

# SH1 PAPAURA TO DRURY PROJECT



The project's Stage 1B2 area includes the Oopaheke site of cultural significance, located where the Ngaakooro, Hingaia, and Otuuairoa (Slippery Creek) streams converge and flow out to Te Mānukanuka o Houturoa (the Manukau Harbour).

## Kua tuku tono | Consent applications lodged

Our Notice of Requirement and Resource Consent applications have now been lodged for Stage 1B2 of the SH1 Papakura to Drury project, which extends between the BP motorway service centre on-ramp and the Bremner Road overbridge.

The project is being consented under the COVID-19 Recovery (Fast-track Consenting) Act, which was introduced in 2020 to accelerate the consenting process for projects that will create significant employment opportunities and support local economies.

Under this Act, applications are lodged with the Environmental Protection Authority (the EPA) rather than Auckland Council, and decisions on applications are made by an expert consenting panel. A panel will now be appointed by the EPA and a decision on our applications is expected around April next year, depending on when the panel is formed.

Lodging our consents for Stage 1B2 is an important step for the project and we look forward to the panel considering our applications in the months ahead.

Our applications for this stage of the project include the following features:

- the replacement and lifting (by around 2m) of the motorway bridges across Otuuairoa Stream / Slippery Creek
- an additional motorway lane in each direction
- a new shared path along the western side of the motorway (filling in the gap between the two ends of the path previously consented)
- a shared path link across to Great South Road, under the motorway bridges and along the northern side of Otuuairoa Stream, and a crossing facility on Great South Road to allow pedestrians and cyclists to safely cross the road
- environmental and safety improvements.

This stage was separated out from earlier Stage 1B1 (consented in November last year under the Act) to allow proper time for Waka Kotahi to work in partnership with Mana Whenua to consider and minimise the project's impact on Oopaheke, a site of cultural significance spanning both sides of the motorway at Otuuairoa Stream.

Oopaheke has been scheduled and protected in the Auckland Unitary Plan due to its significance to local iwi. The site is significant to Mana Whenua due to its history as a pā (fortified village) and papakāinga (village).

Sites of cultural significance can be places or features of historical, cultural and/or spiritual significance to Ngā Iwi Mana Whenua o Tāmaki Makaurau. They can include sites such as marae, pā and mahinga kai (food gathering areas), or waahi tapu (sacred places) such as urupā (burial grounds), maunga (mountains), and sites where pakanga (battles) have occurred.


## NAU MAI HAERE MAI | COME AND SEE US

Come along to our next community open day on Saturday 10 December 2022 to find out more about construction progress on Stage 1A and the latest news on other stages, including what was lodged with our consent applications for Stage 1B2.

We will also be joined by other projects in the Drury area.

We look forward to seeing you there!

 Saturday 10 December 2022

 10am - 1pm

 Drury Hall (10 Tui Street, Drury 2113)



## Ngā pakihi ā te hāpori | Buying local

*We are proud of the New Zealand companies and their people who are front and centre helping us deliver the Papakura to Drury project.*

We are passionate about supporting our local community on the Papakura to Drury project. One of the ways the project does this is buying local from businesses around us in Papakura and Drury.

Currently the project buys from twenty-two local businesses who provide various goods and services supporting construction works currently underway. This ranges from; local fencing subcontractors, plants being grown in local nurseries, collecting gravel from local quarries and to local cafés providing our workers with tasty lunches.

Buying local also means buying New Zealand made where possible. One example of this is when the project needed specialist steel fabricating done for new bridges at Drury Interchange. We have engaged the skilled team at a Napier steel fabrication business who are building the twelve, 44m long beams (weight ranging from 55 to 70 tonnes) that will form the

beams of the new bridges over the railway lines at Drury Interchange (replacing the existing motorway and on/off ramp bridges).

Steel beams rather than concrete beams have been chosen because they can be made much longer and can span the railway corridor without needing an additional central support, effectively reducing the overall cost and construction complexity of the bridges over active railway lines.

Around April next year each of these girders will start their journey from Napier to Auckland, using another local transport business, and will be lifted into their new position at Drury Interchange, forming the future rail overbridges.

In the photos shown above and at right, imposing steel girders are being fabricated by Eastbridge Ltd at their Napier engineering workshop for use on this project.



## Para kore | Towards zero waste

*As part of the Papakura to Drury project's commitment to sustainability and doing the right thing, we are always looking for opportunities to divert waste materials from landfills.*

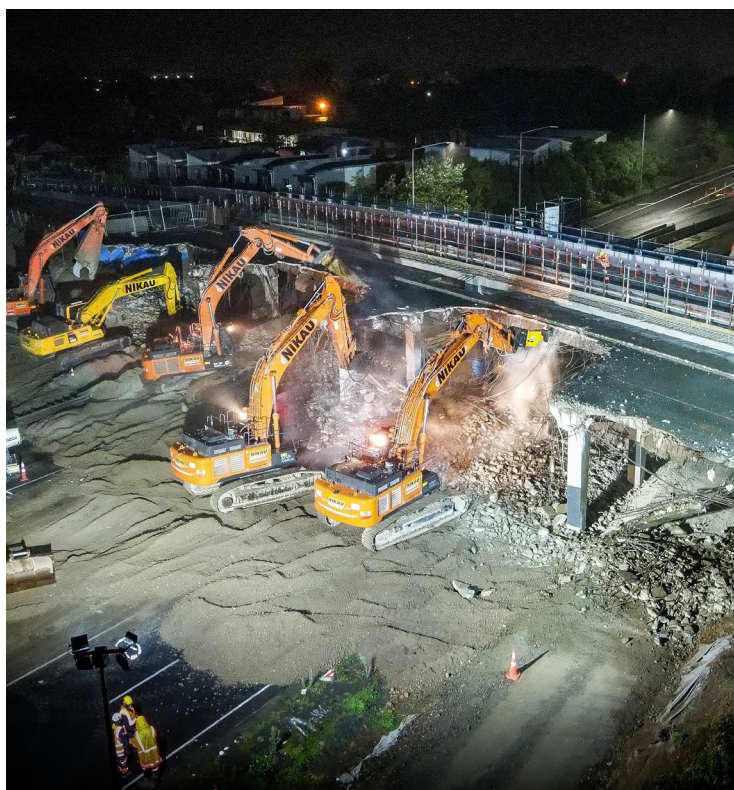
Waka Kotahi is very aware of the heavy environmental impact large roading projects can have. One of these areas is around waste generation.

The project team uses three main ways to reduce our waste through sorting, recycling and diversion, as these strategies minimise material unnecessarily ending up in landfills. The project has a target of diverting 25% of all waste material from landfills.

The demolition of the old Park Estate Bridge in May this year (see photo at left below) is one example of work that created a lot of material that could have ended up in landfills. With careful planning, the project team was able to recycle 100% of the old bridge. Around 30 tonnes of reinforcing steel from the bridge was separated and recycled, and 400 tonnes of concrete crushed and reused in other projects in place of new gravel (see photo at right below). No part of the demolished bridge ended up in landfill.

Currently around 70% of project waste is diverted from landfills, which is an industry leading level of material landfill diversion and well above our 25% target.

Our project team is committed to try and find other innovative ways to further reduce waste and improve the project's environmental and sustainability outcomes.



## Toitū te taiao | Sustainability

Waka Kotahi has adopted the Infrastructure Sustainability Council (ISC) as its sustainability rating scheme provider for the Papakura to Drury project.

Infrastructure sustainability rating schemes provide a consistent method of assessing, achieving, and communicating the positive environmental and sustainability outcomes associated with infrastructure projects.

The benefits of using rating schemes and tools include:

- the sharing of ideas at the project and industry level to drive broader sustainability outcomes
- innovation and greater environmental and social advancements and
- independent verification of performance on the project.

On the Papakura to Drury project, we are committed to delivering great environmental and sustainability outcomes throughout the design, construction and operational phases of the project, across areas such as stormwater management, sustainability, carbon reduction, climate change effects and broader social outcomes.

Some of the ways we are incorporating these elements include:

- working with Mana Whenua to ensure 100% of stormwater is treated before it leaves the motorway and enters the natural environment
- looking for opportunities to use timber (where appropriate) instead of concrete, and recycling materials to reduce our carbon footprint

- designing future motorway improvements to mitigate the impacts of climate change effects (such as flooding)
- encouraging multi-modal transport options, such as walking, cycling and special vehicle lanes to provide people with more choices
- working with Mana Whenua and local businesses to provide economic and employment opportunities for the community.

We are excited about the opportunities to keep improving outcomes for the project, and the positive legacy these initiatives will leave for future generations.

## Ko wai mātau | Who are we?

Well over 1,000 people having been inducted onto the Papakura to Drury project since construction began in April 2021. Most of these people are directly involved in construction – planning, managing and doing the physical work on site.

One of our key members is Ash Mitchell who leads the construction team. For the past 15 years, Ash (pictured with his wife Suzy and dog Moose) has been working on infrastructure projects across New Zealand.

“I started my career in Christchurch and between working on three major infrastructure projects and the Christchurch Earthquake Rebuild this kept me busy in the south for 12 years. I shifted to Auckland at the start of 2020 and in 2021 was given the great opportunity to help build this significant project in South Auckland,” says Ash.

“My favourite part of the job is working out how we are going to build something and then seeing it come to fruition onsite. One of the construction team’s main focuses on this project is building in a way that minimises disruption to the travelling public and local community. I’m also passionate about quality – if it’s worth doing, it’s worth doing right the first time.”

There are multiple land and housing development sites bordering this project, and a major railway upgrade project is planned through Drury Interchange. Ash and the construction team are building new motorway lanes and replacing and building new bridges, along with carrying out major stormwater management upgrades.

Ash can see how important all these improvements are and how, when completed, they will immediately benefit the local and

wider community, including drivers travelling along the Southern Motorway to other destinations.

Being relatively new to Auckland, outside of work Ash is still learning the tricks of North Island fishing, which is a bit different from his old spot in the Marlborough Sounds. He also enjoys exploring new places with his dog Moose and loves being outdoors.



Construction Project Manager Ash pictured with his wife Suzy and dog Moose

## Ngā mahi huna | Behind the scenes

*Much of the work on this project is highly visible to drivers passing through site on the Southern Motorway. However, there is also plenty happening that’s a bit harder to see.*

A great example of “behind the scenes” work is one of our construction crews who have been working behind the new noise walls on our neighbours’ properties. They have been reinstating and filling in the ground on our neighbours’ backyards now that the adjacent noise wall is complete.

A team of four, led by foreman Togia Falakoa (see photo below), has been moving from

property to property, laying topsoil and grass seed, installing small sections of side boundary fencing and generally tidying up.

It’s been great getting to know our project neighbours a bit better, to answer queries about what we’re building and to thank them in person for their continued patience and understanding.



Our noise wall reinstatement team from left: Vitoye Topia, Toska Falakoa, Togia Falakoa and Todd Godfrey.

## MŌ ĒTAHI ATU KORERO | FOR MORE INFORMATION

Visit our website to subscribe for our regular e-newsletter project updates or traffic notices and to find out more about the project.

You can also view our monthly progress by checking out our photo gallery.

Visit [www.nzta.govt.nz/p2b](http://www.nzta.govt.nz/p2b)

## WHAKAPĀ MAI | CONTACT US

For further information about the project, please contact our team on:

**Phone:**

0800 796 796 - for construction-related enquiries

0800 741 722 - for general project enquiries

**Email:** [p2b@nzta.govt.nz](mailto:p2b@nzta.govt.nz)

**Website:** [www.nzta.govt.nz/p2b](http://www.nzta.govt.nz/p2b)

**In person:** Papakura to Drury Project site office, 25 Tegal Road, Drury (open 8am to 5pm on normal business days).