
A Tour of the MacKays to Peka Peka Expressway

Kia ora

Welcome to the MacKays to Peka Peka Expressway tour.

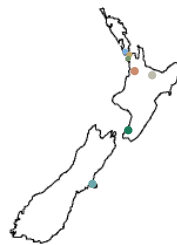
Here you'll find out about the purpose, history, and process of building the new MacKays to Peka Peka Expressway (M2PP).

Infrastructure plays a vital role in New Zealand's growth and development. During the last two centuries, the creation of strong infrastructure has been integral to our success as a small, first-world country.



ROADS OF NATIONAL SIGNIFICANCE

- Puhoi to Wellsford - SH1**
- Western Ring Route - SH16, SH18, SH20**
- Victoria Park Tunnel - SH1 (COMPLETED)**
- Waikato Expressway - SH1**
- Tauranga Eastern Corridor - SH2**
- Wellington Northern Corridor - SH1**
- Christchurch Motorways**



What are the roads of national significance?

In 2009, the New Zealand government identified seven key roading infrastructure projects that would help reduce congestion, improve safety and support economic growth in New Zealand. These roads are referred to as Roads of National Significance.

The Wellington Northern Corridor stretches from Wellington Airport to north of Levin and has eight sections — one of the first ones being constructed is the MacKays to Peka Peka Expressway (M2PP).

For more information on Roads of National Significance please visit: www.nzta.govt.nz



History of MacKays to Peka Peka

Planning a road takes a great deal of time and effort from many people.



What is the M2PP Alliance?

For many large infrastructure projects, companies come together to form a new organisation for the life of the project. This helps everyone work together with a single focus, to deliver the best results.



Four entities form the M2PP Alliance that is delivering the MacKays to Peka Peka Expressway.

2009

In 2009 a team was put together to select a route and assess environmental, cultural and design measures to counter its effects. Four route options were initially considered. In December 2009 the Western Link Road (Sandhills) option was chosen as the preferred route because it best balanced the needs of the Kāpiti community with those of the Wellington region and the country as a whole.

2010 - 2012

Consenting the chosen route took two years of consultation and work from a bunch of experts including; geometric, drainage, geotechnical and hydrogeological specialists, bridge architects, structural engineers, landscape designers, urban designers, road pavement engineers, archaeologists, environmental planners, cultural and community engagement experts. Initially there was a great deal of opposition from people in the community, over seven hundred submissions were considered by the Board of Enquiry, challenges went all the way to the Supreme Court.

2013 - 2017

In November 2013 it was decided that the road would go ahead. As a result of all the submissions this job has hundreds of conditions to comply with, including noise, dust, vibration, ecological mitigation, night and weekend works, traffic delays, social impacts and many more. In fact the consent process is still going on. As final detailed design is completed each refinement has to be consented by Kāpiti Coast District Council and Wellington Regional Council.



For construction, the job has been divided into three zones

An Evolving Route

MacKays to Peka Peka Expressway is part of a bigger story — the evolution of our community.

People have been travelling along the Kāpiti Coast since Maori first settled in the lower North Island.

A system of routes and tracks was established over hundreds of years through the Kāpiti Coast, all the way south to Te Whanganui-a-Tara (Wellington). The need for trade, work and communication connections increased when Europeans started using the routes in 1839 on foot, wagon and horseback.



Wellington and Manawatu Railway bridge over Waikanae river. Levin, William Hort, 1845-1893.



Collinson, Thomas Bernard: North Coast, Cook Strait - from Horokiri Pass. Kāpiti. [1846] Seven years service on the borders of the Pacific Ocean, 1843-1850.

Traditional and cultural significance

Te Ati Awa ki Whakarongotai (Te Ati Awa) hold the tribal takiwā (jurisdiction) of this area. The takiwā extends from the Whareroa Stream at the southern end of Queen Elizabeth Park to the Kukutauaki Stream north of Peka Peka Road. The descendants of Te Ati Awa maintain tradition mana whenua (territorial rights) and mana moana status (authority over the sea) over this area of the Kāpiti Coast.



This takiwā is inclusive of the Takamore waahi tapu (sacred) area which is close to the Expressway alignment south of Te Moana Road. This urupa (burial ground) and waahi tapu is managed by the Takamore Trust - the body responsible for representing the mana whenua of that area.

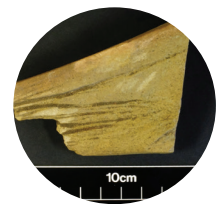
Te Ati Awa arrived on the Kāpiti Coast in the early 1820s after migrating south from their ancestral lands in Taranaki in a number of heke (migrations). They occupied several locations around the Kāpiti Coast before finally settling in what is now Waikanae.

When European settlers began to encroach on ancestral lands in Taranaki in the 1840s some of Te Ati Awa returned to Taranaki. As well as Kāpiti and Taranaki, Te Ati Awa also have an ancestral base in the South Island.

Gathering and preserving artefacts

A team of archaeologist and iwi representatives examined the Expressway route prior to construction and made a number of discoveries. Among them were several middens (shell heaps), adzes (ancient cutting tools), stone flakes, obsidian cutting tools and pumice stones. These were all made of non-local materials suggesting this was a trading route.

All the artefacts were sent to the University of Otago to be analysed, catalogued and photographed before being returned to iwi. Ongoing archaeology work is happening throughout construction and our archaeologist and iwi monitor are always present whenever we break new ground in case of an unexpected find.



Since construction began we've made several major discoveries including a giant Totara log. This ancient Totara log was discovered in peat at the Peka Peka end of construction. It has been given back to Te Ati Awa to be carefully dried and carved.



Whakarongotai Marae, Waikanae

Our Environment

Ecology is taken very seriously on the MacKays to Peka Peka Expressway.

We've carried out extensive analysis of the areas we're working in, and are doing a huge amount of work to ensure we compensate for any loss of habitat caused by construction. An ecologist is overseeing the project and working closely with our construction staff in sensitive areas to protect our precious resources.

140 hectares of new, locally sourced, primarily native plants will enhance the region

This is one of the largest planting projects the lower North Island has ever seen.

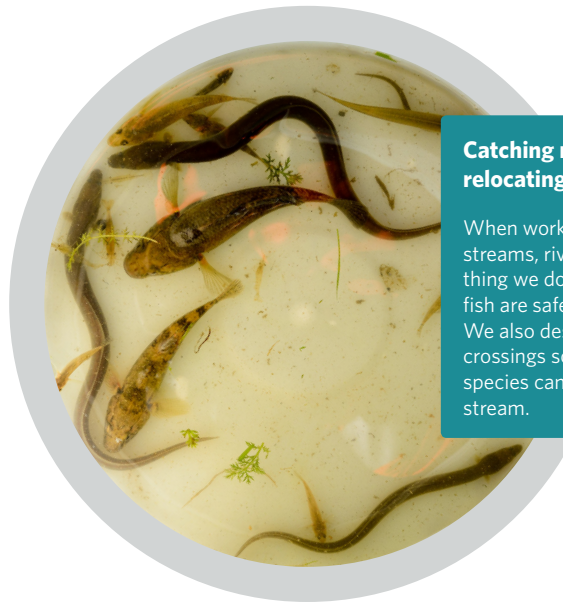


Relocating skinks and geckos

Indigenous skinks and geckos are safely caught and moved to new, natural habitats before any construction takes place.

Increasing the wetland habitats

Every hectare of wetland that is lost or moved due to construction is replaced with five hectares of new wetland habitat.



Catching native fish species and relocating them

When working in waterways such as streams, rivers and culverts, the first thing we do is make sure any native fish are safely removed and re-homed. We also design our bridges and crossings so that fish and other water species can move freely up and down stream.

Our goal is to create a long-term corridor that will improve ecological connections with other forest and wetland remnants on the Kāpiti Coast. We also expect to see our local bird, lizard and native fish populations grow as a result of the landscaping and planting work being done.





Southern Zone

MacKays Crossing to Kāpiti Road

What's happening here?

We're building the new Poplar Avenue interchange. This area of the Expressway takes the longest to construct which is why we had to kick it off first.



Moving the earth

It takes a long time because of the large amount of peat in this area. We have to excavate the peat and 'pre-load' with more stable material (rock and sand). This then has to settle over a period of up to two years.



Stabilising the ground

In other areas we've placed geo-textile and rock on top of the peat so that the weight of the rock can compress it.



Community impact

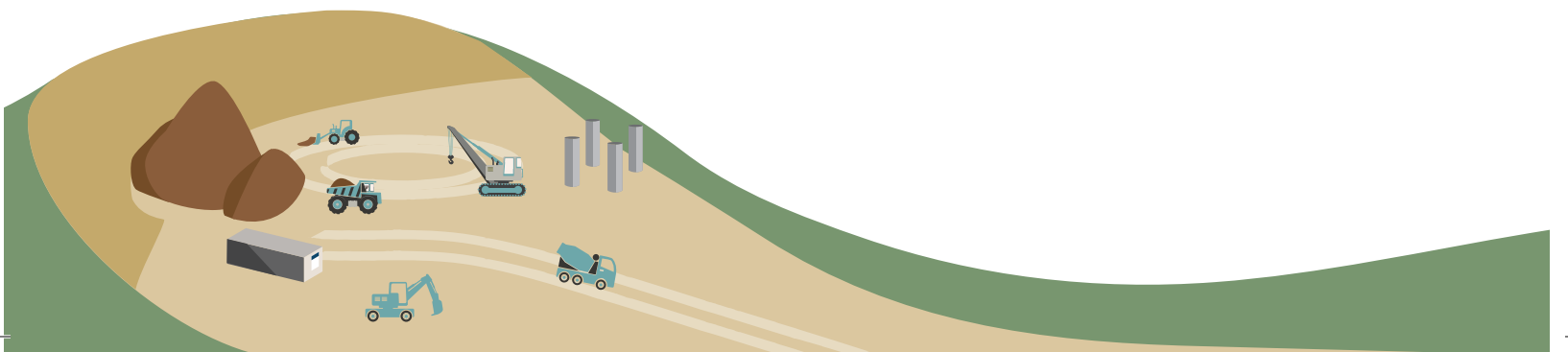
There are lots of people who live close to this area, so we carefully monitor noise, dust and vibration.

We also hold regular community meetings with local residents in the neighbourhood - they're called neighbourhood forums.



Managing traffic

To minimise traffic disruption on State Highway 1, our trucks don't turn right onto Poplar Avenue. Instead they head south to MacKays Crossing to turn around before heading back up to turn left into Poplar Avenue.



What will it look like when we're finished?



Partial interchange at Poplar Avenue



Shows what Poplar Avenue will look like when we're finished

Raunati Road Overpass



Shows what Raunati Road will look like when we're finished

Full interchange at Kāpiti Road



Shows what Kāpiti Road will look like when we're finished



Central Zone

Kāpiti Road to the north bank of the Waikanae River

What's happening here?

Work in this zone involves lowering Mazengarb Road to allow the Expressway overpass to be built. We're also creating major new wetlands and building a bridge over Otaihanga Road.

The Waikanae Bridge

The biggest single structure of the project, the four-lane Waikanae River Bridge, sits in this area. The bridge has been architecturally and seismically designed and has pushed engineering design and innovation to the max. It boasts the biggest bored piles in New Zealand.



Pavements

The area between the new Waikanae River Bridge and Kāpiti Road will be the first full paved section of Expressway.

Final paving of these areas started in early 2015.

Urban design

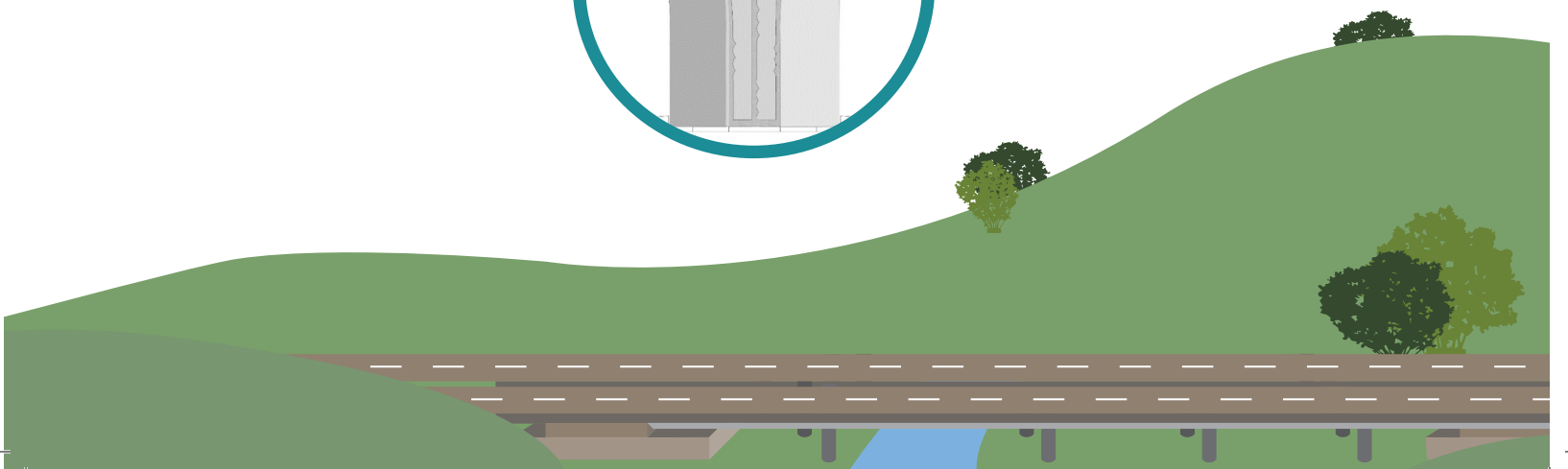
We've worked with Te Ati Awa on urban design details for the new Waikanae River Bridge.



Community impact

This is another area where a lot of people are living next to construction, so we carefully monitor noise, vibration and dust.

We hold regular neighbourhood forums with local residents.



What will it look like when we're finished?



Shows what a section of the Waikanae Bridge will look like when we're finished



Shows what Mazengarb Road will look like when we're finished





Northern Zone

Te Moana Road to Peka Peka

What's happening here?

This zone covers north of the Waikanae Bridge to Peka Peka, where the Expressway will end. In this area we're also relocating Vector Gas pipelines.

The interchanges

We're building a full interchange at Te Moana Road, several stream and river crossings and a partial interchange at Peka Peka.

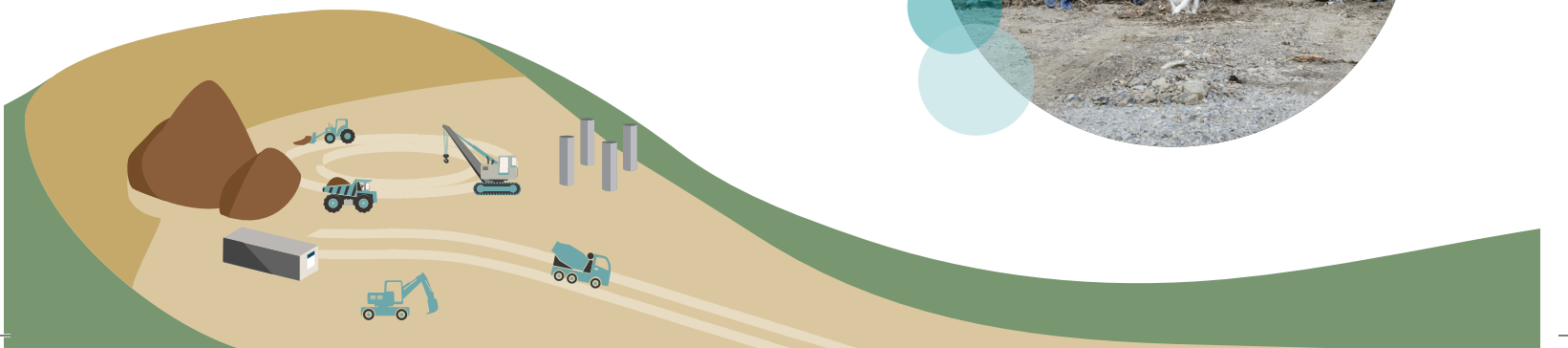


Respect for the land

The area between the Waikanae River and Te Moana Road is waahi-tapu, sacred Maori land. Our people work respectfully in this area and observe certain cultural protocols such as only eating in blessed areas.

Community impact

Just like our other zones, we're working really close to people's houses and businesses. We hold regular neighbourhood forums with local residents to talk through any issues or concerns.



What will it look like when we're finished?



Shows what Ngarara Road will look like when we're finished



Capturing Community Care

Here's a snapshot of some of the things we get up to when we're out and about on the job in the community.

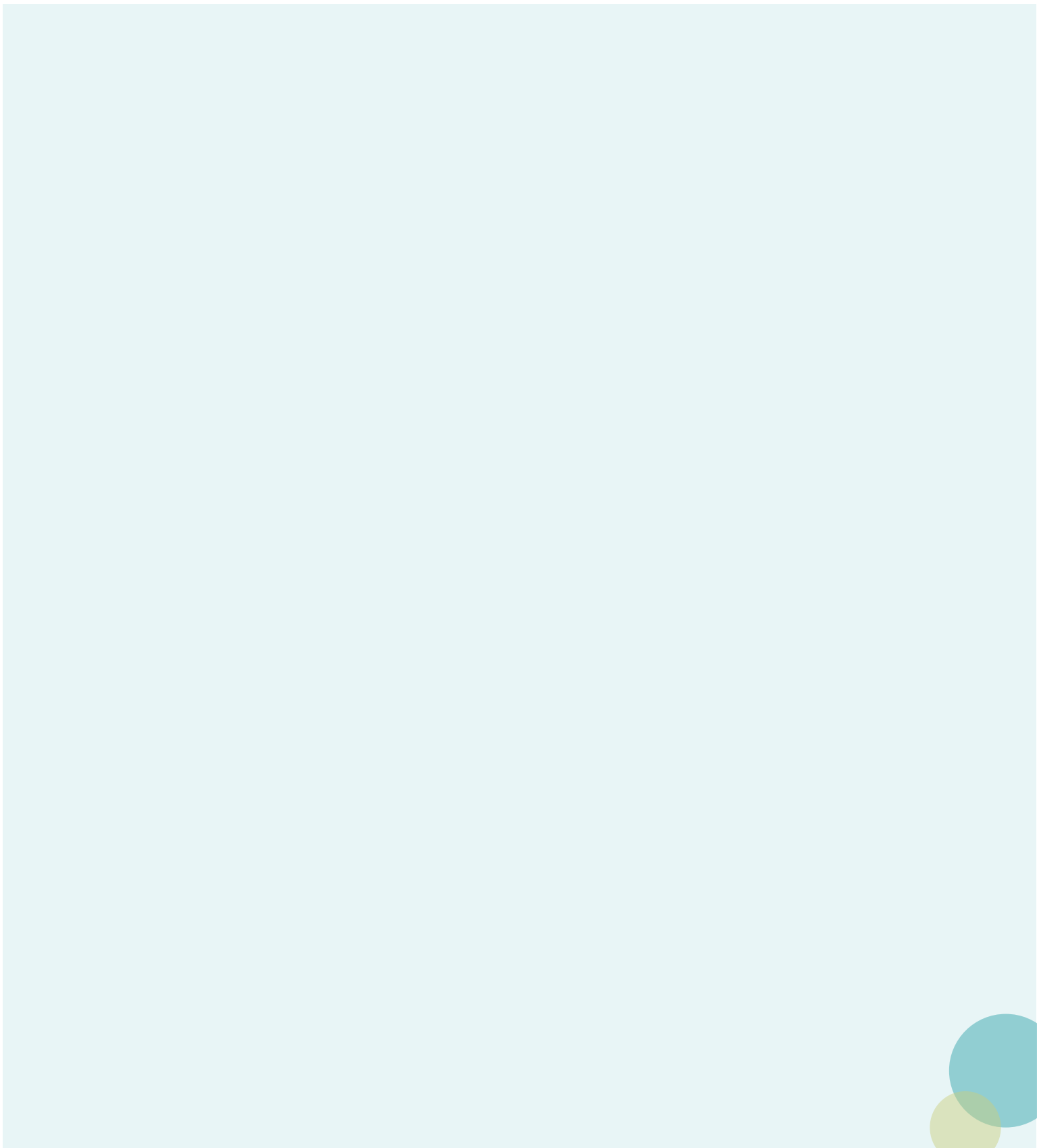




Notes

Here's some space to jot down any interesting facts you take in along the way.







WANT TO KNOW MORE?

SIGN UP TO EXPRESS LANE

Our monthly e-newsletter packed with information and updates about the project as it progresses
expresslane.buzzit.co.nz

VISIT OUR INFO CENTRE

In Coastlands Shopping Centre you'll find an informative and interactive public Information Centre. Read, touch, hear and view all sorts of fascinating information about the Expressway.

CHECK OUT FLICKR AND YOUTUBE

Flickr - the home of a tonne of photos that document the amazing work taking place.
flickr.com/photos/m2ppalliance

Youtube - check out videos and behind the scenes interviews from on the job.
youtube.com/NZTransportAgency
(M2PP playlist)

VISIT OUR WEBSITE

For full background details, plans and further information www.m2pp.co.nz

TALK TO US

If you'd like to have a chat to someone about any concerns or issues you might have, or just have a nagging question that you'd like answered, call us on **0508 M2PP INFO (627 746)** or email info@m2pp.co.nz