

**MINISTERIAL BRIEFING NOTE**

<b>Subject</b>	State Highway 1 Te Tai Tokerau site visits – October 2023
<b>Date</b>	28 September 2023
<b>Briefing number</b>	BRI-2872

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1 <sup>st</sup> contact
Steve Mutton	Director Regional Relationships	s 9(2)(a)	s 9(2)(a)	✓

**Action taken by Office of the Minister**

- ☐ Noted
- ☐ Seen by Minister
- ☐ Agreed
- ☐ Feedback provided
- ☐ Forwarded to
- ☐ Needs change [please specify]
- ☐ Withdrawn
- ☐ Overtaken by events

28 September 2023

**Hon David Parker – Minister of Transport**

## State Highway 1 Te Tai Tokerau site visits – October 2023

### Purpose

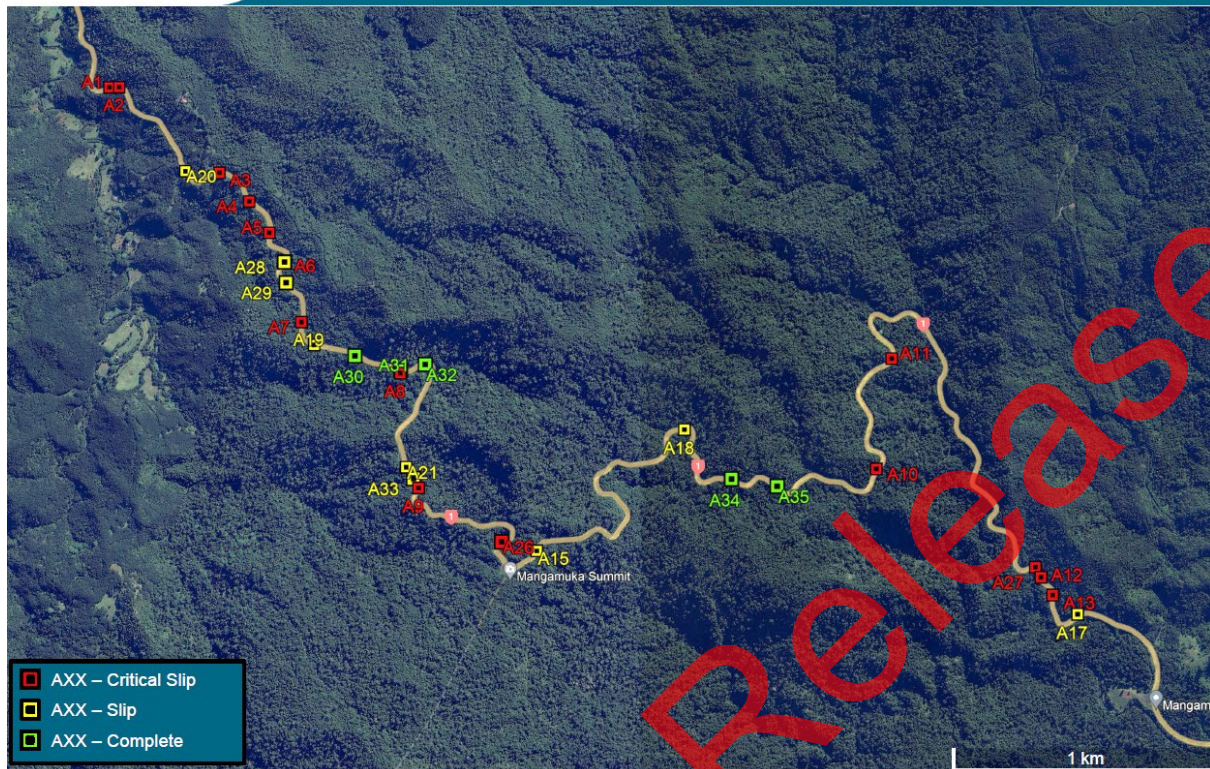
1. This briefing provides you with information to support your visit to Te Tai Tokerau (Northland) on 9 and 10 October 2023.

### Ministerial Visit

2. You will be visiting State Highway 1 (SH1) Mangamuka Gorge and SH1 Brynderwyn sites with Waka Kotahi Director Regional Relationships (Auckland/Northland), Steve Mutton.
3. The Far North Mayor, Moko Tepania and Regional Transport Committee Chair, Joe Carr will be invited to join the visit.
4. After the site visit to the Brynderwyn Hills, there may be an opportunity to meet with the Mayor of Whangārei, Vince Cocurullo and the Kaipara District Council Mayor, Craig Jepson, depending on availability.

### Context

5. SH1 between Auckland and Whangārei is a National Strategic Route connecting freight, local communities, and visitors.
6. Weather events in 2023, including Cyclone Gabrielle, have illustrated the issues and constraints for the section of SH1 through the Brynderwyn Hills which has experienced significant over and underslips.
7. The Brynderwyn Range predominantly sits within a Department of Conservation (DOC) reserve, with a small parcel of QE2 land. Within this area are areas of natural environment and cultural significance. For example, the Piroa Falls waterfall that sits within the rohe of two Hapu; Patuharakeke on the northern side, and Te Uri o Hau to the southern side.
8. State Highway 1 Mangamuka Gorge has been closed since August 2022 following weather events which caused 15 major and complex slips. Additional slips within the site area have been caused by further weather events in 2023, adding complications to existing slip sites and subsequently creating delays to the programme. In total, there are now 38 slips that need repairs – 15 of these are critical slips.



## Recovery and rebuild funding

9. The total cost for the Te Tai Tokerau section of the North Island state highway immediate recovery and rebuild is still unconfirmed. Immediate recovery work is estimated at \$37 to \$44 million.
10. In December 2022, \$100 million of funding was confirmed for the State Highway 1 Mangamuka Gorge slip repairs. Funding is provided by the National Land Transport Programme (NLTP).

## Recovery and rebuild features

11. Key features of the Te Tai Tokerau recovery and rebuild include:

- clearing and stabilising slips and ongoing road maintenance
- building and repairing retaining walls
- replacing and repairing drainage
- repairing road surfacing
- repairing and maintaining alternative routes to State Highway 1.

*NOTE: the highlighted text here is not correct - recovery funding is not used for road maintenance.*

## Recovery and rebuild benefits

12. Key benefits of the Te Tai Tokerau recovery and rebuild include:

- Completed emergency response works have provided continued access and regional connectivity for Northland communities, visitors, and freight

- Current rebuild works for State Highway 1 Brynderwyns and State Highway 1 Mangamuka Gorge will ensure these connections are maintained for the immediate and short-medium term
- The planned rebuild works will lessen the chance of future unplanned closures and disruption caused by these.

### Key messages

13. Recovery and rebuild works are necessary to ensure safe access and connectivity for communities, visitors, and freight in Te Tai Tokerau.
14. Regions across the upper North Island are facing a significant programme of recovery and rebuild following the extensive damage caused to communities and transport networks in early-2023.
15. Building future resilience into the transport network, as well as taking action to adapt to the environment, will be critical to delivering long-term permanent solutions. These longer-term solutions are still being investigated.
16. Waka Kotahi will continue to keep Far North communities updated as the work progresses and will engage with hapū, iwi, community representatives, and key stakeholders.

### Key messages for SH1 Brynderwyns

17. There has been significant recovery work completed on State Highway 1 Brynderwyns following the impacts of the severe weather events in early 2023. Work is still ongoing to address several over and underslips on this route.
18. Short to medium term rebuild options for SH1 Brynderwyns are currently under investigation, in order to support continued access and connectivity. Options will be assessed against quality, cost, disruption, and constructability.

### Key messages for the Mangamuka Gorge

19. The SH1 corridor through the Mangamuka Gorge closed in August 2022 due to multiple severe slips. The wet weather throughout 2023 has resulted in more slips within the site area, adding complications to existing slip sites and subsequently creating delays to the programme. With these conditions, we have reassessed our programme and are now expecting the road to be operational in late 2024.
20. As part of the repair, we will be making the ground less susceptible to slips by improving the drainage through the Gorge so it's more suitably equipped to handle the increase in severity and frequency of future weather events.
21. Protecting the environment that we are working in is a key concern as we complete these recovery and rebuild works.
22. With unstable ground conditions in the ranges, along with the ongoing impacts of climate change, the Mangamuka Gorge is facing a long-term resilience issue.
23. Waka Kotahi is thinking strategically about its next steps and investigating how it can ensure resilience in the Far North roading network, and how this type of work could be funded.

**Your office has received the following briefings on this subject:**

24. MIN-4062 Upper NI flooding update, 8 January 2023
25. MINO-582 Northland update, 2 February 2023
26. MIN-4073 State Highway 1 Mangamuka Gorge update, 22 February 2023
27. MIN-4008 Assessment of roading and rail network post Cyclone Gabrielle, 3 March 2023
28. MINO-633 Upcoming Recovery Milestones, 10 March 2023
29. BRI-2724 Management of Brynderwyn access, 23 March 2023
30. MIN-4119 Update on SH1 Mangamuka Gorge Slip Repairs, 28 March 2023
31. MINO-726 Recovery Milestones and Initiatives, 1 May 2023
32. MINO-843 SH1 Mangamuka updates, 4 August 2023

**Media**

33. Media are not invited to these site visits.
34. Northland Regional Transport Committee members Simon Reid and Deputy Mayor Phil Halse contacted the media in mid-September 2023, to propose a viaduct as an alternative to the future resilience work for SH1 Brynderwyns. No long-term resilience works have been investigated for Northland to date and will follow the usual business case approval process.

**It is recommended that you:**

35. Note the contents of this briefing.



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**Steve Mutton**

Director Regional Relationships, Auckland/Northland

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**Hon David Parker, Minister of Transport**

Date:

2023