

SH1 PAPAKURA TO DRURY PROJECT



Whakaora te taiao | Improving the environment

Waka Kotahi is committed to working in partnership with local iwi to deliver the Papakura ki Pukekura (Papakura to Bombay) project and to achieve outcomes that benefit all parties.

One area we are working closely together on is protecting the taiao/environment to avoid or minimise any negative impact as a result of our project. An example of our mahi/work together is the treatment of 100% of all stormwater coming off the motorway within the project area between Papakura and Drury.

Environmental protection standards were very different in the 1960s when this part of the motorway was first built and currently there is minimal stormwater treatment here. By treating 100% of stormwater runoff from the motorway before it enters local streams, not only will we help improve local water quality in the local area but also the Manukau Harbour further downstream.

Stormwater can be treated in a number of different ways, such as wetlands, vegetated

swales and engineered stormwater devices such as pollutant traps. We work with mana whenua to select appropriate treatment methods along the entire length of the project, depending on the particular conditions relevant at each site.

Stormwater coming off the Southern Motorway in this area ultimately flows into the Te Mānukanuka o Hoturoa/Manukau Harbour, which is a key source of food and a place for recreation for all those residing in Tāmaki Makaurau/Auckland. We are proud to work alongside local iwi to better protect the environment for future generations of all Aotearoa.

If you'd like to see a video about how we are working with mana whenua to treat stormwater on the project, click here:

<https://youtu.be/sNjSFShZB9U>





Treating runoff will help restore the area's waterways to what they once were - the lifeblood of the land and its people.

WANT TO LEARN MORE ABOUT THE PAPAKURA TO DRURY PROJECT?

Come along to our next community open day on Saturday 24 September to find out the latest news on the project including construction and consenting progress.

We look forward to seeing you there!

 Saturday 24 September

 10am - 1pm

 Drury Hall (10 Tui Street, Drury)



Drury Hall, photo courtesy of Auckland Council.

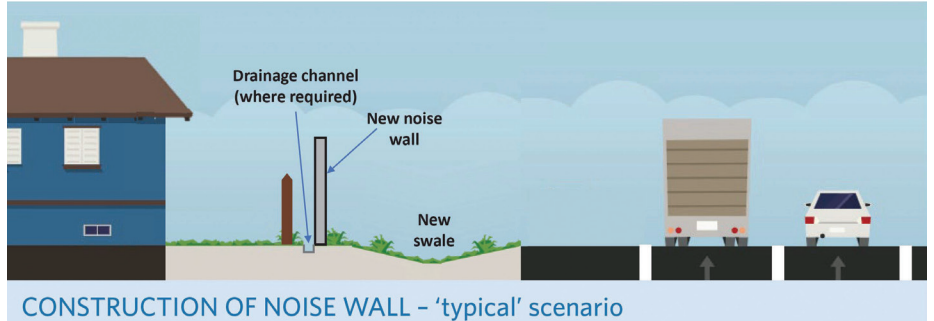
Whakaruruhau te hāpori | Protecting the community

Assessments of operational traffic noise are undertaken before projects are consented to determine what type (if any) of noise mitigation, and where, should be incorporated into a project when built.

Stage 1A of our SH1 Papakura to Drury project includes two new noise walls on the eastern side of the motorway: one fronting Jack Farrell Park just north of Papakura Interchange, and the second running between Papakura Interchange and the Park Estate Road overbridge. Construction of both noise walls is almost complete to help minimise disruption to residents from our ongoing construction works in addition to traffic noise.

The new noise wall between Jack Farrell Park and the motorway now fills a gap between two noise walls built by earlier projects. South of Papakura Interchange, the second noise wall has been built beside Chichester Reserve and almost 60 properties on either side of it.

Both of these noise walls will reduce traffic noise levels in neighbouring homes and enhance the enjoyment of local residents using the two reserves. We are also planting numerous trees at Jack Farrell Park to replace the shrubs and trees that we needed to remove to install the noise wall there.



Feedback received from nearby residents to date about these noise walls has been wholly positive. Some of our neighbours have told us that noise coming from the motorway is less obvious, and others have noticed some protection from the prevailing westerly wind. Some residents are also enjoying the increased privacy from the motorway that the new noise walls provide. One resident even joked that he was late for work the day after the noise wall panels were first installed beside his home because he didn't hear the traffic start to build up from 5am!

Drainage channels have also been included on the residential side of the noise walls, where necessary, as shown in the image above. These channels will help ensure that existing flooding issues in the Chichester Drive area following heavy rain are not exacerbated. The upcoming replacement and upgrading of three existing culverts under the motorway as part of the project will also improve these existing flooding issues. These culvert works can now begin following the motorway lanes being recently moved in towards the newly completed central median barrier.



A painted section of noise wall with trellis attached. Planting will be added later when motorway widening and stormwater works are completed.



Replacement motorway bridges across the railway are being built from Karaka Reserve within Drury Interchange across to Flanagan Road. In the image above, piles are being driven in behind a large hoarding fence on one side of the railway lines. In the image below, a reinforced concrete 'upside down U' is being built to protect an arterial watermain on the Flanagan Road side.

Mahi tahi | Working together

When designing and building its transport projects, Waka Kotahi looks for opportunities to work together with other infrastructure projects and utility service providers (e.g. rail, power and water) in the same area to create efficiencies wherever possible.

This includes 'clearing the way' for each other when our different projects overlap or impact on what the other is building, and working together to minimise disruption when upgrading different services for the local community.

The replacement motorway bridges we have begun building at Drury Interchange are one example of how different organisations in the infrastructure business can collaborate and work together to collectively be more efficient.

KiwiRail is working on its Papakura to Pukekohe electrification project to electrify the railway lines between Papakura and Pukekohe and improve public transport options in the area. To enable KiwiRail's electrification project, the Papakura to Drury project needs to lift Drury Interchange as there is not enough clearance between the rail tracks and the motorway bridges above to electrify the railway line.

While our main construction works at Drury Interchange will not begin until mid-late 2023, we have begun to build the replacement bridges across the railway this year to ensure we can

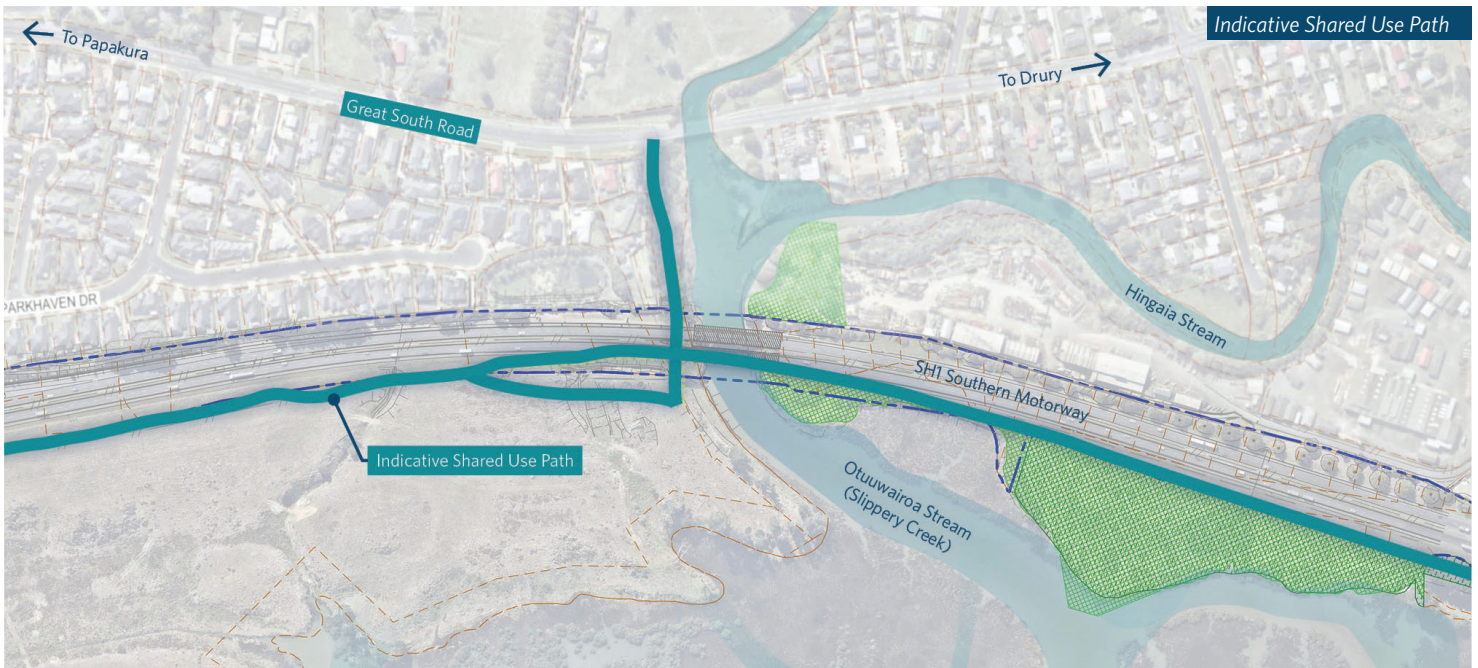
complete them before the power is turned on – as building directly above live wires would be far more complex and presents safety issues.

Near Papakura, where we are replacing and upgrading the Park Estate Road bridge across the motorway, we have installed a new watermain on the replacement bridge that will be used to supply water to the growing community at Hingaia. Ducting for other essential services is included within the bridge's structure.

In other areas across the project, our motorway widening and bridge building teams are working closely with Counties Power, Transpower, First Gas, Vector Gas, Watercare, Veolia, Chorus, Vodafone and Spark/Vocus and also Auckland System Management, Auckland Council and Auckland Transport.

Throughout all stages of the project from initial route scoping to 'doing the digging', our project team works with these other organisations to ensure their assets are protected and that our construction crews are safe.





He hononga hōu | A new connection

We have begun preparing our applications for the Notice of Requirement and resource consent needed for Stage 1B2 of the project, being the area of the Southern Motorway between the BP motorway service centre and the Bremner Road bridge at Drury. We expect to lodge our applications before the end of 2022.

An exciting feature in our applications is a new shared walking and cycling path on the western side of the motorway and a connection between that path and Great South Road beside Otuuwaitiroa Stream (Slippery Creek). Both are part of the new walking and cycling path that will be built by the Papakura to Drury project, which will extend the Southern Path first opened in May 2021 between Takanini and Papakura Interchanges by another four kilometres.

Linking Great South Road directly to the new walking and cycling path along the motorway will give the Papakura and Drury communities more choices for moving through their local area for work, education and play. More choices will also benefit future generations by helping to reduce carbon emissions as the area continues to grow rapidly over the coming years.

Other features through the Stage 1B2 area include:

- The replacement and lifting of the motorway bridges crossing Otuuwaitiroa Stream (Slippery Creek) in response to the increased risks from flooding and climate change events
- An additional traffic lane in each direction to cater for the growing population in South Auckland
- 100% treatment of stormwater runoff and improved safety features

The map above shows the likely route for the new shared path connection between the motorway and Great South Road along the northern side of Otuuwaitiroa Stream (Slippery Creek).



Existing Southern Path, opened in May 2021.

KEEP IN THE KNOW

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

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

Website: 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).