



## Waikato Expressway

### Huntly Section

Information Sheet September 2010

#### Quick Facts

<b>LOCATION:</b>	The Huntly Section commences approximately 500m north of Frost Road, and passes to the east side of Huntly township before continuing through the Taupiri Range to meet the Ngaruawahia Section at Gordonton Road.
<b>CURRENT STAGE OF WORK:</b>	Investigation and Design
<b>ESTIMATED VALUE:</b>	\$579 million
<b>LENGTH OF SECTION:</b>	15.2km
<b>TARGET COMPLETION DATE:</b>	2019

### Next Phase of the Huntly Section Begins

The Huntly Section of the Waikato Expressway has taken a major step forward with NZTA awarding a contract to Bloxam Burnett & Olliver (BBO) to assist them with the second stage of investigation and design.

**The first stage** of the Huntly Section was the preliminary **investigation** phase undertaken by Opus International Consultants for NZTA (then known as Transit New Zealand) between 1997 and 2004. This stage led to the Huntly Section being designated in the Waikato District Plan, with the designation being finally confirmed in 2008. That process was fully notified with submissions called for and a hearing by independent commissioners.

**The second stage of Investigation and Design** now being undertaken by BBO includes:

- Review of the preliminary design of the alignment that formed the basis of the designation, including reassessment against latest NZTA objectives and against latest safety and environmental standards. This will include reviewing intersection forms.
- Undertaking more detailed geotechnical, engineering and environmental investigations to confirm the alignment, the amount of land required for it and what works will be required to meet conditions imposed on the designation.

- Securing resource consents required for construction earthworks, stream crossings, stormwater drainage and the like.
- Developing the design and project documentation to the point where a construction contract will be able to be tendered.

This work is to be undertaken over the next 3 years.

The initial part of this process included carrying out a site walkover and helicopter flyover over to gather detailed topographical survey and other data as an input to the design. Following that, boreholes will be drilled in selected locations on the alignment to gather geotechnical information.

All landowners on the alignment will be contacted to discuss access arrangements for this work.

**The third stage - Detailed Design and Construction** will follow the completion of this stage.



The Project Team walk the proposed route

#### Project Benefits

When complete the Waikato Expressway will be the key strategic transport corridor for the Waikato region, connecting Auckland to the agricultural and business centres of Waikato and Bay of Plenty. The Expressway will improve economic growth and productivity through more efficient movement of people and freight.

##### Other Benefits include:

- reducing travel times between Auckland and Tirau by 35 minutes
- reducing significantly the number of fatal and serious injury crashes
- reduced fuel costs
- reducing traffic congestion within smaller communities like Huntly, Ngaruawahia and Cambridge
- increasing the highway's capacity and passing opportunities

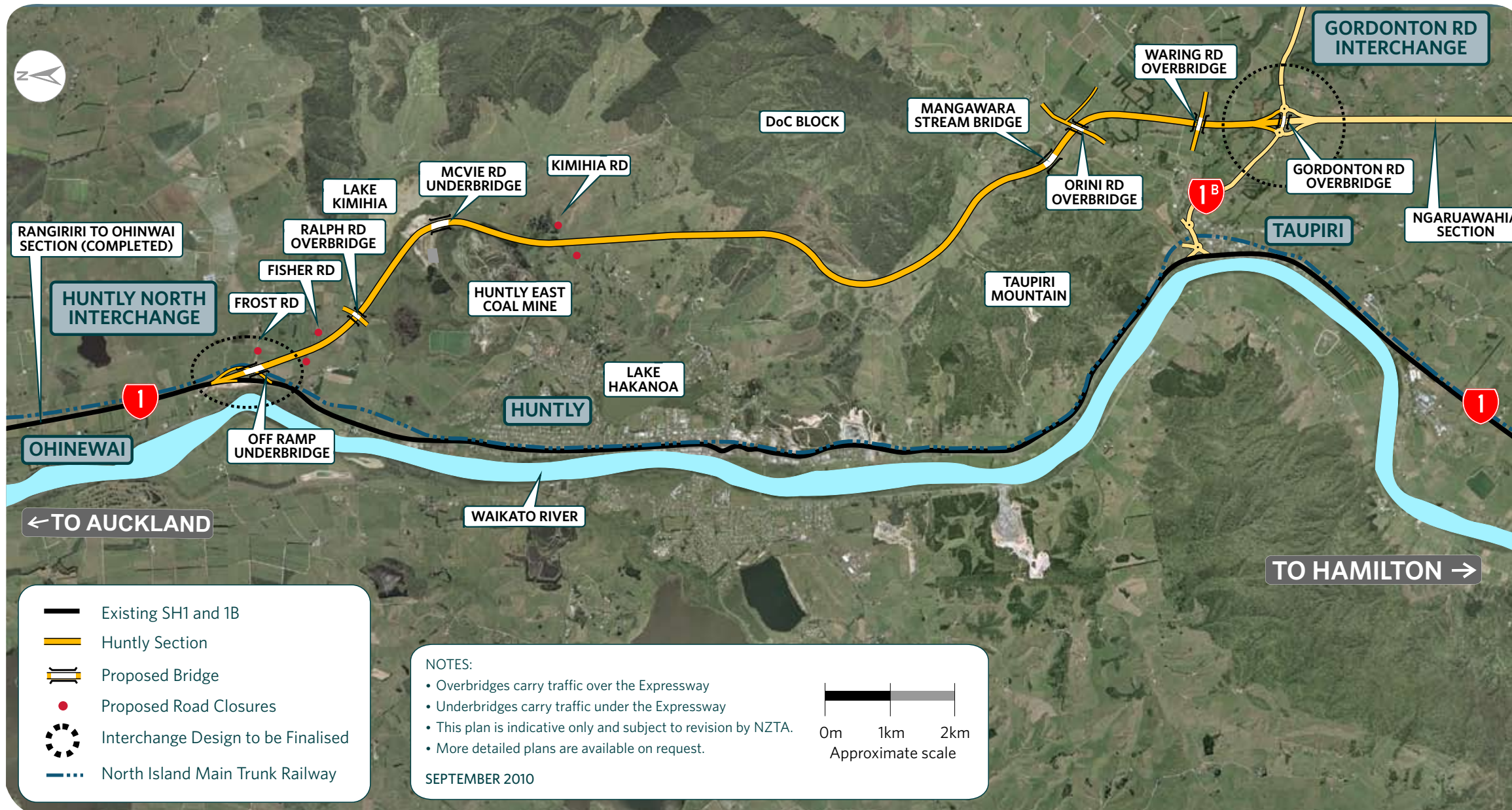
##### The Huntly Section will:

- Connect the already completed Ohinewai section of the Expressway to the Ngaruawahia Section, which is programmed to commence construction in late 2010.
- Reduce traffic congestion and improve safety within the Huntly and Taupiri townships by significantly reducing through traffic.

#### Key Features

The Waikato Expressway will be 102km in length running from the Bombay Hills to South of Cambridge. It will provide for two lanes of traffic in each direction divided by a central barrier with local roads and interchanges generally serviced by bridges and underpasses.





### Environmental Management

The NZ Transport Agency is committed to improving the contribution state highways make to the environment and social wellbeing of New Zealand by:

- Protecting and enhancing the environment
- Using and managing resources efficiently
- Considering environmental issues early
- Contributing to sustainable outcomes by working with others
- Continually improving environmental performance.

### Noise Control

Noise levels will comply with the latest standards. Measures used will include:

- Monitoring of noise during construction and advance notification of any unavoidably noisy construction activity
- Haul routes for moving materials will be away from main roads and sensitive residential areas wherever practicable
- Landscaped buffer zones, noise barriers and/or special road surfacing will be used to protect local residents, businesses and sensitive areas from road noise.

### Visual Impact, Landscaping and Environmental Measures

Careful consideration will be given to native wildlife and habitats, in order to minimise impact and disruption.

Landscaping and planting will be used to mitigate the visual impacts of the new road and create a pleasant environment for both road users and others.

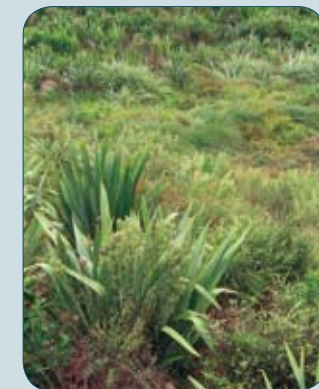
Culverts will be used and plans developed to manage natural water flows and drainage.

### Significant Sites - Cultural, Historic and Environmental

To protect this history the following measures will be used:

- Protocols and agreements with local Iwi
- Liaison with local historical groups
- Identification and protection of known historical sites
- On site archaeological controls to ensure that approved processes are followed

Important cultural and historic sites such as the Urupa on Taupiri Mountain and the Rangiriri Pa will benefit from the improvements provided by the expressway.



### Planned Route

The 15.2km Huntly Section is scheduled for completion by 2019 and will pass through the Taupiri Range to the east of Huntly. It will connect the completed Ohinewai Section to the north with the Ngaruawahia Section to the south. The Ngaruawahia section is due for completion by 2014.

### Interchanges

Interchanges to connect to the local roading network will be provided at the northern end of the project and at the south at Gordonton Road. There will be no direct property access to the expressway. The new section will avoid the 7.1km of speed restricted highway (50km/hr and 70km/hr) at Huntly and in the Taupiri Gorge.

### Properties on the Designated Route

Inevitably the Expressway will pass through land currently owned and operated by a range of individuals, farms and organisations. Processes for managing land purchase or compensation for those affected by the new road are laid out in the Public Works Act and summarised in a useful guide "Landowner's rights" which is available from Land Information New Zealand or via their website [www.linz.govt.nz](http://www.linz.govt.nz)

### Opportunities for Comment and Input

In parallel with the investigations, NZTA and its consultant BBO will be consulting landowners, tangata whenua, stakeholders and other affected parties to ensure they fully understand any issues that could affect the highway design and to identify anything that has changed since 2004. This feedback will be reflected in resource consent applications lodged under the Resource Management Act 1991. This will include developing further details of mitigation measures that formed part of the designation process including ecological restoration, traffic noise mitigation, erosion and sediment control, landscape design and protocols in case of accidental archaeological discovery. The consultation process will include a combination of site visits, individual meetings and a public Open Day later this year. For further information on the Resource Management Act see [www.rma.govt.nz](http://www.rma.govt.nz)



## Roads of National Significance Overview

The Government has identified seven essential state highways that are linked to New Zealand's economic prosperity, called the Roads of National Significance. The NZTA is charged with delivering this programme of state highway improvements within the next 10 years. This programme represents one of New Zealand's biggest ever infrastructure investments and is a key part of the Government's National Infrastructure Plan and Government's Policy Statement for transport.

The seven projects are based around New Zealand's five largest population centres. The focus is on moving people and freight between and within these centres more safely and efficiently. The projects are 'lead infrastructure' - meaning they encourage economic growth rather than simply responding to it.

### Currently from North to South the Seven Projects are:

1. Puhoi to Wellsford - SH1
2. Completing the Western Ring Route  
Auckland - SH16, SH18 and SH20
3. Victoria Park Tunnel Auckland - SH1
4. Waikato Expressway - SH1
5. Tauranga Eastern Link - SH2
6. Wellington Northern Corridor - SH1
7. Christchurch Motorways



### For more information

For further information online visit:

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

[www.nzta.govt.nz/projects/waikato-expressway](http://www.nzta.govt.nz/projects/waikato-expressway)

[www.nzta.govt.nz/projects/huntly](http://www.nzta.govt.nz/projects/huntly)

## Contact Details

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