



Waikato Expressway

Huntly Section

Information Sheet March 2012

Quick facts

LOCATION:	The Huntly section commences at the southern end of the already completed Ohinewai Section, and passes to the eastern side of Huntly township before continuing through the Taupiri Range to meet the Ngaruawahia Section at Gordonton Road.
CURRENT STAGE OF WORK:	Specimen Design
ESTIMATED PROJECT VALUE:	\$521 million
LENGTH OF SECTION:	15.2km
TARGET COMPLETION DATE (CONSTRUCTION):	2019

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, currently under construction and due for completion in late 2013
- reduce traffic congestion and improve safety within the Huntly and Taupiri townships by removing unnecessary through traffic.

Update on progress

Since the Huntly Section public information day in May 2011, the project team has been busy progressing the investigation phase of work. The investigations have included detailed assessment of the route, including traffic, road network connectivity, geotechnical, stormwater, environmental and cultural issues.

Designation

During this phase of work a Scheme Assessment Report - which is a technical review of the section of road to be constructed - was completed. The Scheme Assessment Report identified two potential corridors for the new Expressway for analysis - the Designated Corridor within the existing Huntly Section designation, and the Eastern Corridor, of which 10kms is located to the east of the existing designation.

The Eastern Corridor was subsequently approved by the NZ Transport Agency as the preferred corridor for a number of reasons including:

- no new landowners would be affected by the altered road alignment
- projected construction savings of \$60 million
- less impact on native bush and mature vegetation
- significantly less impact on local coal resources and mine operations
- less geotechnical risk by avoiding areas with historical land slips
- lower impact on areas of cultural significance.

Minor alterations to Ralph Road and Stokes Road were also identified by the Scheme Assessment Report which will improve the standard and safety of these local roads.

Because the Eastern Corridor sits outside the existing designation, an alteration to designation in the Waikato District Plan is required. The Notice of Requirement application to alter the existing Huntly section designation will be lodged with the Waikato District Council in the middle of the year.

Public information day

The NZ Transport Agency is holding two public information days for the Huntly Section of the Waikato Expressway and you are invited to attend.

Where: Huntly Workingmen's Club
Cnr Glasgow and William Streets, Huntly

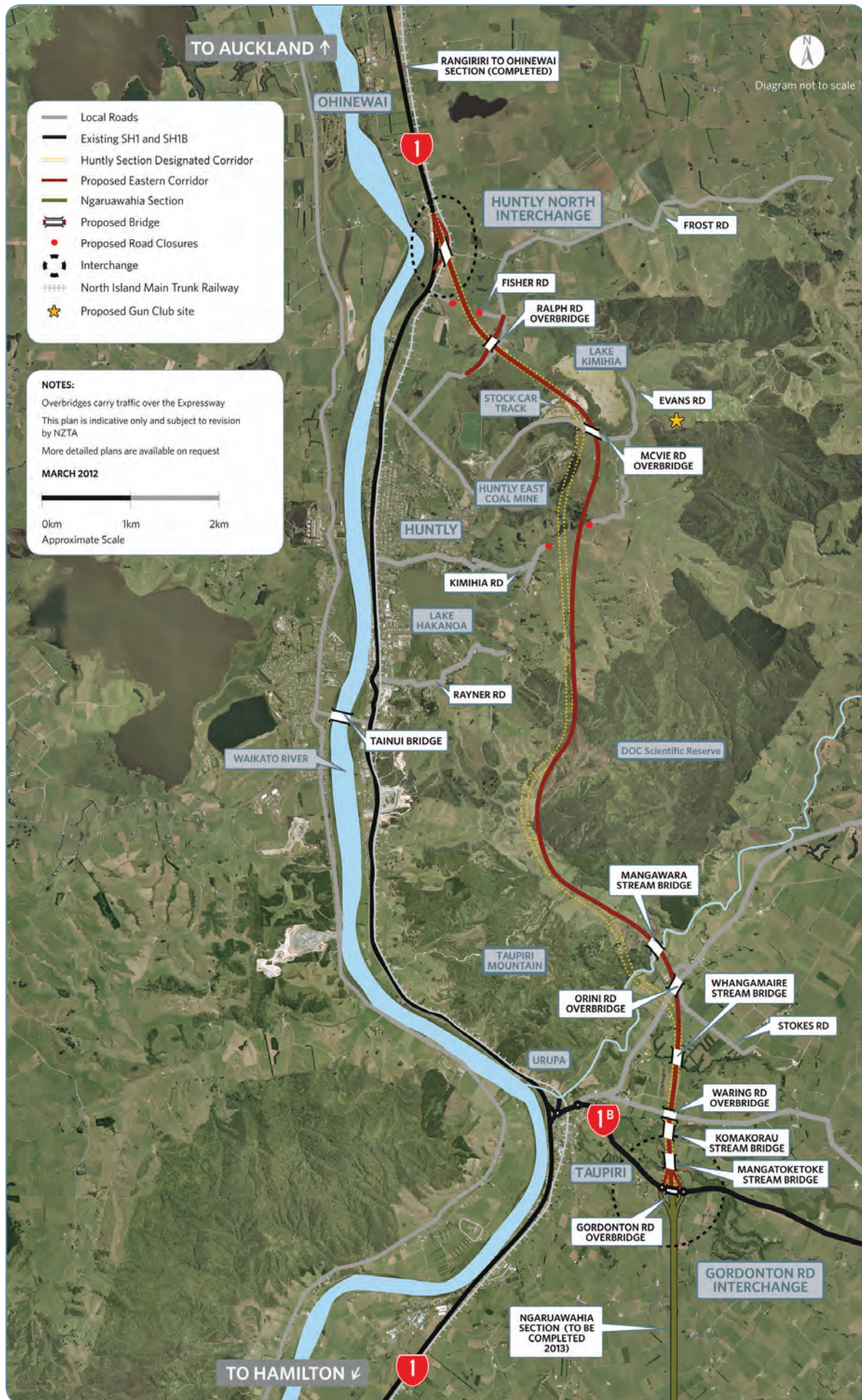
When: 1st May, 2012, 2pm-7pm
and

Where: Waahi Paa
177 Harris Street, Huntly

When: 3rd May, 2012, 2pm-7pm

Representatives from the NZTA and our design consultants will be available to explain various aspects of the project.

Attending an information day will provide you with an opportunity to view the proposed Huntly Section design, ask questions and provide feedback to the project team.



Waikato Expressway Huntly Section Proposed Eastern Corridor Alignment

Central Interchange

The Scheme Assessment Report also examined the viability of constructing a new centrally located interchange near the eastern end of Kimihia Road to service the Huntly township.

Following consideration of the volume of traffic that would use the interchange, costs, impacts on the local road network and public feedback, it was found there would be insufficient overall benefit in including a central interchange. Therefore no central interchange will be constructed at this time.

Scope has been provided within the Expressway design however, to enable construction of the interchange at a future time should traffic volumes increase.

Kaitiaki Environmental Impact Assessment Report

Tangata Whenua in their role as Kaitiaki are closely involved in the Huntly Section of the Expressway in identifying and assessing potential cultural impacts. The NZTA continues to work closely with the Tangata Whenua working group (comprising representatives of local Marae, Haapu and Waikato-Tainui) in this capacity.

The working group is in the process of finalising a "Kaitiaki Environmental Impact Assessment Report" for the project. The report provides historical background and context of the people and the area affected, identifies issues of importance to Tangata Whenua and recommends options to mitigate the effects of cultural values and interests within the project area. The report and its recommendations will form part of the NZTA's resource consent and alteration to designation applications to the Waikato District Council.

Huntly Gun Club relocation

The Huntly Fish Game and Clay Target Club (Gun Club) is currently located east of the Huntly East Coal Mine on the southern side of McVie Road. The alignment of the Huntly Section impacts significantly on the Gun Club's shooting activities and property. As a result, the Gun Club will be relocated to a new property.

The new property is the Crown-owned Lake View Valley Farms property on Evans Road which is approximately 1km east of the existing Gun Club location.

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 relevant NZ standards for road-traffic noise and construction. 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
- noise barriers to protect houses from road noise
- the application of an asphalt surface to assist in reducing vehicle 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
- engagement of cultural heritage monitors
- liaison with local historical groups
- on site archaeological controls to ensure that approved processes are followed.

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



Artist's impression (looking south) of Taupiri Range cut

Open cut versus tunnel for Taupiri Range

The Huntly Section must cross a main ridge of the Taupiri Range. At our last public information day in May 2011, two options were presented for traversing this piece of land – an open earthworks cutting or a tunnel.

After considering the environmental and cultural aspects, area of land required, cost and constructability of both options, the Scheme Assessment Report favoured the open cut option.

The cut will be approximately 50m in depth and up to 380m wide.

Process and indicative timeframes

ACTIVITY	DESCRIPTION
1 May 2012 and 3 May 2012	Public Information Days
Mid 2012	Notice of Requirement for alteration to the Designation lodged by the NZTA with Waikato District Council. Stream bridge Resource consent applications lodged with Waikato Regional Council. Submissions in support of or opposition to these applications can be made at this time.
October 2012	Hearing of the Notice of Requirement and stream bridge resource consent applications
February 2013	Earthworks, stormwater discharge, vegetation clearance, water take and overburden disposal resource consent applications lodged with Waikato Regional Council. Submissions in support of or opposition to these applications can be made at this time.
April 2013	Hearing of Regional resource consent applications
2014	Tendering for design and construction
2015	Construction starts
2019	Huntly Section complete

Your chance to get involved

Prior to the lodging of the Notice of Requirement application with the Waikato District Council in the middle of the year, and the resource consents with the Waikato Regional Council, the NZTA will be consulting with all directly affected stakeholders. A public open day will also be held to ensure all parties fully understand the project and have the opportunity to ask any questions. The public consultation process will include a combination of site visits and individual meetings.

For further information on the Resource Management Act consultation and consenting process visit: www.rma.govt.nz



For more information

For further information online visit:
www.nzta.govt.nz/rons
www.nzta.govt.nz/projects/waikato-expressway
www.nzta.govt.nz/projects/Huntly

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Eastern Corridor to pass through DOC Reserve

The NZTA and the Department of Conservation (DOC) are working closely together to minimise the impact of the Eastern Corridor on the Taupiri Scientific Reserve.

The Eastern Corridor alignment crosses the very edges of the DOC Reserve – located to the east of Taupiri Mountain and north of the Mangawara Stream, approximately two kilometres from Taupiri – in two separate locations.

The 6.65 km² Reserve was razed by fire around 50 years ago and is now regenerating bush. DOC inherited the Reserve from The University of Auckland who historically used the Reserve as a study area for students.

Access to the reserve is difficult, however, as part of the Huntly Section construction, NZTA will provide DOC with improved access as well as working closely with DOC to provide appropriate environmental mitigation measures including stream protection, riparian planting, applying protective covenants to specific areas of native bush and is investigating adding some land parcels severed by the Eastern Corridor to the reserve.



Contact Details

For enquiries and information regarding the Huntly Section of the Waikato Expressway:

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