

1 Northland Corridor — Te Hana to Port Marsden Highway (Including an Alternative to the Brynderwyn Hills) Major project report

November 2025

Project overview

Te Hana to Port Marsden Highway is one of three Roads of National Significance that make up the Northland Corridor — a 100km strategic route linking Auckland and Whangārei. It is the longest stretch at 45km and includes the Alternative to the Brynderwyn Hills section. All three Northland Corridor projects are included in the [Government Policy Statement on land transport 2024](#).

The Northland Corridor has high resilience and safety risks. Options to address these risks have been investigated since 2007 through several different projects. A safe and reliable route will keep communities connected and unlock housing and economic opportunities for Northland Te Tai Tokerau.

The 2 other projects that make up the Northland Corridor are:

- » Ara Tūhono – Warkworth to Te Hana, which is currently in procurement as a Public Private Partnership
- » Port Marsden Highway to Whangārei.

In October 2025 the preferred route was announced, which covers the Northland Corridor between Te Hana and Whangārei.

To address the critical resilience issues in the Brynderwyn Hills, a staged approach is being taken to route protecting the full corridor between Te Hana and Whangārei, focusing on the Alternative to the Brynderwyn Hills section, which will provide the long-term solution and enhance the overall efficiency of the corridor.

Announcements to date

- » June 2024 — included in the [Government Policy Statement on Land Transport 2024](#)
- » July 2024 — [accelerated delivery strategy](#)
- » April 2025 — [emerging preferred corridor](#)
- » October 2025 — [preferred route and funding to progress towards route protection](#).

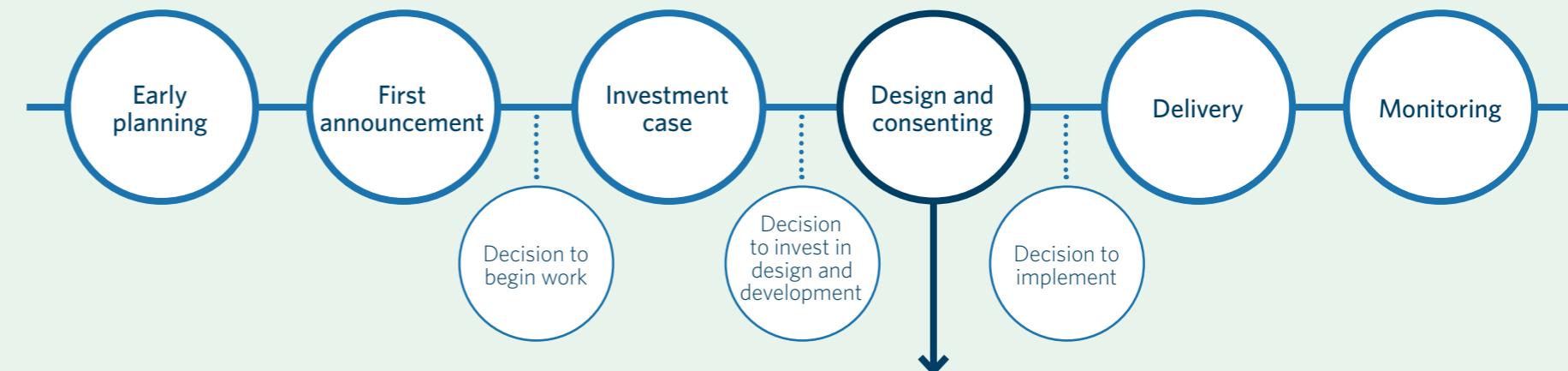
More information on the project can be found [here](#).

Next steps

Further work will be done at pace to refine the preferred route, with consents and designation expected to be lodged by mid-2026 for the Alternative to the Brynderwyn Hills section, and designation for the rest of the corridor between Te Hana and Whangārei by the end of 2026. NZTA will continue to work closely with iwi and hapū partners, communities and businesses. Engagement is underway with affected landowners, beginning with the Alternative to the Brynderwyn Hills section.

We keep this report updated with the latest information as the project evolves. This report was last updated in November 2025.

Project lifecycle — where we're at



An investment case has been developed to investigate options for design and delivery of both this project and the Port Marsden Highway to Whangārei project (that is, for the whole Te Hana to Whangārei corridor) which is summarised [here](#).

More information about the project lifecycle, and the information that is expected to be available at each stage, is available [here](#).

Work at this stage involves refining the route further and progressing towards route protection. This includes:

- » geotechnical and environmental investigations to help refine the route,
- » engagement with iwi partners, landowners and the community,
- » seeking designation for the Te Hana to Whangārei corridor and lodging consents for the Alternative to the Brynderwyn Hills section.

Cost information

The indicative investment envelope to design, consent and deliver the Northland Corridor between Te Hana to Whangārei (this project and the Port Marsden to Whangārei project) is \$15.3–18.3 billion. We expect the investment envelope to narrow as work is undertaken to increase cost certainty. Cost information will be refined through further geological and environmental investigations, detailed design, consenting, and engagement with iwi, key stakeholders, and landowners.

Funding

The funding source for work to develop this project is the National Land Transport Fund. Funding of \$187 million has been approved to progress design, consenting and route protection for the Northland Corridor between Te Hana and Whangārei. Timing and funding for project delivery has yet to be confirmed.

The investment case work explored the suitability of a range of alternative funding options such as tolling, time of use charging, regional fuel tax, Infrastructure Funding and Financing levy, developer contributions and co-investment from key stakeholders.

Potential cost risks and opportunities

Key factors that may cause cost information to change are:

- » detailed project design decisions, including in relation to where the road will go,
- » ongoing impacts of severe weather events,
- » land ownership and legal issues affecting route protection and property acquisition,
- » project phasing and timing,
- » future escalation of labour costs and materials,
- » ground conditions identified during geotechnical investigations,
- » findings of environmental investigations,
- » findings and issues about sites of cultural significance,
- » funding and/or financing options.