Delivering major projects
NorSGA - TI1

Julian Murahidy | GHD Project Manager
Agenda
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• Background on the Northern Strategic Growth Area
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• Scope of the NorSGA Transportation Infrastructure Stage 1
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- Project focus and objectives
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- Delivery of these objectives
- Challenges and how we managed and mitigated them
- Conclusion
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Local Government roading projects in New Zealand and State Government projects in Australia

Detailed Design Project Manager and GHD Job Manager for NorSGA TI1
**What is NorSGA?**
Northern Strategic Growth Area – Transportation Infrastructure 1

- Identified in the Auckland Regional Growth Strategy as a key growth area.
- Area identified as a critical area for accommodating future population and economic growth.
- Response to local government plan changes 13, 14 & 15 (31st of March 2006).
- Upgrade links to future NZTA interchanges on SH18 Hobsonville Deviation (Hobsonville, Trig, Brigham Creek and Buckley Interchanges).
- Facilitate the handover of the previous SH16 (now Fred Taylor Drive) and SH18 (Hobsonville Road) from NZTA to Auckland Transport.
Northern Strategic Growth Area - future urban area
Proposed NorSGA land use
Our involvement
NorSGA - stages

1-1: Northside Drive (SP01) - Northside Drive West
1-2: Northside Drive (SP02) - State Highway 16
1-3: Northside Drive (SP03) - Tahi Road North
1-4: Northside Drive (SP04) - Northside Drive Bridge
1-5: Northside Drive (SP05) - Northside Drive East
2-0: Hobsonville Road (including Brigham Creek Road)
3-0: Fred Taylor Drive (including Rua and Waru Road)
Project focus

- Environment
- Integration of roading network
- Safety
- Public transportation
- Future development
- Utility services
- Over dimensional route
- Urban design
- Community value
Environmental

- Showcase use of Low Impact Design (LID) for stormwater management
Connectivity

- Integrated design of locally, regionally and nationally significant roading networks
- Provide a design that collaboratively meets the needs of local and regional stakeholders
Safety

- Provide suitable speed environments for the developing roading network
- Improve the geometric design of existing sections of state highways (when practical and cost-effective)
- Improve pedestrian and cyclist connectivity through and within NorSGA
Public transport

- Allow for provision of future public transport routes
- Improve existing public transport facilities
Future development

- Provide future roading connections to new developments
- Allow for existing and future access to the corridor
Utility services

- Minimise impact upon existing utility services
- Make provision for future utilities required local developers
**Over dimensional route**

- Maintain existing over-dimensional routes
- Ensure the proposed corridor meets the requirements of industrial development
Urban design

- Maximise landscaping potential along roading corridor
- Link the use of landscape treatments with stormwater treatment devices
Community value

- Provide an aesthetically pleasing and fit for purpose design to support the needs of the residential, retail and commercial community while meeting the requirements of future traffic demands.
Challenges and mitigation

- Development of previous designs
- Local and regional development
- Adjacent project timeframes
- Communication and coordination
- Local stakeholder input and involvement
- Supercity
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Summary

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- NorSGA is a strategic collection of projects with a number of clients, consultants, and contractors working together to support the future expansion and growth of Auckland.
- Project objectives have been vast with a number of relationships needing to be managed effectively.
- Delivery of these objectives has been challenging but through collaboration and communication, these have been and continue to be achieved.
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