

**MINISTERIAL BRIEFING NOTE**

<b>Subject</b>	SH1 Papakura to Drury project – Park Estate Bridge completion event
<b>Date</b>	15 June 2023
<b>Briefing number</b>	BRI-2772

Contact(s) for telephone discussion (if required)				
Name	Position	Direct line	Cell phone	1 <sup>st</sup> contact
Steve Mutton	Director Regional Relationships (Auckland)		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- ☐ Withdrawn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

**Hon Michael Wood – Minister of Transport****State Highway 1 Papakura to Drury project – Park Estate Bridge completion event****Purpose**

1. This briefing provides you with information about the State Highway 1 (SH1) Papakura to Drury project, prior to the Park Estate Bridge completion event on Sunday 2 July 2023 from 2.00pm to 3.00pm.

**Project funding and costs**

2. The cost of the total SH1 Papakura to Drury project is currently \$714 million, funded by the New Zealand Upgrade Programme.
3. The replacement of the Park Estate Bridge is a milestone for Stage 1A of the SH1 Papakura to Drury project. The cost for Stage 1A of the project is \$130 million.
4. The cost of replacing the Park Estate bridge and rebuilding the Park Estate Road approaches on either side of the bridge is \$14.1 million.
5. \$2.6 million is being contributed by Watercare for the addition of a new watermain on the Park Estate Bridge to supply water to new housing areas on the western side of the bridge and allow space for a second watermain in the future.

**Project features**

6. The completion of the Park Estate Road bridge and the roading approaches on either side is a milestone for Stage 1A of the Papakura to Drury project.
7. Key features of the overall SH1 Papakura to Drury project (comprising Stages 1A, 1B1 and 1B2) include:
  - Improved highway access, safety, resilience, and capacity on SH1, between Papakura and Drury, including 4.5 kilometres of new traffic lane in each direction.
  - Wide shoulders to enable future bus services.
  - 4 kilometres of new shared paths for people walking and cycling, which will extend the 4.5-kilometre Southern Path between Papakura and Takaanini (opened in May 2021) and include connections into the local network.
  - Interchange improvements at Papakura, including a new southbound on-ramp.
  - Interchange improvements at Drury – enabling rail electrification to Pukekohe and future-proofing for additional rail lines, plus improved capacity on Great South Road through the interchange and improved access for over-dimension vehicles along Great South Road

- Improved motorway safety barriers, lighting, and noise mitigation.
- 100 percent stormwater treatment.

### Explanatory note

8. The State Highway 1 Papakura to Drury project has been lodged and consented in stages.
9. Construction is underway on Stage 1A, within the existing motorway designation, for an approximate 3 kilometres between the northern side of Papakura Interchange and the southern side of the BP Connect motorway service centre.
10. Stage 1B1 was consented in 2021 under the COVID-19 Recovery (Fast-track Consenting) Act. While the main construction contract for Stage 1B1 will be awarded in late 2023, early works are underway at Drury Interchange to complete three replacement motorway bridges across the North Island Main Trunk railway ahead of KiwiRail's electrification of the line.
11. Notice of Requirement and resource consent applications for Stage 1B2 were lodged in late October 2022 under the same Act. The Environmental Protection Authority appointed an expert panel in March 2023 and these applications were granted on 13 June 2023.
12. Key features of Stage 1A of the project include additional motorway lanes, stormwater improvements, new noise walls on the eastern side of the motorway, and the replacement of the Park Estate Road overbridge – the focus of this event.
13. The replacement of the Park Estate Road overbridge was necessary as the previous bridge's abutments were not wide enough to accommodate the new motorway lanes underneath. The upgraded bridge (with improved walking and cycling facilities and utility services provision) was rebuilt in two halves to maintain access throughout the works to the western (no-exit) end of the road.
14. The old bridge was demolished overnight on Saturday 21 May 2022, during a planned 14-hour overnight motorway closure. The demolition was successfully completed, and the motorway was reopened after only 12 hours.

### Project benefits

15. Key benefits of the total SH1 Papakura to Drury project include:
  - Supports investment in road and rail in South Auckland, including the electrification of rail to Pukekohe and future-proofing for additional lines.
  - Reinforces the Southern Motorway's function to support national and regional economic growth.
  - Supports the growth and liveability of communities by increasing access to employment, markets, services, and amenities.
  - Provides an additional traffic lane in each direction, interchange improvements, and opportunities for dedicated public transport services.
  - Promotes walking and cycling in South Auckland and enables people already using active modes to access new areas.

- Extends the Auckland walking and cycling network, maximising the investment in the Southern Path, built to the immediate north of the project area as part of the Southern Corridor Improvements project.
- Contributes to the safety and resilience of Auckland's transport system.
- Creates infrastructure that improves the Southern Motorway's resilience against the impacts of climate change.

### Project context

16. The SH1 Papakura to Drury project is a key part of the wider \$8.7 billion New Zealand Upgrade Programme and was the first major project of the programme to begin construction.
17. The Programme includes \$2.7 billion of transport improvements in South Auckland, including this project to upgrade the Southern Motorway between Papakura and Drury, rail electrification from Papakura to Pukekohe, three new rail stations (at Drury, Drury West and Paerata), and local roading improvements to support access to these stations.

### Key messages

18. The key messages for the SH1 Papakura to Drury project are:
  - The SH1 Papakura to Drury project is part of the New Zealand Upgrade Programme, an \$8.7 billion Government investment in rail, public transport, walking and cycling as well as in safer roads that better connect people and business.
  - The New Zealand Upgrade Programme will provide growing communities across the country with better travel choices that help people get where they're going safely.
  - The programme will also support economic growth, while responding to the impacts of travel on the environment and helping enable housing.
  - Multi-modal improvements to the motorway between Papakura and Drury are an important part of supporting urban growth in South Auckland, where 120,000 more people are expected to make the area their home over the next 30 years.
  - The Papakura to Drury project will improve safety and journey reliability along SH1, improve public transport options by enabling rail electrification to Pukekohe and providing space for future bus services, and increase liveability for communities by creating new walking and cycling facilities.

### Other matters

19. The rebuilding of Park Estate Bridge necessitated long-term (2-year) temporary traffic management across the bridge and the road approaches on either side, restricting traffic to a single lane that was controlled 24/7 by traffic lights.
20. Construction works on Park Estate Road and bridge, and two years of temporary traffic management, has been disruptive for surrounding residents and the various users of Park Estate Road, including residents and their visitors, students, parents and teachers of Mangapikopiko School (previously Park Estate School), two church congregations located opposite the new

school, and all those involved in the construction of the surrounding Park Green residential subdivision.

21. The façade of the new Park Estate Bridge comprises a coloured pattern designed on behalf of local iwi by a member of Ngāi Tai ki Tāmaki, s 9(2)(a) who has been invited to speak at the event regarding the significance and meaning of the design.

**You have received the following briefings on this subject:**

1. BRI-2470, SH1 Papakura to Drury Project – Site Visit, 11 May 2022
2. BRI-2612, NZ Upgrade Programme Papakura to Drury and Takitimu North Link project updates, 20 October 2022
3. BRI-2142, SH1 Papakura to Drury South project sod-turning event, 29 March 2021
4. MIN-3998, Cost escalation claim – Papakura to Drury, 21 October 2022

**Ministerial completion event**

22. The event will be located at Mangapikopiko School, which opened in mid-2022 (this school is the relocated and renamed Park Estate School which, under the same Principal, also hosted you at the sod-turning event for the project in April 2021).
23. Speeches will mark the completion of the Park Estate bridge. There will be an optional walk down to view the bridge (650 metres away) following the event – this will be weather and time permitting.

**Key attendees to acknowledge**

24. The key attendees invited for the Park Estate Bridge completion ceremony include:
  - Local iwi: Te Ākitai Waiohū, Ngāti Tamaoho, Ngāti Te Ata Waiohū, Ngāi Tai ki Tāmaki, Ngāti Whanaunga, Ngāti Maru, Te Ahiwaru, Ngāti Tamaterā, Ngāti Paoa.
  - Waka Kotahi Board and officials.
  - Hon Wayne Brown, Mayor of Auckland.
  - Desley Simpson, Deputy Mayor of Auckland.
  - MPs for Papakura (Hon. Judith Collins), Port Waikato (Andrew Bayly), Tāmaki-Makaurau (Hon Peeni Henare) and Hauraki-Waikato (Hon Nanaia Mahuta), and Papakura-based Labour list MP (Anahila Kanongata'a-Suisuiki).
  - Auckland councillors for Manurewa-Papakura and Franklin Wards – Daniel Newman, Angela Dalton and Andy Baker.
  - Local Board members for Papakura and Franklin - including Papakura chairperson, Brent Catchpole (invited to speak, given the limited local-only impact of this bridge completion), and Franklin chairperson, Angela Fulljames.
  - s 9(2)(a), Principal of Mangapikopiko School (invited to speak, again given the immediate local-only impact of this bridge completion on a no-exit road).

- Representatives from project contractors – Fulton Hogan, Aurecon, and Axell Consultants.

**Media**

25. We expect little or no media interest.
26. On 12 May 2023, the NZ Herald ran a story about the rescoping of projects in the New Zealand Upgrade Programme, and specifically named Papakura to Drury as a potential project that might be delayed.
27. The same afternoon, Minister Wood tweeted in response: *"This over-egged story and headline are just wrong. I have said nothing of the sort. One of the projects listed as a possible 'delay', Papakura to Drury, is in fact in the middle of massive construction works as anyone who uses the Southern Motorway can see."*
28. On 31 May 2023, Stuff ran a story about a family affected by negotiations under the Public Works Act to acquire part of their property for the project (Stage 1B2). The owners are seeking full acquisition instead.
29. On 7 and 8 June 2023, the Stuff story was repeated on the front page of two local newspapers, being the Papakura Courier and Franklin County News, respectively.

**It is recommended that you:**

30. Note the contents of this briefing.

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**Steve Mutton**

Director Regional Relationships, Auckland

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**Hon Michael Wood, Minister of Transport**

Date:

2023