

APPENDIX B – P2B PROJECT STAGING SUMMARY

Proposed stages for the P2B project

In preparing applications for the P2B project, the project has been divided into five stages, consisting of Stages 1A, 1B1, 1B2, 2 and 3. In brief, stages these are as follows:

- **Stage 1A:** Geographically, Stage 1A extends from the Papakura Interchange to north of Otūwairoa (Slippery) Creek bridge, excluding the SUP. Outline Plan and resource consent applications for Stage 1A were submitted to Auckland Council in December 2019 and have been granted/approved (all works are within the designation). Work on Stage 1A will commence in the first quarter 2021.
- **Stage 1B1:** Stage 1B1 consists of modifications to the existing south bound on ramp and north bound off ramp at the Papakura Interchange, the SUP from the Papakura Interchange to just north of Otūwairoa Creek, modifications to the existing Drury Interchange, replacement of the Bremner Bridge over SH1 and the Jesmond Bridge over Ngakoroa Stream, and associated tie ins.
- **Stage 1B2:** Stage 1B2 relates to new crossings over Otūwairoa Creek and modifications to the state highway between a point north of Outwairoa and Bremner Road. This area is subject to Plan Change 22 (PC22), which was lodged by Ngāti Tamaoho. Works include the new bridges and a SUP from the north side of Otūwairoa Creek to the Bremner Road Bridge, and ties in to SH1 improvements and the SUP undertaken in the earlier Stages 1A and 1B1. The PC22 area at Otūwairoa necessitates detailed engagement with Mana Whenua and the DOC as the landowner to determine a design outcome acceptable to all parties. Working through the appropriate approach to this area with the relevant iwi authorities and DOC will take some time, and the impact this could have on lodgement timeframes is discussed further below.
- **Stage 2:** Stage 2 extends from Quarry Road to and including the Drury South Interchange and the tie-ins to the planned new Mill Road connection. In common with Stages 1B1 and 1B2, this stage includes a NOR to expand the SH1 designation where required, and resource consents under the AUP regional rules and relevant NES documents to enable construction.
- **Stage 3:** Stage 3 is for route protection work, covering the remaining section of the P2B project from Stage 2 to a tie into the existing Bombay Interchange. The physical works include one additional lane in both directions to Bombay Interchange including upgrades to Ramarama Interchange.

All of the stages of the P2B project that require approval (i.e. Stages 1B1, 1B2,2 and 3) fall within the extent of the project listed under the FTA. In addition to these works, there may be a consequential need to relocate some of Transpower's infrastructure to accommodate the new roading and SUP facilities. Any consents required for this work would have to be sought by Transpower as the Requiring Authority for that infrastructure. This work is also provided for under the FTA, and Transpower and Waka Kotahi are working together to determine whether the applications can be lodged together.

Rationale for a staged approach

There are a number of reasons supporting a staged approach to the works required for the P2B project including that:

- The Drury Interchange is required to be constructed and the old interchange removed by December 2023, to meet the timeframe for the electrification of rail services between Papakura and Pukekohe. This requires construction work at Drury Interchange to start no later than January 2022. The anticipated start date for KiwiRail's Papakura to Pukekohe electrification project is 2021, with a estimated completion date of 2023 at which point the overhead lines will be made live, irrespective of whether they are in use or if the P2B work at Drury Interchange is completed. There is a significant safety risk related to construction activities over live overhead lines in the rail corridor that Waka Kotahi are working to avoid;

- Stage 1B2 is reliant on progression of engagement with the RIAs seeking the plan change at this site and other iwi authorities who have a strong relationship with the site. If discussions regarding PC22 progress well, the application for Stage 1B2 could be lodged simultaneously with the application for Stage 2.
- Separating the P2B project into four consenting stages will ensure that the Drury Interchange component of the P2B project will be constructed by December 2023, and not be held up by the design and consenting required for the PC22 area (Stage 1B2) or Drury South Interchange (Stage 2).

Staging under the FTA provisions

As indicated above, we consider that the FTA contemplates staging in a number of provisions, and the EPA's application form requires details of any staged applications. This suggests that lodging applications in stages has been contemplated. An interpretation of the FTA which allows a staged approach to applications is also consistent with the purpose of the FTA (Section 4), to promote employment and provide for certainty of investment. For this P2B project, allowing stages of the project to proceed, while others are being lodged and/or considered by the Panel, will promote employment and greater investment certainty in respect of those stages. This is particularly relevant for this project given its interactions with other projects and the need to integrate construction scheduling between them.