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# Papakura to Drury



Stage 1B of the project covers Drury Interchange and SH1 northwards up to the motorway service centre.

Stage 1B of SH1 Papakura to Drury (P2D) project is now 'all go' following the completion of Stage 1A in November last year with final asphalt surfacing. Stage 1B ties into and extends the work already done during Stage 1A and is expected to be completed in late 2030. Read on to learn more about the project and its complexities.

With Pukekohe, Drury, Paerata, and Takanini expected to accommodate up to 40,000 new homes over the next 30 years and thousands of new jobs, the P2D project is one of many designed to respond to the transport needs of the fast-growing south Auckland community.

Stage 1A of the P2D project delivered three motorway lanes and wide shoulders (for future bus services) between Papakura Interchange and the motorway service centre south of Papakura. It also included the replacement of the Park Estate Road overbridge; a second southbound Papakura on-ramp, improved safety barriers and lighting, 100% treatment of stormwater run-off, significant

utility service upgrades, two new noise walls, five new overhead signage gantries and the planting of over 100,000 native plants.

Stage 1B will extend the third lane between the motorway service centre and Drury Interchange. Other key features of Stage 1B include:

- Relocating and lifting Drury Interchange and SH1 across to the east - onto the three new bridges already built over the railway at Drury during Stage 1A
- Replacing and lifting the Bremner Road bridges over SH1 and Ngaakoora Stream and the two SH1 bridges over Otuuwairoa Stream (Slippery Creek)

- Realigning and installing traffic lights at the Victoria Street/SH22/Mercer Street intersection
- Realigning the southern end of Flanagan Road
- Significant upgrades of utility services
- 100% stormwater treatment
- Improved safety barriers, lighting and signage
- Building a 4km walking and cycling path along the western side of SH1 between Papakura and Drury Interchanges and new walking and cycling paths on Great South Road under Drury Interchange.

## Come and see us | Nau mai haere mai

Come along to our next community open day on Saturday 22 February 2025 to find out more about current construction progress and the latest news on the rest of the project between Papakura and Drury.

We look forward to seeing you there!

Saturday 22 February 2025

10am -1pm

Drury School Hall,  
Young Crescent, Drury 2113

# What you'll see on Stage 1B | Ngā panonitanga

Given the scale of works needed to widen one of New Zealand's busiest stretches of SH1, and upgrade SH22 under Drury Interchange, there's a lot to digest. The overview below covers what's underway and coming up on Stage 1B over the next six months.



## SH1 motorway widening

Night works are well underway on the motorway, requiring numerous night closures of SH1 south of Papakura. More road width is being created to create a workspace in the middle of the motorway (see image to the right), similar to the start of Stage 1A. Southbound lanes have already been pushed across to the east and northbound lanes will be shifted over to the west in March. The night shift crews will then be able to relocate or install underground services and build new pavement in the central median.

Stage 1B will see a series of traffic layout changes (six in total) on the motorway across the life of the project to ensure two lanes in both directions are maintained during the day while construction works are underway.



A new workspace is being created in the central motorway median (looking south to Drury Interchange).

## Bremner Road bridge replacements

The two Bremner Road bridges spanning SH1 and nearby Ngaakooroa Stream will be replaced as part of Stage 1B. The bridge over SH1 is too narrow to fit the extra motorway lanes underneath. The bridge over the Ngaakooroa Stream (beside the Auranga community) must be replaced and lifted to meet modern road safety standards.

A temporary one-lane steel truss bridge (to be controlled by traffic lights) is being built over the stream and, when completed mid-year, traffic entering Auranga will be switched over onto it. The existing bridge will then be demolished and a new bridge built in the gap created.

The demolition of the Bremner Road bridge over SH1 is scheduled for late 2025. Large retaining walls will be built on the eastern side of the motorway before work on the new bridge begins. Work on these retaining walls will begin in April.



The two Bremner Road bridges over SH1 and the adjacent Ngaakooroa Stream will be replaced with wider and higher bridges.

## **Victoria Street/SH22/Mercer Street intersection**

For safety and access reasons, two routes in and out of the Auranga must be maintained during Stage 1B (currently there are three).

Before the Bremner Road bridge over the motorway can be demolished, the Victoria Street intersection with SH22 must be signalised with traffic lights to provide safe access for Auranga residents when the motorway overbridge is gone.

Victoria Street will be closed at its SH22 intersection from late February until mid-year to enable the realignment and signalisation of the intersection opposite Mercer Street, meaning the new traffic lights will also provide safe access for those on Mercer Street. During the Victoria Street closure, Auranga access will be via Jesmond Road to the west and the Bremner Road overbridge to the east.

## **Access to bridge sites**

The two motorway bridges across Otuuwairoa Stream/Slippery Creek must be replaced as part of the project – wider to take extra motorway lanes and also higher in response to climate change and future sea level rises.

Before our bridge building works can begin, access or ‘haul’ roads need to be built on both sides of the stream. Over the coming months, a lengthy haul road will be built beside the motorway from Park Estate Road southwards to the stream and a second haul road will be built between Great South Road and the motorway on the eastern side of the stream.



SH1 crosses Otuuwairoa Stream/Slippery Creek and its two bridges need to be widened and raised.

## **Flanagan Road**

The southern end of Flanagan Road beside Drury Interchange needs to be relocated as the motorway will be realigned across to where the end of this road currently lies. A section of the Waikato pipeline beside Flanagan Road that carries water from the Waikato River to Auckland City must also be realigned.

A large retaining wall is being built on Flanagan Road so the realigned Waikato pipeline can be laid into the ground supported by the retaining wall, and the road moved across. Work on this site will continue throughout the year.



Works on the retaining wall on Flanagan Road.

## **Underground utility services**

Significant relocation and replacement work on utility services will be carried out on SH22 and Great South Road over the coming years. The location of many existing underground services has already been confirmed using hydro-excavation and investigation works will continue throughout the project.

The relocation and replacement of watermains will begin on Great South Road in February and continue throughout the year, both during the day and at night. The main impact will be the temporary traffic management required to carry out this work. Roads will remain open, however traffic lanes may be temporarily realigned and speed limits reduced.

# Our people | Ngā tāngata



Left to right: Supervisors Vinny Fusihoi, Bevan Shaw, Jarrod Hoskins, Aaron Paku, Brett Vujcich and Grant van der Linde.

The Papakura and Drury project requires a sizeable team both at the project office and out on site. Between 2021 and 2024, 1798 people were 'inducted' to work safely on Stage 1A of the project. For Stage 1B, 416 people have already been inducted onto this final section.

Led by Aaron Paku, the project's frontline supervisors work closely with the engineers, forming the vital link between those doing the planning and the crews 'on the tools.'

## Some insights from P2D's construction supervisors

Vinny has worked in construction for several decades on projects in both New Zealand and Tonga. More than anything, he wants everyone to get home safe every night.

Bevan joined this team two years ago and was integral to the successful delivery of the bridges built over the railway lines by Drury Interchange. He is looking forward to building more big bridges during this stage of the project and working with skilled people to deliver quality.

Jarrod is a South Auckland local, and gets a kick out of seeing his family and friends already benefiting from what's been built, with more to come when Stage 1B is completed.

For Aaron, two essential elements of a successful construction team are getting the right people on the job and planning, planning more, then reviewing plans for every piece of work before a spade is put in the ground.

Brett started off 40 years ago as an apprentice and has gained a wealth of experience and knowledge as he's moved up the ranks. He enjoys passing on what he knows and says he's still learning, and always wants to.

Grant arrived in New Zealand last year and is loving being here. Like our other supervisors, he's all about doing things safely and doing them once - that is, building quality.

## More information | Mō ētahi atu korero

Visit [nzta.govt.nz/p2b](http://nzta.govt.nz/p2b) to subscribe for our regular e-newsletter project updates (monthly) or traffic notices (a weekly summary of the project's motorway closures at night) to find out more about the project.

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

## Contact us | Whakapā mai

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

Phone: **0800 796 796** for construction enquiries or **0800 741 722** for other project enquiries.

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

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

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