

Plan Change 92 Hearing Notes – Takitimu North Link Stage 2 Project Overview.

To Plan Change 92 Independent Hearing Panel
From John Olliver, Principal Project Planner
Date 23 August 2023
Subject **Takitimu North Link Stage 2**

The purpose of this memorandum is to provide a brief overview of the Takitimu North Link Stage 2 project as background to assist the Independent Hearing Panel in their decision making around Plan Change 92 (PC92).

Project Overview

Takitimu North Link Stage 1 from Takitimu Drive to Te Puna is under construction. The first part of the contract, the detailed design contract, was awarded to a Fulton Hogan-HEB Joint Venture in May 2021. The project is currently underway with major earthworks and bridge construction. The current programme is for construction to be completed in 2027.

Takitimu North Link Stage 2 will connect to Stage 1 near Loop Road, Te Puna and extends west to a point past Ōmokoroa Road, tying into the existing SH2 just prior to the Waipapa Stream bridge. It is 8km in length and runs generally close to and parallel with the existing SH2.

Stage 2 is a proposed four-lane median divided highway, with flexibility to allow two of the lanes to be allocated for high occupancy vehicles. It includes a shared walking and cycling path running parallel to it, on the northern side. The existing SH2 will be retained and reconstructed where necessary to serve as a local road along the length of the Project.

A grade-separated interchange is proposed at the existing Ōmokoroa Road/SH2/Youngson Road intersection and overbridges across the highway are proposed at Te Puna Quarry Road/Snodgrass Road and Plummers Point Road/Barrett Road to carry local traffic. A bridge is proposed across the Te Puna Stream together with several other bridges across wetlands and streams on the new highway and the existing SH2.

The Stage 2 project includes multiple stormwater treatment devices including constructed wetlands and roadside swales to treat stormwater runoff, and upsizing of several culverts under SH2 which will provide fish passage. Some of the land will be used for stream realignment and wetland replacement to offset and compensate for features impacted by the highway. This includes approximately 33ha of wetland restoration and creation and associated riparian planting to offset/compensate for the impacts on a wetland near Ōmokoroa Road.

Objectives

The objectives of the Project are to;

- Improve safety for all transport users, and reduce deaths and serious injuries.
- Improve travel time reliability for all transport modes, including for freight transport to and from the Port of Tauranga.
- Support transport mode shift and improve safety and accessibility for walking and cycling.
- Support planned subregional growth and development in the Western Bay of Plenty, particularly at Omokoroa.



- Improve the resilience of the state highway network by providing an alternative transport route from Stage 1 to the east, to west of Omokoroa Road.

Work to Date

Work to date includes the completion of technical and expert assessments including transport, noise, ecology, stormwater, flooding, geotechnical, soil contamination, ecology and archaeology. Project partners, stakeholders and potentially affected parties have all been extensively consulted over the last two years.

Designation and Resource Consents

A notice of requirement is needed to alter designations D181 and D203 in the Western Bay of Plenty District Plan. Those existing designations provide for a 4-lane realignment of SH2 generally on the same alignment as Takitimu North Link Stage 2, but they are not wide enough to accommodate the latest geometric or environmental standards or the shared walking/cycling path. They also do not include sufficient designated land for the grade separated interchange at Omokoroa Road.

Resource consents from Western Bay of Plenty District Council are also required under the National Environmental Standard for Assessing and Managing Contaminants in Soil to Protect Human Health, 2011.

Resource consents are required from the Bay of Plenty Regional Council under the NES-F and for a suite of activities under the Regional Natural Resources Plan.

Waka Kotahi intends to lodge designation and resource consent applications with Bay of Plenty Regional Council and Western Bay of Plenty District Council in December 2023.

Stage 2 Funding

Takitimu North Link Stage 2 is yet to receive construction funding. To date, confirmed funding includes the designation and resource consenting of Stage 2 only. The current funding is intended for route protection only. Approval of designation and resource consents will provide certainty that construction can commence once funding is made available. Construction funding is unlikely to be available within a ten year window.

Plan Change 92 Relevance

Takitimu North Link Stage 2 is a key transport link identified in the Smartgrowth Strategy and the Urban Form and Transport Initiative (UFTI), intended to support subregional urban growth at Omokoroa. The Omokoroa Interchange is a key infrastructure item that provides support for urban development that is enabled by PC92. Grade separation is required to provide for full urban development as envisaged by PC92 and the Stage 3 Structure Plan. The project team has been working closely with WBOPDC staff to align the projects wherever practicable.

This has focused on integrating the long-term grade separated interchange with the progression of interim upgrades of Omokoroa Road and the SH2/ Omokoroa Road intersection. Consideration has also been given to the future realignment of Francis Road to connect to Omokoroa Road, which forms part the Takitimu North Link Stage 2 project but is also an important future collector road within the Stage 3 Structure Plan.

As a result, the preliminary design of the proposed roundabout at the Omokoroa Road/ Francis Road/ Industrial Road intersection that forms part of the short-term works being undertaken by WBOPDC will be compatible with the grade separated interchange design. Therefore, it will form part of both the short term and long-term projects.

The preliminary design of the interchange includes an underpass under Omokoroa Road that will connect the shared path to the western side of Omokoroa Road, where the Stage 3 Structure Plan envisages a park and Ride and Sports Park which will be key movement and transport hubs.

There have also been discussions with Council staff about potential shared use of stormwater treatment wetlands.

We have provided preliminary design drawings of the grade separated interchange to WBOPDC so that it can be taken into account in the Omokoroa Structure Plan- Stage 3.

Yours sincerely

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