the following questions if the application is for a mineral or petroleum mining permit:

Prior to lodging this application, did the applicant lodge the information specified in section 37(2) with the relevant chief executive?

Yes No

Guidance note:

- *This is not a requirement; however, an applicant may lodge this information under section 39(2). The information required is set out in section 39(2).*
- *The information lodged under section 39(2) must not be lodged unless any fee, charge, or levy payable under Fast-track Approvals (Cost Recovery) Regulations 2025 in respect of the land exchange application is paid (section 39(3)),*
- *If there is more than 1 authorised person, any 1 of the authorised persons may lodge the information on behalf of all of them (section 39(4)).*

Please confirm whether the following apply (section 42(11)(a)-(f)):

- The approval is sought for 1 or more deposits of 1 or more minerals
- The applicant holds exploration permits or existing privileges that apply to those minerals and have more than 3 months before they expire
- The area of land for which the approval is sought is within, or the same as, the area of land to which those exploration permits or existing privileges apply
- The application proposes that those exploration permits or existing privileges be surrendered in relation to the area of land over which the approval is sought
- The proposed term of the approval is no more than 40 years
- Granting the approval would not be prevented by any of sections 25(6) and (7) and 30(8) of the Crown Minerals Act 1991 if the approval were applied for under the Act

Guidance note: If the application is lodged by more than 1 authorised person, the applicant for the purposes of section 42(11) is the person who is proposed to hold the approval (section 42(13)).

Part 4: Requirements for substantive application

Guidance note: This part identifies the requirements for a substantive application in sections 43 and 46 and that are not otherwise addressed in other parts of this form or the checklists. Please ensure that the information provided is specified in sufficient detail to satisfy the purpose to which it is required (section 44).

Subpart 1: General requirements for substantive application

If the application is for a listed project, has an Order in Council been made which amends the project description or the description of the approximate geographical location of the project in Schedule 2 (Section 117A(1))?

Yes No

If yes, please provide details here:

Does the application relate solely to a listed project or a referred project (whichever applies) (section 46(2)(b))?

Yes No

Are there any differences between the application and the project as described in Schedule 2 or Order in Council (for a listed project) or in the notice of the Minister's decision under section 28 (for a referred project) (section 46(2)(b))?

Yes No

If yes, please provide details on the difference(s) and describe how they relate, or do not relate, to the project as described in Schedule 2 or Order in Council (for a listed project) or in the notice of the Minister's decision under section 28 (for a referred project).

Please explain how the project is consistent with the purpose of the Act (section 43(1)(b)(i)). Or, if the application was referred under section 21(1)(a) of the Act, please explain how both the stage to which the application relates and the whole project are consistent with the purpose of the Act, and provide information relating to the likelihood that any later stages of the project will be completed (section 43(1)(b)(ii)(A) and(B)).

See Section C5 of Volume A

If the application is lodged by more than 1 authorised person, please state for each approval identified in part 3, which proposed approval is to be held by which authorised person (section 43(1)(d)):

Guidance note: Section 42(3) requires that, for each approval sought, the applicant must be eligible for any corresponding authority under a specified Act or, if the application is lodged by more than 1 authorised person, the authorised person who is proposed to hold the approval sought must be a person who would be eligible to apply for any corresponding approval under a specified Act.

If applicable, please explain how the application complies or does not comply with any information requirements specified by the Minister under section 24 (section 43(1)(e)(i)):

Have you completed the relevant checklist(s) identified in part 3 as relevant to the approval(s) sought (section 43(3))?

Yes No

If yes, please identify which checklists have been completed:

- Checklist A (resource consent and/or change or cancellation of resource consent condition)
- Checklist A1 (resource consent including subdivision and/or reclamation)
- Checklist A2 (resource consent that includes a standard freshwater fisheries activity)
- Checklist B (certificate of compliance)
- Checklist C (designation or alteration of existing designation)
- Checklist D *Conservation and Reserves Approvals*
 - D1 (concession)
 - D2 (conservation covenant)
 - D3 (land exchange)
- Checklist E (wildlife approval)
- Checklist F (archaeological authority)
- Checklist G (complex freshwater fisheries approval)
- Checklist H (marine consent)
- Checklist I (access arrangements)
- Checklist I1 (mineral mining permit)

Checklist I2 (petroleum mining permit)

Does the application comply with all the requirements for the approval(s) sought, as set out in the relevant checklist (sections 43(1)(e)(ii) and 43(3))?

Yes No

Subpart 2: Specific requirements for listed project

Guidance note: Please only complete this subpart if this application is for a listed project. Section 43(2) provides for additional information requirements for a listed project with reference to the requirements in section 13(4) (other than sections 13(4)(b), (f)(ii) and (iii) and (g)). Those requirements are set out in checklist J and must be provided with a substantive application for a listed project.

Is this application for a specified stage of the listed project as determined by the Minister (section 37A(6)(a))?

Yes No

Have you completed **checklist J** in relation to a listed project (section 43(2))?

Yes No

Part 5: Personal or otherwise sensitive information

Please confirm you have checked all the application documents for personal information such as personal contact details for you (the applicant) and any other individual, including persons identified as owners or occupiers of land or affected persons.

I have checked all the application documents for commercially sensitive or otherwise confidential information, which may be withheld from public release under the Act or under the Official Information Act 1982.

I have provided a redacted version of the application (clearly labelled) that does not disclose personal or otherwise confidential or commercially sensitive information which may be withheld under the Act or under the Official Information Act 1982, for publication on the Fast-track website.

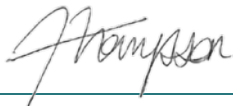
Part 6: Signature

I hereby certify that, to the best of my knowledge and belief, the information given in this application is true and correct, and that I am authorised to make this application.

I understand that the EPA can recover actual and reasonable costs incurred in relation to this application.

I understand all fees, charges or levies payable under the Fast-track Approvals (Cost Recovery) Regulations 2025 must be paid for this application to be regarded as lodged (section 43(1)(j)).

*Guidance note: Once you submit your application through the portal, the EPA Finance Team will issue an invoice for both the levy and the application fee. This invoice will be emailed directly to the finance contact you listed in **Part 1** of your application.*



02/04/2026

Signature or digital signature of Authorised Person (or person authorised to make application).

Date

Appendix B

FTAA Checklists J – Listed Project Requirements

CHECKLIST J – Listed project information requirements

This checklist must be completed if your application is for a listed project. Section 43(2) of the Act requires additional information is provided with a substantive application. The substantive application must comply with these requirements. The checklist is designed to assist you in providing all the relevant information. If an application does not comply with all requirements, then the EPA must return it to the person who lodged it.

Section 43(2) of the Act requires that a substantive application for a listed project contain the information required by section 13(4) (other than sections 13(4)(b), (f)(ii) and (iii), and (g) which applies with specified modifications (that have been applied in the checklist below) and any other necessary modifications).

Section, Fast-track Approvals Act	Information required for a substantive application under section 43(2) and section 13(4)	Application Reference (Name of document, section and page)
13(4)(a)	a description of the project and the activities it involves	Volume A, Part C, pp. 26 - 48.
13(4)(c)	information to demonstrate that the project does not involve any ineligible activities (other than activities that may be the subject of a determination under section 23 or 24)	Volume A, Section A5.1, pp. 4.
13(4)(d)	a description or map of the whole project area that identifies its boundaries in sufficient detail to enable consideration of the referral application	Volume A, Appendix D
13(4)(e)	the anticipated commencement and completion dates for construction activities (where relevant)	Volume A, Section C4.3, pp. 38 - 39.
13(4)(f)(i)	a statement of whether the project is planned to proceed in stages and, if so an outline of the nature and timing of the stages	Volume A, Section C4.3, pp. 38 - 39.
13(4)(h)	a description of the anticipated and known adverse effects of the project on the environment and the significance of those adverse effects	Volume B, Part D, pp. 38 - 82. Volume C, Section 8, pp. 8. Volume D, Section 11, pp. 9 - 10.
13(4)(i)	a statement of any activities involved in the project that are prohibited activities under the Resource Management Act 1991	Volume A, Section A6.2, pp.6.
13(4)(j)	a list of the persons and groups the applicant considers are likely to be affected by the project, including— (i) relevant local authorities:	Volume A, Part D, pp. 49 - 59. Volume A, Appendix E.

	<ul style="list-style-type: none"> (ii) iwi authorities and groups that represent hapū that are parties to relevant Mana Whakahono ā Rohe or joint management agreements: (iii) other relevant iwi authorities: (iv) relevant Treaty settlement entities: (v) relevant protected customary rights groups and customary marine title groups: (vi) ngā hapū o Ngāti Porou, if the project area is within or adjacent to, or the project would directly affect, ngā rohe moana o ngā hapū o Ngāti Porou: (vii) relevant applicant groups under the Marine and Coastal Area (Takutai Moana) Act 2011: (viii) persons with a registered interest in land that may need to be acquired under the Public Works Act 1981: 	
13(4)(k)	<p>a summary of—</p> <ul style="list-style-type: none"> (i) the consultation undertaken for the purposes of section 29 and any other consultation undertaken on the project with the persons and groups referred to in paragraph (j); and (ii) how the consultation has informed the project: 	<p>Volume A, Part D, pp. 49 - 59. Volume A, Appendix E</p>
13(4)(ka)	<p>a summary of how any responses provided to the notification under section 29(1)(aa) have informed the project</p>	N/A
13(4)(l)	<p>a list of any Treaty settlements that apply to the project area, and a summary of the relevant principles and provisions in those settlements</p>	<p>Volume A, Section D7, pp. 58 - 59.</p>
13(4)(m)	<p>a description of any processes already undertaken under the Public Works Act 1981 in relation to the project</p>	<p>Volume A, Section D5.1, pp. 56.</p>
13(4)(n)	<p>a statement of any relevant principles or provisions in the Ngā Rohe Moana o Ngā Hapū o Ngāti Porou Act 2019</p>	<p>Volume A, Section D6.2, pp. 58.</p>

13(4)(o)	information identifying the parcels of Māori land, marae, and identified wāhi tapu within the project area	Volume A, Section D8, pp. 59.
13(4)(p)	a statement of whether the applicant is seeking a determination under section 23 and, if so, an assessment of the effects of the activity on the relevant land and on the rights and interests of Māori in that land	Volume A, Section A5.2, pp. 4.
13(4)(q)	a statement of whether the applicant is seeking a determination under section 24(2) and, if so, a description of— <ul style="list-style-type: none"> (i) the scale and adverse effects of the existing electricity infrastructure; and (ii) how, if at all, that scale or those adverse effects are anticipated or known to change as a result of the maintenance, upgrading, or continued operation of the infrastructure 	Volume A, Section A5.1, pp.4.
13(4)(r)	a statement of whether the applicant is seeking a determination under section 24(4) and, if so,— <ul style="list-style-type: none"> (i) a description of every alternative site considered by the applicant (or, if the referral application is lodged by more than 1 person, any of those persons) for the construction and operation of the new electricity lines (the activity); and (ii) for each alternative site considered,— <ul style="list-style-type: none"> (A) a statement of the anticipated and known financial cost of undertaking the activity; and (B) a description of the anticipated and known adverse effects of undertaking the activity; and (C) a description of the anticipated and known financial cost and practicality of available measures to avoid, remedy, mitigate, offset, or compensate for the anticipated and known adverse effects of the activity; and (D) a description of any issues (including financial cost) that would make it 	Volume A, Section A5.1, pp.4.

	<p>impractical to undertake the activity on the site; and</p> <p>(E) an assessment of whether it would be reasonable and practical to undertake the activity on the site, taking into account the matters referred to in subparagraphs (A) to (D) and any other relevant matters</p>	
13(4)(s)	a description of the applicant’s legal interest (if any), or if the application is lodged by more than 1 person, the legal interest of any of those persons) (if any), in the land on which the project will occur, including a statement of how that affects the applicant’s ability to undertake the work	Volume A, Section A8.2, pp. 10.
13(4)(t)	an outline of the types of consents, certificates, designations, concessions, and other legal authorisations (other than contractual authorisations or the proposed approvals) that the applicant considers are needed to authorise the project, including any that the applicant considers may be needed by someone other than the applicant	Volume A, Section A6, pp. 6.
13(4)(u)	<p>whether any activities that are involved in the project, or are substantially the same as those involved in the project, have been the subject of an application or a decision under a specified Act and,—</p> <p>(i) if an application has been made, details of the application:</p> <p>(ii) if a decision has been made, the outcome of the decision and the reasons for it:</p>	N/A
13(4)(v)	a description of whether and how the project would be affected by climate change and natural hazards	Volume A, Section C4.6, pp. 44.
13(4)(w)	if the application is lodged by more than 1 person, a statement of the proposed approval to be held by each of those persons	N/A
13(4)(x)	a summary of compliance or enforcement actions (if any), and the outcome of those actions, taken against the applicant (or if the application is lodged by more than 1 person, any of those persons) under a specified Act	Volume A, Section A3.2, pp. 2.

13(4)(y)	Please provide the information specified below for the relevant approval(s) sought. This is the information specified in the relevant schedule. If approval is not sought, please enter n/a.	
13(4)(y)(i), clause 2 of Schedule 5	<p>Resource consent or designation</p> <p>(a) an assessment of the project against—</p> <ul style="list-style-type: none"> (i) any relevant national policy statement; and (ii) any relevant national environmental standards; and (iii) if relevant, the New Zealand Coastal Policy Statement; and 	Volume B, Section C2, pp. 10 - 21. Volume B, Appendix C
	<p>(b) in relation to any proposed approval that is a resource consent, whether, to the best of the applicant’s knowledge, there are any existing resource consents of the kind referred to in section 30(3)(a).</p> <p><i>Guidance note: If the application is to be lodged by more than 1 person, the reference to the applicant in subclause (1)(b) is to the person who will be identified in the application as the proposed holder of the resource consent.</i></p>	Volume A, Section B2, pp. 13. Volume A, Appendix C
13(4)(y)(ii), clause 3 of Schedule 5	<p>Change or cancellation of resource consent condition</p> <p>The information to be provided under section 13(4)(y)(ii) is information about whether and how the change or cancellation of the condition is material to the implementation or delivery of the project.</p>	N/A
13(4)(y)(iii), clause 4 of Schedule 5	<p>Certificate of compliance</p> <p>The information required to be provided under section 13(4)(y)(iii) is information that shows the activity that the certificate of compliance is intended to cover can be done lawfully in the particular location without a resource consent. Include information that shows that the activity that the certificate of compliance is intended</p>	N/A

	to cover can be done lawfully in the particular location without a resource consent.	
13(4)(y)(iv), clause 2 of Schedule 6	<p>Concession</p> <p>(1) The information in subclause (2) is required to be provided under section 13(4)(y)(iv) if a proposed concession includes a lease and—</p> <p>(a) the lease would be for a term (including any renewals) that will or is likely to be more than 50 years; and</p> <p>(b) the granting of the lease would trigger a right of first refusal or a right of offer or return.</p> <p>(2) Confirmation that the applicant has written agreement from the holder of the right of first refusal or right of offer or return to waive that right for the purposes of the proposed lease.</p> <p><i>Guidance note: If the application is to be lodged by more than 1 person, the reference to the applicant in subclause (2) is to the person who is to be identified in the application as the proposed holder of the concession (clause 2(3) of Schedule 6).</i></p>	N/A
13(4)(y)(v), clause 23 of Schedule 6	<p>Land exchange</p> <p>(1) The information required to be provided under section 13(4)(y)(v) is (a) - (e) below:</p> <p><i>Guidance note: If the substantive application is to be lodged by more than 1 person, the reference to the applicant in subclause (1)(d) is to the person who is to be identified in the application as the person proposed to exchange land (clause 23(2) of Schedule 6).</i></p> <p>(a) a description of both land areas proposed for exchange (for example, maps showing areas and location, addresses, and legal descriptions where possible:</p>	N/A
	(b) the financial value of the land proposed to be acquired by the Crown:	N/A
	(c) a brief description of the conservation values of both pieces of land, including an explanation of	

	<p>why the exchange would benefit the conservation estate:</p> <p><i>Guidance note: This must include an explanation of why the exchange would benefit the conservation estate; and details of anything registered or noted for conservation purposes on the record of title for the land to be acquired by the Crown (clause 23(1A) of Schedule 6)</i></p>	N/A
	<p>(d) if the land exchange would trigger a right of first refusal or a right of offer or return, confirmation that the applicant has written agreement from the holder of the right of first refusal or right of offer or return that the holder has agreed to waive that right for the purpose of the land exchange:</p>	N/A
	<p>(e) confirmation by the applicant that no part of any land to be exchanged by the Crown is –</p> <p>(i) land listed in Schedule 4; or</p> <p>(ii) a reserve declared to be a national reserve under section 13 of the Reserves Act 1977</p>	N/A
13(4)(y)(vi), clause 4A of Schedule 5	<p>Standard freshwater fisheries activity approval</p> <p>(4A) The information required to be provided under section 13(4)(y)(vi) is the following:</p> <p>(a) whether an in-stream structure is proposed (including formal notification of any dam or diversion structure) and the extent to which the proposed structure may impede fish passage; and</p> <p>(b) whether any fish salvage activities are proposed.</p>	N/A
13(4)(y)(via), clause 2 of Schedule 9	<p>Complex freshwater fisheries activity approval</p> <p>(2) The information required to be provided under section 13(4)(y)(via) is the following:</p> <p>(a) whether an in-stream structure is proposed (including formal notification of any dam or diversion structure) and the extent to which this may impede fish passage; and</p>	

	(b) whether any other complex freshwater fisheries activities are proposed.	N/A
13(4)(y)(vii), clause 2 of Schedule 10	<p>Marine consent</p> <p>(1) The information required to be provided under section 13(4)(y)(vii) is–</p> <p>(a) information about whether the Minister of Conservation is an affected person:</p>	N/A
	<p>(b) additional information about whether the applicant has already made an application for a consent under the EEZ Act in relation to the project, and, if so,—</p> <p>(i) details of any application made; and</p> <p>(ii) the decisions made on that application; and</p> <p>(iii) information about the matters that the Minister may consider under section 22(6):</p>	N/A
	<p>(c) additional information (in a summary form) about compliance or enforcement action taken against the applicant by the EPA under the EEZ Act.</p> <p><i>Guidance note: If the application is to be lodged by more than 1 person, the reference to the applicant in subclause (1)(b) is to the person who is to be identified in the application as the proposed holder of the marine consent (clause 2(2) of Schedule 10).</i></p>	N/A
13(4)(y)(viii), clause 2 of Schedule 11	<p>Access arrangement</p> <p>(1) Confirmation that the applicant has complied with section 29 (for the purposes of section 13(4)(y)(viii)).</p> <p><i>Guidance note: If the referral application is to be lodged by more than 1 person, the reference to the applicant in subclause (1) is to the person who is to be identified in the</i></p>	

	<i>application as the proposed holder of the access arrangement (clause 2(2) of Schedule 11).</i>	N/A
13(4)(y)(ix), clause 15 of Schedule 11	<p>Mining permit</p> <p>(1) For the purposes of section 13(4)(y)(ix), the information is—</p> <p>(a) a copy of the relevant exploration permit or existing privilege to be exchanged for a mining permit that entitles the holder to mine a Crown owned mineral:</p> <p>(b) the name and contact details of the proposed permit participants and the proposed permit operator:</p> <p>(c) a proposed work programme for the proposed permit, which may comprise committed work, committed or contingent work, or both:</p> <p>(d) evidence of the technical or financial capability of the proposed permit holder to comply with and give proper effect to the work programme:</p> <p>(e) information about the proposed permit holder’s history of compliance with mining or similar permits and their conditions:</p> <p>(f) the proposed date on which the substantive application is intended to be lodged:</p> <p>(g) if the authorised person proposes to provide information under section 37, the date on which the person intends to provide that information:</p> <p>(h) the proposed duration of the permit:</p> <p>(i) if the proposed approvals include a mining permit for petroleum,—</p> <p>(i) a map of the area over which the mining permit application is intended to be made, the area in which the surrender of an exploration permit or existing privileges is proposed (which must be same area as the area over which the mining permit application is intended to be made), and the</p>	

extent of the resource to which the development plan relates:

- (ii) the resources and reserves relating to the project, estimated in accordance with the Petroleum Resources Management System:
- (iii) a high-level overview of the following:
 - (A) the proposed field development plan:
 - (B) the proposed date for the commencement of petroleum production:
 - (C) the economic model for the project:
 - (D) the proposed duration of the proposed mining permit:
 - (E) decommissioning plans:
- (j) if the proposed approvals include a mining permit for minerals other than petroleum,—
 - (i) a map of the area over which the mining permit application is intended to be made, the area in which the surrender of an exploration permit or existing privileges is proposed (which must be same area as the area over which the mining permit application is intended to be made), and the extent of the resource and reserves to which the development plan relates:
 - (ii) for minerals other than gold or silver, a report or statement confirming the ownership of the minerals targeted:
 - (iii) whether the application will be for a Tier 1 or Tier 2 permit:
 - (iv) an estimate of the mineral resources and reserves relating to the project, including a summary on acquisition of the data and the data underpinning the estimate (such as information on sample locations, grade, and geology):

	<p>(v) an indicative mine plan:</p> <p>(vi) a high-level overview of the following:</p> <p>(A) the proposed mining method:</p> <p>(B) the proposed date for the commencement of mining and estimated annual production:</p> <p>(C) the economic model for the project:</p> <p>(D) the status of or anticipated timing for completing any prefeasibility or feasibility studies:</p> <p>(E) the proposed methods for processing mined material and handling and treating waste:</p> <p>(F) anticipated plans for mine closure and rehabilitation.</p> <p>(2) For the purpose of subclause (1)(j)(iv), for a Tier 1 permit application the resources and reserves relating to the project are to be estimated in accordance with a recognised reporting code such as JORC or NI 43-101.</p>	N/A
43(2)(b)	<p>if the project is planned to proceed in stages,—</p> <p>(i) an outline of the nature and timing of the stages; and</p> <p>(ii) a statement of whether a separate substantive application is to be lodged for each of the stages; and</p> <p>(iii) an explanation of how each stage meets the criteria in section 22:</p>	Volume A, Section A2, pp. 1-2.
43(2)(c)	<p>the information that the applicant provided to the Minister when applying to have the project listed as a listed project and an explanation of how the substantive application is within the scope of the listed project.</p>	Volume A, Section A2, pp.1-2.

Appendix C

Existing Consents – s30 Notice from NRC

Northland Corridor - letter and a request as required by s30 and s47 of the Fast-track Approvals Act 2024.



To: Sonya McCall
Cc: Jenna McFarlane; Hannah Thompson; Northland Corridor

This message was sent with High importance.



Tue 31/03/2026 3:33 pm

You don't often get email from stUARTS@nrc.govt.nz. [Learn why this is important](#)

[External email] This email was sent from outside Aurecon. Do not click links or open attachments unless you were expecting the email and know that the content is safe.

Hi Sonya

Following on from email correspondence below, I can now confirm that the activities authorised by the Northpower consent that could potentially be affected by this proposal will be completed by the end of April 2026.

Accordingly, I can confirm that there are no existing resource consents to which section 124C(1)(c) or 165ZI of the Resource Management Act 1991 would apply if the NZTA approval were to be applied for as a resource consent under that Act.

Ngā mihi

Stuart Savill
Consents Manager
Northland Regional Council » Te Kaunihera ā rohe o Te Taitokerau



P 0800 002 004 » W www.nrc.govt.nz



Disclaimer
Users are reminded that Northland Regional Council data is provided in good faith and is valid at the date of publication. However, data may change as additional information becomes available. For this reason, information provided here is intended for short-term use only. Users are advised to check figures are still valid for any future projects and should carefully consider the accuracy/quality of information provided before using it for decisions that concern personal or public safety. Similar caution should be applied for the conduct of business that involves monetary or operational consequences. The Northland Regional Council, its employees and external suppliers of data, while providing this information in good faith, accept no responsibility for any loss, damage, injury in value to any person, service or otherwise resulting from its use. All data provided is in NZ Standard Time. During daylight saving, data is one hour behind NZ Daylight Time.

Appendix D

Drawing Package

Appendix E

Records of Consultation and Engagement

Appendix E – Records of Consultation and Engagement

Section 43(2)(a) of the FTAA requires a substantive application for a listed project to contain the information listed in section 13(4), which includes a summary of consultation with¹:

1. The relevant local authorities (NRC, WDC and KDC)
2. The relevant administering agencies (DOC and Heritage NZ)
3. The relevant iwi authorities, hapū and Treaty Settlement entities
4. Persons with a registered interest in land that may need to be acquired under the PWA.

Schedule 5, in relation to the RMA approvals sought, clause 6(1) and clause 12(1) require following:

1. Identification of persons who may be affected by the activity and any response to the views of any persons consulted, including the views of iwi or hapū that have been consulted in relation to the proposal. If iwi or hapū elect not to respond when consulted on the proposal, any reasons that they have specified for that decision are to be included.
2. A description of any consultation undertaken with parties likely to be affected by the project or work and the designation.

This appendix contains information about the consultation processes undertaken by the Project team on the Project to date. Consultation with all of the relevant groups is ongoing and expected to continue throughout the fast-track approvals process and into the construction phase.

It is noted that Schedule 5, clause 12(1)(f) require the NoR application to include the full name and address of:

- Each owner of the land to which the NoR relates and of the land adjacent to that land; and
- Each occupier of the land to which the notice of requirement relates and of land adjacent to that land whom the requiring authority is able to identify after reasonable inquiry.

The schedule of owners and occupiers of land within the NoR and of the land adjacent to it, is attached as a separate appendix to this application.

1. Relevant local authorities

The Project team has undertaken consultation with the relevant local authorities for the purposes of the relevant sections of the FTAA. Meetings commenced in October 2025 and are continuing.

Table 1: Summary of engagement with the relevant local authorities for the Project²

Authorities	Date of engagement	Type of engagement	Summary of engagement
Northland Regional Council (NRC)			
NRC	18-20 November 2024	Meeting and email liaison between NZTA's Project Team (TA) and NRC	<ul style="list-style-type: none"> ▪ NZTA requested NRC's flood models and Whangārei flood modelling results to help inform the Project. ▪ Post meeting – NRC provided the catchment file for lower Northland and regionwide model reports to the Project Team for flooding assessments.

¹ Note that section 13(4)(j) and (k) requires a summary of consultation with other listed groups. Those other groups are not specified here as they are not relevant to this Project.

² In accordance with sections 11(1) and 13(4)(k) of the FTAA.

Authorities	Date of engagement	Type of engagement	Summary of engagement
NRC	4-17 February 2025	Email liaison between NZTA's Project Team (TA) and NRC	<ul style="list-style-type: none"> Discussed modelling assumptions used for flooding assessments. This included: storm profiles, data (location / dimensions / inverts) for the existing bridges and culverts in the region, and the climate change projected guidelines for NRC. NRC clarified the storm profiles used by NRC for any design profiles and there is no additional data on hydraulic structure than those stored in the provided Priority Model files. NRC clarified that there are no specific guidelines for climate change projections, however, advised the Project Team to use those used in the region-wide models as these align with the new models that NRC commissioned and with the latest MfE guidance.
NRC	6 May 2025	Meeting between NZTA and NRC	<ul style="list-style-type: none"> Updates of the Project following the April 2024 emerging preferred announcement, which included details on the emerging preferred corridor between Te Hana and Whangārei, project timeline and next steps.
NRC	28 May 2025	Meeting between NZTA's Project Team (TA) and NRC	<ul style="list-style-type: none"> Discussed the hydraulic model between the Project Team and NRC specialists. The Project Team proposed to adapt NRC's regional models and undertaking flooding analysis using a 1% AEP storm event with climate change, which is sufficient for the resource consent. Bridges and culverts will be incorporated into the model. NRC supported this approach. NRC noted that they may engage an external consultant to support the consenting process for the Project. It was agreed that ongoing liaison between the Project Team and NRC will occur pre-lodgment in relation to the hydrological approach and climate change representation in modelling e.g. rainstorm patterns, rainfall and sea level rise factors to be applied.
NRC	22 July 2025	Email liaison between NZTA's Project Team (TA) and NRC	<ul style="list-style-type: none"> NRC sent through responses to all queries received from the Project Team post-meeting on 28/05/2025. This included NRC's recommendations on the hydrological approach being used in catchments modelling, climate change projections and provided the available flood levels surveyed. NRC also provided 2025 LiDAR dataset for Northland, a hyetograph review and river survey data for Waipu that include cross sections.
NRC	22 October 2025	Meeting between NZTA and NRC	<ul style="list-style-type: none"> Overview of the Northland Corridor project, including its scope, recent government endorsement and the different sections of the corridor. Discussed the approach taken on the effects assessment and mitigation under the FTAA. Focus assessment areas for NRC: freshwater, marine and flooding assessments. Cultural assessments were acknowledged by NRC are important and that they are being handled separately through engagement with Iwi partners by NZTA for the Project. NZTA will further engage with NRC following completion of the effects assessment and once the proposed draft conditions are ready for review.
NRC	13 November 2025	Meeting between NZTA and NRC	<ul style="list-style-type: none"> Overview of the Project, including the proposed designation extent and the process being undertaken. Discussions around key land use plans.
NRC	6 March 2026	Meeting between NZTA and NRC	<ul style="list-style-type: none"> Updates on the Project and the progress on the Application, including the status of specialist reports and mitigation/condition recommendations being developed and tested. Discussed the preliminary designation boundary. Updates on the technical reports assessment, particularly on contamination and terrestrial ecology. Provided updates on the consultation and engagement process for the Project. NZTA provided updates on the conditions framework, including the key effects areas to condition, lapse and expiry, management plan process and certification. NZTA will send the draft conditions to NRC prior to lodgment. Discussion around Condition 1 approach in relation to consenting a footprint and envelop for the Project in which the Indicative Alignment can be built anywhere within the said footprint.

Authorities	Date of engagement	Type of engagement	Summary of engagement
NRC	23 March 2026	Meeting between NZTA and NRC	<ul style="list-style-type: none"> NZTA provided an overview of environmental effects associated with the Proposed Designation. The NZTA earthworks SME provided an overview of the earthworks associated effects and proposed management regime.
Kaipara District Council (KDC)			
KDC	4 November 2024	Meeting between NZTA and KDC	<ul style="list-style-type: none"> Overview of the Project, including the proposed designation extent and the process being undertaken. Discussions around key land use plans and the work on the KDC District Plan.
KDC	11 November 2024	Meeting between NZTA and KDC	<ul style="list-style-type: none"> Discussion around the long list options and short list options for the Project.
KDC	9 May 2025	Meeting between NZTA and KDC	<ul style="list-style-type: none"> Updates following the April 2024 emerging preferred announcement, which included details on the emerging preferred corridor between Te Hana and Whangārei, project timeline and next steps.
KDC	30 October 2025	Meeting between NZTA and KDC	<ul style="list-style-type: none"> Provided updates on the Project, including the extent of the indicative designation footprint, implementation timeframes and the approach in using the FTAA for the Application. NZTA will provide details on the Project's benefits case to KDC for their future engagement with landowners and the wider public in their district. NZTA will schedule a workshop with KDC to discuss draft conditions of the Application.
KDC	13 February 2026	Meeting between NZTA and KDC	<ul style="list-style-type: none"> Updates on the Project, including the Indicative Alignment, design philosophy and the indicative programme. Discussed district-wide plans by KDC that may have an impact on the Project, which include stormwater network extensions, roading recovery from Cyclone Gabrielle and drainage renewals. KDC asked whether they could still grant consent within the proposed designation boundary. NZTA confirmed they could as the Project's designation is not yet in place and so a s176 approval from NZTA is not required until the designation is confirmed.
Whangarei District Council (WDC)			
WDC	6 November 2024	Meeting between NZTA and WDC	<ul style="list-style-type: none"> Overview of the Project, including the proposed designation extent and the process being undertaken. Discussions around key land use plans.
WDC	14 November 2024	Meeting between NZTA and WDC	<ul style="list-style-type: none"> Updates on progress and the optioneering process. Discussed local insights relating to safety and CPTED.
WDC	7 May 2025	Meeting between NZTA and WDC	<ul style="list-style-type: none"> Updates following the April 2024 emerging preferred announcement, which included details on the emerging preferred corridor between Te Hana and Whangārei, project timeline and next steps.
WDC	23 October 2025	Meeting between NZTA and WDC	<ul style="list-style-type: none"> Provided updates on the Project, including the extent of the indicative designation footprint, implementation timeframes and the approach in using the FTAA for the Application. Discussion on detailed impacts of the indicative route, especially on towns and local communities. Focus assessment areas for WDC: transport impacts, water infrastructure and access for landowners
Combined meetings with multiple councils			
NRC, KDC, WDC	18 October 2024	Northland Leaders meeting	<ul style="list-style-type: none"> General overview of the Northland Corridor project. Discussions around the indicative programme, opportunities for improvement to the existing SH1 from Te Hana to Whangārei and the outcomes sought for the Northland region.

Authorities	Date of engagement	Type of engagement	Summary of engagement
NRC, KDC, WDC	11 July 2025	Northland Leaders meeting	<ul style="list-style-type: none"> Provided updates on the Northland Corridor project in general. NRC noted considerations are required for farmers who will have their land impacted by the Project and the potential drop in property values. NRC expressed support of the work happening at pace and the priority focus areas that NZTA is looking at. WDC raised the importance to address the transition from rural to peri-urban Whangārei and discussed the proposed staging of NC Project. Discussions around working with Iwi and affected landowners and occupiers. KDC sought clarity on NZTA Board endorsement for the Project. The Project Team responded that endorsement from NZTA Board would not slow down the Project, however, it is a necessary step in approvals to keep the Project progressing.
KDC and WDC	5 March 2026	Meeting between NZTA, KDC and WDC	<ul style="list-style-type: none"> Updates on the Project and progress of the Application, including the status of specialist reports and mitigation/condition recommendations being developed and tested. Discussed the preliminary designation boundary. Updates on the technical reports assessment, particularly on contamination and terrestrial ecology. Provided updates on the consultation and engagement process for the Project. NZTA provided updates on the conditions framework, including the key effects areas to condition, lapse and expiry, management plan process and certification. NZTA will send the draft conditions to NRC prior to lodgment. Discussion around Condition 1 approach in relation to consenting a footprint and envelop for the Project in which the Indicative Alignment can be built anywhere within the said footprint. KDC acknowledged the need for certainty where there are important sites or locations to be protected. Discussion between NZTA, KDC and WDC about specific conditions. NZTA will provide draft conditions and some technical assessments to KDC and WDC, prior to lodgment.
KDC and WDC	19 March 2026	Meeting between NZTA, KDC and WDC	<ul style="list-style-type: none"> NZTA provided an overview of environmental effects associated with the Proposed Designation. Discussion on draft conditions.

2. Relevant administering agencies

The Project team has undertaken consultation with the relevant administering agencies for the purposes of section 11 of the FTAA and a summary of the consultation is provided below, in accordance with sections 13(4)(k).

Table 2: Summary of engagement with the relevant administering agencies for the Project (in a chronological order)³

Administering agency	Date of engagement	Type of engagement	Summary of engagement
Department of Conservation (DOC)			
DOC	13 May 2025	Meeting between NZTA and DOC	<ul style="list-style-type: none"> Discussed the first application for a wildlife authority by NZTA to authorise environmental investigations to be undertaken as part of the Project's initial site investigations. A specific DOC site that one of the Project's indicative alignment options previously impacted was also discussed. As a result of these discussions, the alignment option that impacted the DOC site was discounted during the Project's optioneering process.

³ In accordance with sections 11(1),13(4)(k) of the FTAA.

Administering agency	Date of engagement	Type of engagement	Summary of engagement
			<ul style="list-style-type: none"> Ongoing consultation with DOC will occur as the Application is being prepared.
DOC	1 December 2025	Meeting between NZTA and DOC	<ul style="list-style-type: none"> Provided an overview of the Project, including the proposed FTAA Referral Application and the Substantive Application for the Project. It is noted that this meeting was held prior to the amendment to NZTA's listed projects including sections of the Northland Corridor project in Schedule 2 of the FTAA, through the FTAA Amendment Bill in December 2025, making the Project's Referral Application unnecessary as a result. NZTA confirmed to DOC that there were no Public Conservation Land (PCL) or Council-owned reserves affected by the Project. Updates on the engagement and consultation being undertaken for the Project. NZTA will provide a list of reports and specialists for the assessments being undertaken for the Project to DOC and to provide updates once the assessments are completed.
DOC	3 March 2026	Meeting between NZTA and DOC	<ul style="list-style-type: none"> Updates on the Project and progress of the Application, including the status of specialist reports and mitigation/condition recommendations being developed and tested. NZTA provided a summary of completed environmental assessments, including freshwater and avifauna. Discussions around botanical surveys, potential habitat for lizards and frogs, and fragmentation impacts by the Project. Overview of the potential management / mitigation measures was provided by NZTA, noting that these were still being developed.
DOC	17 March 2026	Meeting between NZTA and DOC	<ul style="list-style-type: none"> Provided an overview of findings on frogs and invertebrates investigation. NZTA shared the technical assessment reports on Terrestrial Ecology and Avifauna to DOC, as well as the GIS shapefile.
DOC	24 March 2026	Meeting between NZTA and DOC	<ul style="list-style-type: none"> Discussion on the frog assessment progressed with respect to potential mitigation. DOC enquired around the extent of indicative spoil sites and the possibilities to bridge across the streams of assessed higher value. NZTA discussed that this approach had been assessed as part of the broader alternatives assessment process.
Heritage New Zealand Pouhere Taonga (HNZPT)			
HNZPT	4 June 2025	Meeting between NZTA and HNZPT	<ul style="list-style-type: none"> Provided an overview of the Project, including the proposed FTAA Referral Application and the Substantive Application for the Project. It is noted that this meeting was held prior to the amendment to NZTA's listed projects including sections of the Northland Corridor project in Schedule 2 of the FTAA, through the FTAA Amendment Bill in December 2025, making the Project's Referral Application unnecessary as a result. Ongoing consultation with HNZPT will occur as the Application is being prepared.
HNZPT	26 February 2026	Meeting between NZTA and HNZPT	<ul style="list-style-type: none"> Updates to the Project and progress of the Application, including the identified sites of significance located within the indicative designation boundary. NZTA confirmed that all pā sites will be avoided in which HNZPT confirmed that an assessment of these would therefore not be needed. It was confirmed these pā sites are to be excluded from the Archaeological Authority application. HNZPT noted that the service station site at Waipū within the Proposed Designation is under appeal. Discussions around ownership of sites that are subject to the Authority. It is NZTA's intention to purchase all sites that are subject to the Authority, prior to works commencing on site and the Authority being given effect to. NZTA expressed preference for one overarching report covering four Authority applications for the four proposed earthworks zones of the Project.

3. Relevant iwi authorities, hapū and Treaty Settlement entities

The following relevant iwi authorities and hapū are project partners for the Project and therefore have regular hui with NZTA:

- Te Uri o Hau, representing:
 - Te Uri o Hau Settlement Trust;
 - Ngāti Mauku; and
 - Ngāti Kauae;
- Te Parawhau, representing:
 - Te Parawhau Hapū; and
 - Te Parawhau ki Tai;
- Patuharakeke.

Regular monthly hui have been held with Mana Whenua project partners since October 2024. Most recently, Te Uri o Hau, Patuharakeke and Te Parawhau have been involved in design workshops (October and November 2025), Assessment of Alternatives processes (October and November 2025) and have been invited to provide Cultural Effects/Values Assessments for this substantive application.

The following are specific hui (individual and joint hui) in addition to the design workshops and Assessment of Alternatives processes discussed above. The documentation provided before and during the hui included draft design plans, copies of draft technical assessments covering ecology, landscape, stormwater, archaeology, and draft conditions.

A summary of the discussions with iwi authorities, views of iwi or hapū and the response to that view⁴ are included in Section D3.2 of Volume A of the Application. Details on the date and location of each hui are included in Table 3 below.

Table 3: Record of engagements with Te Uri o Hau, Patuharekeke and Te Parawhau for the Project (in chronological order)⁵

Party	Date of engagement	Event / Location
Patuharakeke, Te Parawhau and NZTA	1 November 2024	BNZ Building Whangārei
Te Uri o Hau, NZTA and Technical Advisors	5 November 2024	Teams (Online)
Patuharakeke, Te Parawhau, NZTA and Technical Advisors	15 November 2024	BNZ Building Whangārei
Te Uri o Hau, NZTA and Technical Advisors	11 February 2025	Teams (Online)
Patuharakeke, Te Parawhau, NZTA and Technical Advisors	24 March 2025	Whangārei District Council Office
Te Uri o Hau, NZTA and Technical Advisors	11 April 2025	Te Hana Te Ao Mārama Māori Cultural Centre – 311 State Highway 1, Te Hana
Patuharakeke and NZTA	9 May 2025	Patuharakeke Office, 711 Port Marsden Highway, Marsden Point
Te Parawhau and NZTA	20 May 2025	Whangarei District Council Office

⁴ In accordance with Clause 6(1)(e) of Schedule 5 of the FTAA.

⁵ In accordance with sections 11(1) of the FTAA.

Party	Date of engagement	Event / Location
Patuharakeke and NZTA	16 June 2025	Patuharakeke Office, 711 Port Marsden Highway, Marsden Point
Te Parawhau and NZTA	16 June 2025	BNZ Building Whangārei
Patuharakeke, NZTA and Technical Advisors	24 June 2025	Patuharakeke Office, 711 Port Marsden Highway, Marsden Point
Te Parawhau, NZTA and Technical Advisors	24 June 2025	Whangarei District Council Office
Te Parawhau, Patuharakeke, NZTA and Technical Advisors	28 July 2025	BNZ Building Whangārei
Te Uri o Hau and NZTA	31 July 2025	Te Uri o Hau Environs Office, Kaiwaka
Te Uri o Hau and NZTA	12 August 2025	Teams (Online)
Te Uri o Hau, Patuharakeke and NZTA	14 August 2025	Te Uri o Hau Environs Office, Kaiwaka
Patuharakeke, Te Parawhau and NZTA	25 August 2025	Whangarei District Council Office
Patuharakeke, Te Uri o Hau, NZTA	28 August 2025	Te Uri o Hau Environs Office, Kaiwaka
Te Uri o Hau, NZTA and Technical Advisors	28 August 2025	Te Uri o Hau Environs Office, Kaiwaka
Patuharakeke, Te Parawhau, NZTA and Technical Advisors	9 September 2025	BNZ Building Whangārei
Te Uri o Hau, NZTA, Matt Campbell and Andy Brown (Project Archaeologists)	29 September 2025	Te Uri o Hau Environs Office, Kaiwaka
Te Parawhau, Patuharakeke, NZTA, Matt Campbell and Andy Brown (Project Archaeologists)	29 September 2025	Whangarei District Council Office
Te Parawhau, Patuharakeke, NZTA and Technical Advisors	20 October 2025	BNZ Building Whangārei and Teams (Online)
Te Uri o Hau and NZTA	21 October 2025	NZTA Office – Aon Building, 29 Customs Street West, Auckland
Te Uri o Hau and NZTA	17 November 2025	Te Uri o Hau Settlement Office – 5 Hunt St, Whangarei
Te Uri o Hau, Patuharakeke, Te Parawhau and NZTA	25 November 2025	Maritime NZ meeting Room, Auckland
Patuharakeke and NZTA	15 December 2025	Ruakaka
Te Parawhau and NZTA	19 January 2026	BNZ Building Whangārei
Patuharakeke and NZTA	19 January 2026	Teams (Online)
Te Uri o Hau and NZTA	27 January 2026	Teams (Online)

Party	Date of engagement	Event / Location
Te Uri o Hau and NZTA	18 February 2026	NZTA Office – Aon Building, 29 Customs Street West, Auckland
Te Parawhau and NZTA	23 February 2026	Whangarei District Council Office
Patuharakeke and NZTA	23 February 2026	BNZ Building Whangārei
Patuharakeke and NZTA	17 March 2026	NZTA Office – Aon Building, 29 Customs Street West, Auckland and Teams (Online)
Te Parawhau and NZTA	17 March 2026	Teams (Online)
Te Uri o Hau and NZTA	17 March 2026	Teams (Online)
Te Uri o Hau and NZTA	18 March 2026	NZTA Office – Aon Building, 29 Customs Street West, Auckland

4. Network Utility Operators (NUOs)

Network utilities within or near the Project are Transpower NZ Limited, First Gas and Northpower. Regular meetings with these network utility operators have been held to keep them informed of the Project and aspects of the design that could affect their infrastructure. Their input and feedback have been taken into account in the design progress of the Project. A summary of the consultation with the NUOs is provided below.

Table 4: Summary of engagement with the relevant NUOs for the Project (in chronological order)⁶

NUO	Date of engagement	Type of engagement	Summary of engagement
Northpower			
Northpower	30 January 2025	Meeting and email liaison between NZTA and Transpower	<ul style="list-style-type: none"> Overview of the Project, including the consenting strategy and indicative timeline. Northpower presented their proposed 13 kV overhead line to run through between Maungatoroto and Mangawhai, operational by 2027. NZTA will identify potential conflict areas with the Project's indicative alignment to discuss in the next meeting with Northpower.
Northpower	5 June 2025	Meeting between NZTA and Northpower	<ul style="list-style-type: none"> Updates on the Project, including the Indicative Alignment and indicative timeframes. Northpower presented their Maungatoroto-Mangawhai sub transmission project and network planning that traverse Pukekaroro/Baldrock Road, which is likely to intersect with the Project's Indicative Alignment. Given the relative timeframes of the two projects, it was generally agreed that Northpower is to advance the new transmission independently of the Project. Ongoing consultations will be undertaken to avoid or manage (protect or relocate) any clashes of transmission lines in this area by the Project. Discussions around the design philosophy and strategy to assess identified impacts, proposed mitigations to manage impacts, and the risks and opportunities. NZTA supplied GIS Sketch plans of Northpower services records in relation to the Project's Indicative Alignment.

⁶ In accordance with Clauses 6(1)(e) and 12(1)(j) of Schedule 5 of the FTAA.

NUO	Date of engagement	Type of engagement	Summary of engagement
Northpower	12 November 2025	Meeting between NZTA and Northpower	<ul style="list-style-type: none"> NZTA provided updates on the Application, including the scope and the indicative lodgment date. The Application includes matters on NUO protection and/or relocation or working in close proximity to. Northpower was keen to understand any planned works interfaces within the Brynderwyn Hills area. NZTA provided the Project's concept alignment drawings to help Northpower to check against their planned network projects. Discussed the potential to replicate Vector engagement model used in Northland Corridor Section 1 – Warkworth to Te Hana project for the coordination approach between NZTA and Northpower for the Project.
Transpower NZ Limited			
Transpower NZ Limited	16 September 2025	Meeting between NZTA and Transpower	<ul style="list-style-type: none"> Overview of the Project including the indicative timeframes and updates on the Ministerial Announcement. Discussed potential areas of conflict between Transpower line and the Indicative Alignment which require concept assessments. A Statement of Work (SOW) is completed and sent to Transpower for review. Transpower will send lines data sent to NZTA to help inform the Project.
Transpower NZ Limited	5 November 2025	Meeting between NZTA and Transpower	<ul style="list-style-type: none"> Updates on the Project including the consenting strategy under the FTAA. Discussion around conditions, management of interfaces across the Indicative Alignment, and the potential relocation or raising of Transpower lines. NZTA confirmed the indicative nature of the design for consent, with flexibility to accommodate future changes.
Transpower NZ Limited	4 December 2025	Meeting between NZTA and Transpower	<ul style="list-style-type: none"> General updates on the progress of the Application. Discussions on the technical/engineering workstream on management of interfaces with Transpower lines. Next step is to provide detailed assessment on potential impacts and the draft conditions to discuss.
Transpower	25 February 2026	Meeting between NZTA and Transpower	<ul style="list-style-type: none"> Discussion around Transpower's access track requirements for those impacted by the Indicative Alignment, orientation of the Indicative Alignment crossing Transpower lines and the minimum clearance required for the Henderson - Marsden 220kV line. NZTA will provide the updated Indicative Alignment to Transpower for further assessment.
Transpower	4 March 2026	Meeting between NZTA and Transpower	<ul style="list-style-type: none"> Discussion on the approach to standard RMA conditions to keep it entirely environmental-impact focused and to capture other NUO-related requirements (such as construction coordination, design cooperation and relationship management) via a separate binding Side Agreement as these fall outside the core scope of the RMA. Discussion on specific conditions addressing potential interface effects on Transpower assets in Brynderwyn Hills and Waipū areas. NZTA to circulate draft conditions to Transpower for review and feedback.
First Gas			
First Gas	10 October 2025	Meeting between NZTA and First Gas	<ul style="list-style-type: none"> Overview of the Project, including the consenting strategy, indicative timeline and GIS overview of the identified touchpoints between the Project and First Gas transmission line. Agreed to develop a suite of consent conditions to manage any conflicts with First Gas transmission lines. NZTA sent conditions examples to FG. NZTA sought priority feedback regarding Pukekaroro North area, particularly on the possibility to relocate existing gas pipeline or advice on protection options during Project works. First Gas confirmed that continued access to assets for ongoing operations and maintenance is required.
First Gas	24 October 2025	Meeting between NZTA and First Gas	<ul style="list-style-type: none"> First Gas agreed to work within the timeframes set for the Application. NZTA confirmed the gas transmission line at Maungaturoto would need to be relocated for the Indicative Alignment. First Gas advised that the line can be relocated but needs to follow process as per NRONs Section-1.

NUO	Date of engagement	Type of engagement	Summary of engagement
			<ul style="list-style-type: none"> First Gas presented an overview of the protection types and engineering standards that the Project would need to adhere to for any works impacting the transmission lines.
First Gas	7 November 2025	Meeting between NZTA and First Gas	<ul style="list-style-type: none"> Discussions around conditions for the Application to address impacts on First Gas assets and access. Agreed by NZTA and First Gas to develop a realignment strategy and a consent condition addressing the Maungaturoto Transmission Line. NZTA will provide the GIS plans of the Indicative Alignment to First Gas for further assessment. First Gas confirmed they would provide pipeline and asset details once GIS plans received.
First Gas	21 November 2025	Meeting between NZTA and First Gas	<ul style="list-style-type: none"> Updates on the progress of the Application. Discussions around conditions including setback requirements and potential consents required for relocations, which is to be sought separately to the Application.
First Gas	12 December 2025	Meeting between NZTA and First Gas	<ul style="list-style-type: none"> NZTA provided updates on the Application, including indicative timeline for the draft conditions ready for review by First Gas and that there is no need for Referral Application anymore for the Project. Discussions on Maungaturoto gas pipeline relocation and the potential constraints and relocation route. Discussion on route selection process including initial walkover, geotechnical investigations, geotechnical reporting and environmental specialist inputs.
First Gas	5 February 2026	Meeting between NZTA and First Gas	<ul style="list-style-type: none"> Discussion on the approach to standard RMA conditions to keep it entirely environmental-impact focused and to capture other NUO-related requirements via a separate agreement.
First Gas	13 February 2026	Meeting between NZTA and First Gas	<ul style="list-style-type: none"> Discussion on a 2-step designation process, conditions and the draft Maungaturoto relocation memo and its associated plans.
First Gas	18 March 2026	Meeting between NZTA and First Gas	<ul style="list-style-type: none"> Discussions around setback provisions for the Project's designation and pipeline easement. Loading and settlement effects were identified as key considerations. Vibration effects are addressed via Infrastructure Relocation Agreement (IRA). Landscaping requirements include referring to First Gas' planting guidelines on their website, the pipeline corridor to remain clear and root systems to be managed to avoid pipeline damage. Access and maintenance, including any landlocked scenarios, to be addressed in the Side Agreement. Wetland planting areas were noted as part of the design considerations.

5. Public Engagement

Engagement with communities in the Northland region has been ongoing since October 2024 to raise awareness about the Project and the benefits it will bring, inform people about the design and consenting process, enable community members to meet the Project team, share information and ask questions. Engagement events have also assisted in gathering contact details from potentially affected landowners so they can be more easily contacted, and to encourage interested people to sign up to receive regular updates and e-newsletters of the Project.

Between October 2024 and March 2025, the Project team talked with more than 1,800 people at local markets, A&P shows and community drop-in sessions, sharing progress and listening to what is important to people in North Auckland and Northland. Overall, the sentiment at these events was positive, with high levels of support to move the Project at pace.

Engagement during this period included:

- 7 ‘summer roadshow’ events at Mangawhai Community Market, Kaiwaka Community Market, Whangārei A&P Show, Matakana Original Market, Mangawhai Tavern Market, Waipū Street Market and the Paparoa A&P Show; and
- 2 community drop in sessions at Warkworth Masonic Hall and Wellsford District Community Centre.
- The Project and events were promoted via:
 - 8 e-newsletters sent to over 4,500 people subscribed to the Project database;
 - 23 social media posts reaching over 426,000 people;
 - 6 flyer drops to over 700 people and local businesses; and
 - The Project website.
- Between June and July 2025, more targeted public engagement was carried out with those within the preliminary designation boundary of the Project, following the announcement of the Emerging Preferred Corridor in April 2025 and notification to landowners that they were potentially affected by the Project for the first time.
- More than 600 people, including many potentially affected landowners, attended five community drop-in sessions at Kaiwaka St John Hall, Ruakākā Recreation Centre, Waipū Coronation Hall, Whangārei Central Library and Whangārei Forum North. These events enabled people to learn more about the Emerging Preferred Corridor, the timeline and next steps, and to ask questions to the Project team.
- Between April and July 2025, these events were promoted via:
 - Letters to all potentially affected landowners (with instruction to look out for confirmed event dates online and in the Project e-newsletter in the coming weeks);
 - 4 e-newsletters sent to over 5,100 people now subscribed to the Project database;
 - Flyer drops to over 200 people and local businesses;
 - 4 social media posts reaching over 426,000 people; and
 - The Project website.
- From August 2025 to the present, the Project has continued to provide regular news and updates for the public via its established communications channels such as e-newsletters, website and social media platforms. In addition, the Project provides a dedicated 0800 phone number and email inbox to actively manage public and landowner queries.

6. Consultation with Affected Landowners

Following the Government’s announcement of an Indicative Alignment between Te Hana and Whangārei in October 2025, in-person meetings were offered to all potentially affected landowners by the Project.

Landowners had the option of meeting in-person at a local venue (either the Project site office at 2753 State Highway 1, Brynderwyn, or the Waipū Presbyterian Church meeting room) or online, selecting from a range of available dates and times. Landowners could book into a face-to-face meeting online using a QR code, or by calling the Project’s 0800 phone for assistance. In a few exceptional circumstances, meetings were held at a landowner’s property.

A total of 89 directly affected landowners (90 percent) took the opportunity to meet with members of the Project team between November 2025 and March 2026, to discuss what being in the Indicative Alignment meant for them and their property. The 45-minute meetings provided landowners with a detailed

project overview including design, consenting and property acquisition processes and the expected timeline for confirming a Proposed Designation, lodging the consents and any relevant property impacts. Each meeting included a Project representative from property, design and engagement who could speak knowledgeably and answer landowners' questions.

Each meeting was recorded via meeting minutes to provide a robust record and to enable the quick and efficient sharing of any significant property insights with relevant Project teams. Any key risks requiring resolution were also raised with the Project's leadership team. Landowners were encouraged to phone or email the Project team with any further queries they may have.

A total of 99 landowners in this section (100 percent) have engaged with the Project in some form, either by face-to-face meetings, online meetings with the Project team, sharing their contact details, negotiating Licence to Occupy agreements for geotechnical and environmental investigations on their land, attending an event, or emailing or phoning with a request.

Following this engagement, landowners who were confirmed as being directly affected by the Proposed Designation were notified in writing and by email communication and provided with a Land Requirement Plan specific to their property, prior to lodgment of the Application.

In many cases, the Project has had multiple interactions with potentially and directly affected landowners over the past year (e.g. meetings, emails and phone calls). The table below focuses on the most in-depth interaction with each directly affected landowner. For most landowners, their most significant engagement has been a private meeting with representatives of the Project team. For those who declined the opportunity for a private meeting, details of other types of engagement have been recorded.

Table 5: Summary of consultation⁷ with affected landowners for the Project⁸

Landowner Name	Impacted Property Address	Date of engagement	Type of engagement	Location
[REDACTED]	105 The Braigh, Waipu	1 November 2025	Meeting	105 The Braigh, Waipu
Heritage New Zealand Pouhere Taonga	90 Glenmohr Road, Waipu	1 November 2025	Meeting	Microsoft Teams online
[REDACTED]	4135 State Highway 1, Waipu	1 November 2025	Meeting	4135 State Highway 1, Waipu
[REDACTED]	86 Shoemaker Road, Waipu	6 November 2025	Meeting	86 Shoemaker Road, Waipu
[REDACTED]	68 The Braigh, Waipu 108 Shoemaker Road, Waipu 56 Millbrook Road, Waipu	6 November 2025	Meeting	108 Shoemaker Road, Waipu
[REDACTED]	4245 State Highway 1, Waipu	6 November 2025	Meeting	4245 State Highway 1, Waipu
[REDACTED]	2395 State Highway 1, Kaiwaka	10 November 2025	Meeting	Brynderwyn Office
[REDACTED]	7 Finlayson Brook Road, Waipu	10 November 2025	Meeting	Brynderwyn Office
[REDACTED]	2395 State Highway 1, Kaiwaka	10 November 2025	Meeting	Brynderwyn Office

⁷ Venue locations: Brynderwyn Office, 2753 State Highway 1, Brynderwyn 0587 and Waipū Presbyterian Church, 46 The Centre, Waipū

⁸ In accordance with Clauses 6(1)(e) and 12(1)(j) of Schedule 5 of the FTAA

Landowner Name	Impacted Property Address	Date of engagement	Type of engagement	Location
[REDACTED]	2395 State Highway 1, Kaiwaka	10 November 2025	Meeting	Brynderwyn Office
[REDACTED]	2587 State Highway 1, Kaiwaka	10 November 2025	Meeting	Brynderwyn Office
[REDACTED] [REDACTED]	163 SH12 Brynderwyn-Maungaturoto, Otamatea State Highway 1, Kaiwaka	10 November 2025	Meeting	Brynderwyn Office
[REDACTED]	66 Brynderwyn Road, Brynderwyn 63 Brynderwyn Road, Brynderwyn	10 November 2025	Meeting	Brynderwyn Office
[REDACTED]	2395 State Highway 1, Kaiwaka	11 November 2025	Meeting	Brynderwyn Office
[REDACTED]	164 State Highway 12, Maungaturoto	11 November 2025	Meeting	Brynderwyn Office
[REDACTED]	63A Brynderwyn Road, Brynderwyn	11 November 2025	Meeting	Brynderwyn Office
[REDACTED] [REDACTED]	33 Baldrack Road, Kaiwaka	11 November 2025	Meeting	Brynderwyn Office
[REDACTED]	26 SH12 Brynderwyn-Maungaturoto, Otamatea	11 November 2025	Meeting	Brynderwyn Office
[REDACTED]	10 SH12 Brynderwyn-Maungaturoto, Otamatea	11 November 2025	Meeting	Brynderwyn Office
[REDACTED] [REDACTED]	3785 State Highway 1, Waipu	12 November 2025	Meeting	Brynderwyn Office
[REDACTED] [REDACTED]	137 SH12 Brynderwyn-Maungaturoto, Otamatea	12 November 2025	Meeting	Brynderwyn Office
[REDACTED] [REDACTED]	274 Tain Road, Maungaturoto	12 November 2025	Meeting	Brynderwyn Office
[REDACTED])	2545 State Highway 1, Kaiwaka	12 November 2025	Meeting	Brynderwyn Office
[REDACTED]	84 SH12 Brynderwyn-Maungaturoto, Otamatea	12 November 2025	Meeting	Brynderwyn Office
[REDACTED]	74 Ryan Road Waipu	12 November 2025	Phone call	Phone
[REDACTED] [REDACTED] [REDACTED]	State Highway 1, Waipu	13 November 2025	Meeting	Microsoft Teams online
[REDACTED] [REDACTED]	99 The Braigh, Waipu	14 November 2025	Meeting	Microsoft Teams online
[REDACTED]	3528 A State Highway 1, Waipu	17 November 2025	Meeting	Shoemaker Road, Waipu

Landowner Name	Impacted Property Address	Date of engagement	Type of engagement	Location
[REDACTED]	165 Rosyth Road, Waipu 45 Connell Road, Waipu	17 November 2025	Meeting	165 Rosyth Road, Waipu
[REDACTED]	188 Glenmohr Road, Waipu 186 Glenmohr Road, Waipu	17 November 2025	Meeting	Brynderwyn Office
[REDACTED])	4649 State Highway 1	17 November 2025	Meeting	Brynderwyn Office
[REDACTED] [REDACTED]	Shoemaker Road, Waipu	17 November 2025	Meeting	Shoemaker Road, Waipu
[REDACTED]	2414 State Highway 1, Kaiwaka	17 November 2025	Meeting	Brynderwyn Office
[REDACTED]	2471 State Highway 1, Kaiwaka	18 November 2025	Meeting	Brynderwyn Office
[REDACTED] [REDACTED]	State Highway 1, Waipu	18 November 2025	Phone call	Phone
[REDACTED]	324 Glenmohr Road, Waipu	19 November 2025	Meeting	Brynderwyn Office
[REDACTED] [REDACTED]	3971 State Highway 1, Waipu	20 November 2025	Meeting	Microsoft Teams online
[REDACTED] [REDACTED]	3888 State Highway 1, Waipu	20 November 2025	Meeting	Microsoft Teams online
[REDACTED]	2395F State Highway 1, Kaiwaka	21 November 2025	Meeting	Microsoft Teams online
[REDACTED]	2471/3 State Highway 1, Brynderwyn	24 November 2025	Meeting	Brynderwyn Office
[REDACTED] Ask The Arborist Limited)	2753 State Highway 1, Kaiwaka	24 November 2025	Meeting	Brynderwyn Office
[REDACTED]	2395B State Highway 1, Brynderwyn	24 November 2025	Meeting	Brynderwyn Office
[REDACTED]	2447 State Highway 1, Maungaturoto	24 November 2025	Meeting	Brynderwyn Office
[REDACTED] (A & J Enterprises Limited)	3906 State Highway 1, Waipu	27 November 2025	Meeting	Waipu Presbyterian Church
[REDACTED]	3886 State Highway 1, Waipu	27 November 2025	Meeting	Waipu Presbyterian Church
[REDACTED]	107 The Braigh, Waipu	27 November 2025	Meeting	Waipu Presbyterian Church
[REDACTED]s (CD & A M Roberts Limited)	4135 State Highway 1, Waipu 3930 State Highway 1, Waipu	27 November 2025	Meeting	Waipu Presbyterian Church
[REDACTED]n	3884 State Highway 1, Waipu	27 November 2025	Meeting	Waipu Presbyterian Church
[REDACTED]	3906 State Highway 1, Waipu	27 November 2025	Meeting	Waipu Presbyterian Church

Landowner Name	Impacted Property Address	Date of engagement	Type of engagement	Location
[REDACTED]	3817 State Highway 1, Waipu	28 November 2025	Meeting	Waipu Presbyterian Church
[REDACTED] (Broad Acres Farms Limited)	3838 State Highway 1, Waipu	28 November 2025	Meeting	Waipu Presbyterian Church
[REDACTED]	4321 State Highway 1, Waipu	28 November 2025	Meeting	Waipu Presbyterian Church
[REDACTED] (GlenCairn Garden Centre Limited)	90 The Braigh, Waipu	28 November 2025	Meeting	Waipu Presbyterian Church
[REDACTED] (MR Trustee Company 2012 Limited)	4569 State Highway 1, Waipu	28 November 2025	Meeting	Waipu Presbyterian Church
[REDACTED]	91 The Braigh, Waipu	1 December 2025	Meeting	Waipu Presbyterian Church
[REDACTED]	St Mary's Road, Waipu	1 December 2025	Meeting	Waipu Presbyterian Church
[REDACTED]	47 Millbrook Road, Waipu	1 December 2025	Meeting	Waipu Presbyterian Church
[REDACTED]	3868 State Highway 1, Waipu	1 December 2025	Meeting	Waipu Presbyterian Church
[REDACTED]	8 Millbrook Road, Waipu 108 Shoemaker Road, Waipu	1 December 2025	Meeting	Waipu Presbyterian Church
[REDACTED]	3821 State Highway 1, Waipu	2 December 2025	Meeting	Waipu Presbyterian Church
[REDACTED]	88 Glenmohr Road, Waipu	2 December 2025	Meeting	Waipu Presbyterian Church
[REDACTED]	97 SH12 Brynderwyn-Maungaturoto, Otamatea	2 December 2025	Meeting	Waipu Presbyterian Church
[REDACTED]	3781 State Highway 1, Waipu	2 December 2025	Meeting	Waipu Presbyterian Church
[REDACTED]	SH12 Brynderwyn-Maungaturoto, Otamatea	3 December 2025	Meeting	Microsoft Teams online
[REDACTED]	2395 State Highway 1, Kaiwaka	4 December 2025	Meeting	Brynderwyn Office
[REDACTED]	25 SH12 Brynderwyn-Maungaturoto	4 December 2025	Meeting	Brynderwyn Office
[REDACTED]	66A Brynderwyn Road, Brynderwyn 37 State Highway 1, Kaiwaka	4 December 2025	Meeting	Brynderwyn Office
[REDACTED] (64 State Highway One Limited)	4647 State Highway 1 Waipu	6 December 2025	Meeting	Brynderwyn Office
[REDACTED], [REDACTED]	2395 State Highway 1, Kaiwaka	6 December 2025	Meeting	Brynderwyn Office
[REDACTED] Isted	2395 State Highway 1, Brynderwyn	8 December 2025	Meeting	Brynderwyn Office

Landowner Name	Impacted Property Address	Date of engagement	Type of engagement	Location
[REDACTED]	State Highway 1, Kaiwaka	8 December 2025	Meeting	Brynderwyn Office
[REDACTED]	2941B State Highway 1, Brynderwyn	11 December 2025	Meeting	Brynderwyn Office
[REDACTED]	2414 State Highway 1, Brynderwyn, Maungaturoto	13 December 2025	Meeting	Brynderwyn Office
[REDACTED]	2941A State Highway 1, Waipu	17 December 2025	Meeting	Microsoft Teams online
[REDACTED]	3783 State Highway 1, Waipu	18 December 2025	Meeting	Brynderwyn Office
[REDACTED]	166 Mountain Road, Maungaturoto	19 December 2025	Meeting	Brynderwyn Office
[REDACTED]	State Highway 1, Waipu	20 January 2026	Phone call	Phone
[REDACTED]	2395E State Highway 1, Maungaturoto	20 January 2026	Phone call	Phone
[REDACTED] (Candy Corn Limited)	Millbrook Road, Waipu	21 January 2026	Meeting	Microsoft Teams online
[REDACTED]	258 St Mary's Road, Waipu	27 January 2026	Meeting	Microsoft Teams online
[REDACTED]	State Highway 1, Waipu	29 January 2026	Meeting	Microsoft Teams online
[REDACTED]	4800 State Highway 1, Waipu	30 January 2026	Meeting	Brynderwyn Office
[REDACTED]	3924 State Highway 1, Waipu 3904 State Highway 1, Waipu	30 January 2026	Meeting	Brynderwyn Office
[REDACTED] (A.H.I. Group Limited)	Glenmohr Road, Waipu	30 January 2026	Meeting	Brynderwyn Office
[REDACTED]	SH12 Brynderwyn-Maungaturoto, Otamatea	3 February 2026	Phone call	Phone
[REDACTED]	3819 State Highway 1, Waipu	12 February 2026	Meeting	Microsoft Teams online
[REDACTED]	3846 State Highway 1, Waipu	16 March 2026	Meeting	Quay Street, Auckland
[REDACTED]	85 Millbrook Road, Waipu	Meeting booked for 9 June 2026	Phone call	Phone

Appendix F

Principal Author's Qualifications

Damien McGahan

My name is Damien Ryan McGahan. I am one of the principal authors of Volumes A to D of this Substantive Application.

I am a Principal at Aurecon New Zealand Limited (Aurecon), a multi-disciplinary consultancy firm which provides engineering, management and specialist technical services for public and private sector clients. I have been in that position since February 2012. Prior to 2012 I held the position of Associate – Planning at Beca Group. In total, I have over 25 years' experience as a planner.

I hold a Bachelor of Social Sciences (Geography) (University of Waikato, 1995) and a Masters of Resource and Environmental Planning (Massey University, 1997). I am a full member of the New Zealand Planning Institute.

My experience relevant to this application is as follows:

- Planning Manager for Te Ahu a Turanga Alliance, the alliance was engaged by NZTA to design and deliver Te Ahu a Turanga: Manawatū-Tararua Highway Project. The role involved confirmation of designations and obtaining all regional resource consents for the construction and operation of the new highway through the Environment Court (2018 – 2021);
- Planning Manager for the Northern Corridor Improvements Project, a project of national significance which was lodged with the Environmental Protection Authority and considered by a Board of Inquiry. This involved obtaining regional resource consents, alterations to and new designations, along with other statutory approvals required for the construction of the project (2016 – 2018); and
- Environment & Planning Lead for O Mahurangi – Penlink, a 7km highway between Whangaparāoa Road and State Highway 1. I led planning through the procurement phase to align design solutions with existing consents and developed an innovative risk-based strategy to test and confirm compliance for key design features (where value enhancements resulted in modification from the consented design). This included the Extradosed bridge form for Wēiti River crossing (2021 – 2023);
- Planning Lead for Te Rere Hau Wind Farm (2021 – 2023), a two staged project, with each stage referred and consented under the COVID-19 Recovery (Fast-track Consenting) Act 2020; and
- Planning Manager for the Northland Bridges programme (2016-2019), including confirming designation and non-notified resource consents for Matakōhe Bridges; Kaeo Bridge and resource consents for the Taipa Bridge.

In addition to the above, I have prepared applications for and secured resource consent on behalf of many public and private clients and have also prepared several section 42A reports for councils (resource consents and plan changes) and attended the subsequent hearings. I have appeared before a Board of Inquiry and have provided planning evidence at multiple Environment Court hearings.

Although this Application is not before the Environment Court, I confirm that I have read the Code of Conduct for expert witnesses as contained in section 9 of the Environment Court Practice Note 2023. I agree to comply with that Code. My qualifications as an expert are set out above. I am satisfied that the matters which I address in this FTAA Application are within my area of expertise, except where I state that I am relying on information provided by another person or expert. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

Jenna McFarlane

My name is Jenna Marie Solver McFarlane. I am one of the principal authors of Volumes A to D of this Substantive Application.

I am an Associate at Aurecon New Zealand Limited (Aurecon), a multi-disciplinary consultancy firm which provides engineering, management and specialist technical services for public and private sector clients. I have been in that position since January 2023 and prior to this was a Manager since joining Aurecon in May 2021. Prior to this, I held the position of Senior Environmental Planner (2016-2021) and Environmental Planner (2014-2016) at Transpower New Zealand Limited. Prior to this I was a Planner with Beca Limited (2010-2014). In total, I have over 18 years' experience as a planner.

I hold a Bachelor of Planning (University of Auckland, 2006) and am a full member of the New Zealand Planning Institute.

My experience relevant to this application is as follows:

- Planning Lead supporting NZTA client side with a consenting strategy and enabling works consenting for the upgrading of the Hawkes Bay Expressway RONS Project (2024-2025). I led the initial site constraints assessment and preparation of a Consenting Strategy for Stages One and Two of the Project. Following this I led the preparation of multiple regional consent applications and Outline Plans for Enabling Works activities, as well as general scoping and planning checks of anticipated construction activities as they arose.
- Senior Planner on the O Mahurangi Penlink Project and 2IC to the Planning Lead (2022-2025). I co-authored three successful 'In General Accordance' packages for design changes to the consented project, led the preparation and post lodgement activities related to enabling works resource consents and various Outline Plans for the Project.
- Deputy Lead Planner, Environmental for NZTA delivering the Northern Pathway Akoranga to Westhaven (NPW2A) Project (2021). I led the Technical Specialists Environmental workstream consisting of 16 technical specialists including collaborating with the planning management team on all workstream reports and inputs.
- Planner in the Key Relationships Team for the Well-Connected Alliance with NZTA where I assisted in obtaining the necessary consents and approvals during the construction phase of the Waterview Connection Project and monitoring compliance with existing consents and approvals (2010-2013).

In addition to the above, I have prepared applications for and secured resource consents on behalf of many public and private clients.

Although this Application is not before the Environment Court, I confirm that I have read the Code of Conduct for expert witnesses as contained in section 9 of the Environment Court Practice Note 2023. I agree to comply with that Code. My qualifications as an expert are set out above. I am satisfied that the matters which I address in this FTAA Application are within my area of expertise, except where I state that I am relying on information provided by another person or expert. I have not omitted to consider material facts known to me that might alter or detract from the opinions I express.

Appendix G

Cultural Impact Assessment – Patuharakeke Te Iwi Trust Board

Appendix H

Cultural Impact Assessment – Te Uri o Hau

Appendix I

Ministers Determination

8 April 2026

Brett Gliddon
Chief Executive
NZ Transport Agency Waka Kotahi

C/- Sonya McCall [REDACTED]

Dear Brett

Thank you for your letter of 30 March 2026 requesting a determination that the NZ Transport Agency Waka Kotahi may lodge a substantive application for the Brynderwyn Hills specified stage of the Alternative to the Brynderwyn Hills project, listed in Schedule 2 of the Fast-track Approvals Act 2024 (the Act).

I am writing to you on behalf of the Minister for Infrastructure.

The Brynderwyn Hills specified stage is described in your application as being a mostly offline, new State Highway 1 route with two lanes in each direction, spanning approximately 20 kilometres between Pukekaroro and Waipu.

The Minister for Infrastructure considers the specified stage meets the requirements of section 22 of the Act as it:

1. is an infrastructure project which will have significant regional and national benefits as:
 - a. it is a significant component of a Road of National Significance identified in the Government Policy Statement on Land Transport (s.22(2)(a)(i))
 - b. it will deliver new regionally and nationally significant infrastructure through the construction of a replacement to the existing closure-prone Brynderwyn Hills section of State Highway 1
 - c. it will deliver significant economic benefits, including through avoiding the approximately \$1 million per day lost during unplanned road closures
2. will be processed in a more timely and cost-effective way than under normal processes because a single panel can be appointed to consider all approvals and the timeframes under the Act are shorter than under standard processes
3. will not materially impact the efficient operation of the fast-track system as it is not novel in the New Zealand context nor significantly different to the type of project a panel might be required to consider under standard processes.

The Minister for Infrastructure is therefore satisfied that the criteria for a determination in section 37A of the Fast-track Approvals Act 2024 are met, therefore, you may lodge a separate substantive application for the Brynderwyn Hills specified stage of the Alternative to the Brynderwyn Hills project.

I will provide a copy of this letter to the Environmental Protection Authority, as required by section 37A(6)(b)(ii) of the Act.

I wish you all the best as you progress through the substantive application process for the project.

Yours sincerely



Ben Bunting
Acting Manager, Fast-track Operations
Partnership, Investments and Enablement
Ministry for the Environment