

SH1 PAPA KURA TO DRURY PROJECT



Park Estate Bridge is a focus of activity on the project

The project's 'well-constructed' first birthday cake

In April, the SH1 Papakura to Drury project marked the first anniversary since the start of construction — and what an eventful year it's been!

Like other infrastructure project teams across the country, we have been navigating and adapting to the many challenges presented by the COVID-19 pandemic to ensure design and construction progress continues.

Construction on Stage 1A (see stage map on page 3) at the northern end of the project is now well underway. A major focus in year one has been replacing the Park Estate Road bridge over the motorway. The new bridge is being built in two halves — the first half of which is nearing completion.

Good progress has also been made building new lanes in the central median and noise walls on the eastern side of the motorway. Work has recently started in front of the BP Connect service centre.

Once complete, Stage 1A will also provide an additional motorway lane in each direction, wide shoulders for future bus services and an additional southbound on-ramp at Papakura interchange.

Resource consents for Stage 1B1 were approved at the end of 2021, allowing early works to begin in February, ahead of building three replacement motorway bridges over the North Island Main Trunk line at Drury interchange. Higher and longer than the existing bridges, they will support the future electrification of the rail line between Papakura and Pukekohe for enhanced passenger rail services (see page 3 for more details).

Stage 1B2 has been separated out for consenting purposes to allow appropriate time and consideration of the project's impact on an identified site of cultural significance adjacent to SH1 at Otūwairoa Stream / Slippery Creek. We're working collaboratively with mana whenua on the design of the project through this area, with a focus on enhancing environmental and cultural outcomes. Notices of Requirement and resource consent applications for Stage 1B2 are expected to be lodged under the COVID-19 Recovery (Fast-track Consenting) Act with the Environmental Protection Authority in October 2022.

The project team has also secured funding to proceed with route protection for Stages 2 and 3 of the wider Papakura to Bombay project (between Drury and Bombay) to ensure there is land legally designated for the motorway improvements that will be required in the future. Design work is currently underway to understand those future land requirements. A Notice of Requirement will ultimately be prepared to alter the existing motorway designation as a means of securing that route protection and we expect to lodge that application with Auckland Council next year.

STAGE 1A PROGRESS BY NUMBERS

- 85** retaining wall piles completed
- 8km** of temporary steel barriers installed
- 43,000m²** of permanent asphalt laid
- 80%** of new noise walls complete



The approximate alignment of the new Beach Road southbound on-ramp (the existing southbound on-ramp will continue to operate as well)

Additional southbound on-ramp for Papakura

The Papakura to Drury project is being delivered as part of the New Zealand Upgrade Programme's transport investment in high growth areas across the country. With an additional 120,000 people expected to live in the South Auckland area over the next 30 years, it's important to provide a range of travel choices and local safety and access improvements that cater for the needs of this fast-growing community.

New developments are already clearly visible when driving along SH1 south of Papakura and part of the project's response to this local growth is providing a second southbound on-ramp at the Papakura interchange. Work on this new on-ramp at Beach Road is now underway.

The Papakura Local Board had advocated for this new on-ramp for some time and chairperson Brent Catchpole says it's great to see it included as part of this project.

"With the level and pace of growth in South Auckland, especially around Drury, having a new on-ramp heading south for those coming from the Papakura side is a real benefit," he says.

"The new direct southbound on-ramp, and the upgrade of the existing loop ramp for those coming from the Hingaia side, will also see these ramps made longer to improve safety for motorists merging onto the motorway, which is another great outcome for the community."

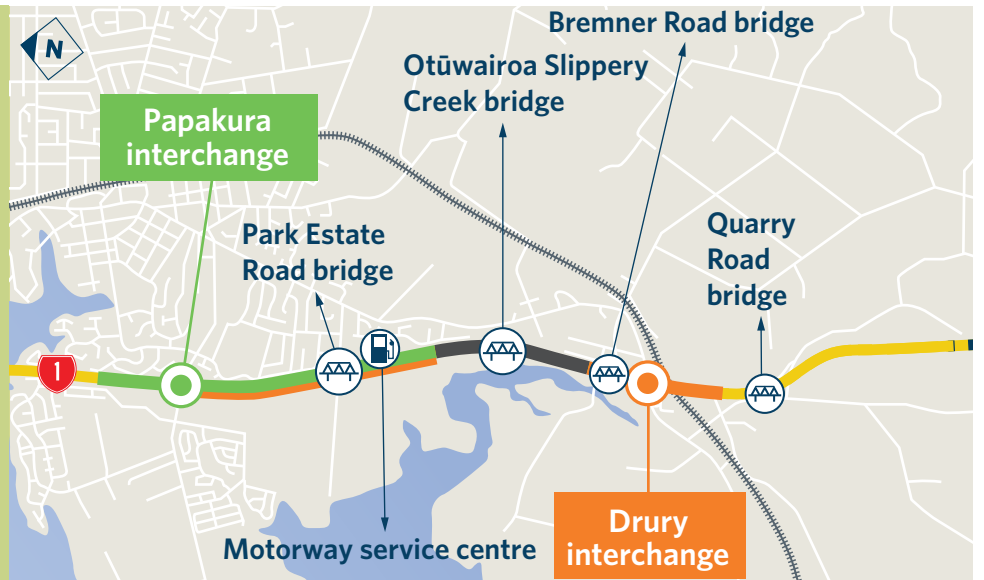


Papakura Local Board chairperson Brent Catchpole overlooks the site of the new on-ramp

Project stages

MAP LEGEND:

- Stage 1A — Under construction
- Stage 1B1 — Consent approved. Construction on early works near rail line began in February 2022
- Stage 1B2 — Consent to be lodged in late 2022. Construction start date to be confirmed
- 1 State Highway 1
- Rail line



Early works start at Drury interchange

Stage 1B1 early works are now underway at the Drury interchange, where three new motorway bridges will soon be constructed over the North Island Main Trunk line.

As part of this next stage, the existing road-over-rail bridges will be replaced with higher and longer structures; allowing sufficient clearance for the planned electrification of the rail line between Papakura and Pukekohe and space for additional rail lines and walking and cycling paths that may be required in the future.

Building the bridge structures early in the Stage 1B1 programme allows them to be completed so

KiwiRail can proceed with its project to electrify the rail lines from Papakura to Pukekohe. It also ensures a safer working environment for our bridge construction team, who would otherwise be building over a live electrified rail corridor.

Two of the new bridges will be built off-line, to the east of the current motorway alignment, to minimise disruption to motorway users. The third bridge will be built in the gap between the Drury northbound off-ramp and the motorway. The motorway is likely to be shifted onto its new eastern alignment in 2026/27, once all Stage 1B1 construction works are completed.

Work has begun to establish the site, protect and/or realign existing utility services and temporarily realign the westernmost corner of Flanagan Road to provide the necessary space for bridge construction.

We are working closely with KiwiRail's Papakura to Pukekohe electrification team to coordinate and deliver our respective projects — including agreeing a suitable time in mid-2022 to begin the piling activity that will mark the start of the main bridge construction works — and to minimise disruption to the local community.



Looking west under the existing SH1 rail overbridges



An aerial view of the three existing road-over-rail bridges and adjacent project works

Meet our Rail Bridge Design Manager

Kevin de Silva is the person who coordinates the team of road, bridge and geotechnical specialists who have developed our replacement SH1 bridge and foundation designs for construction.

For the past 12 years, Kevin (pictured with his wife Natalya) has been working on transformative city-shaping projects across Australia and New Zealand.

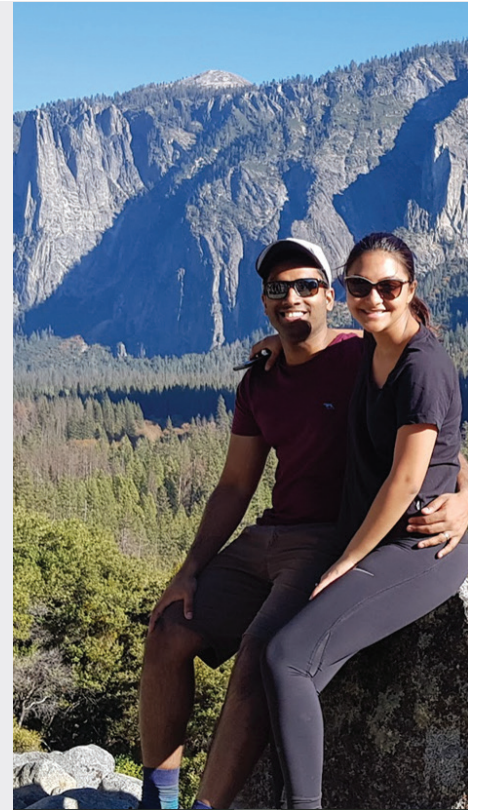
"I moved back to Auckland from Melbourne last year to be with my family during the pandemic and I was really pleased to be given the opportunity to work on this hugely significant project in southern Auckland," he says.

"We've worked hard to get the design work completed for the replacement bridges so

they can be constructed before the rail line is electrified to Pukekohe. Our solution to build the bridges to the side of the existing motorway alignment also means we can avoid disrupting thousands of motorists every day, which is a real bonus for everyone.

"South Auckland's population is growing really fast, so it's rewarding to be delivering a project that helps to cater for that growth by providing people with more transport options and improved travel times through the area."

Outside of work, Kevin is currently enjoying renovating his house, cooking Italian cuisine and spending quality time with his neighbour's disloyal cat.



Graffiti Guard is applied to the southern half of the new Park Estate Road bridge as it nears completion

Out with the old and in with the new!

On Saturday 21 May, the existing Park Estate Road bridge will be demolished over a single night to minimise the overall impact on surrounding residents and motorway travellers.

The demolition will require a full motorway closure between the Papakura and Drury interchanges, during which traffic will be detoured along Great South Road and Beach Road.

The old Park Estate Road bridge is being replaced and upgraded with a new larger bridge, which is being built in two halves to keep the no-exit road open to local traffic.

Traffic will be switched onto the new southern half of the bridge in mid-May ahead of the overnight demolition.

Following the demolition, work will begin on constructing the new northern half of the bridge in the gap created, with completion expected late this year.

With new walking and cycling paths, the final bridge will provide safer journeys to and from the new Mangapikopiko School, which is nearing completion on the western side, and enhanced connectivity for the community on either side of the motorway.

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

CONTACT US

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In person: Papakura to Drury Project site office, 25 Tegal Road, Drury (during office hours). *Due to Covid-19 restrictions, visits are currently by appointment only — so please call ahead first.