Attach 7 - Route protection strategy



Option 1 – Full network (11 AT projects) RECOMMENDED

- Full properties 19, partial properties 217
- Property hardship risk (base with escalation) \$38m* to 2031

Option 2 – Partial network (9 AT projects)

- Remove North East corridors due to lower value for money, more challenging topography, lower housing yield to project cost
- Full properties 13, partial properties 185
- Property hardship risk (base with escalation) \$30m* to 2031

Option 3 – Don't route protect

No property hardship risk but a three to six-fold future property cost risk of not route protecting (i.e. if AT route protect and acquire land post subdivision and development).

LEGEND

DBC Type A - Upgrade Existing Corridor

NOR - Urbanisation of Existing Corridor

NOR - New Corridor

Plan Change and Landowner Agreement / Memorandum - New Corridor + Southern PT Hub

Precinct Plan Provisions / Resource Consents - Western Link Road

NOR - Northern PT Hub

Plan Change and landowner Agreement / Memorandium - Southern PT Hub

Existing Designation and / or Land Ownership - Southern Interchange

*Generally assumes 20% of total property is early acquisition for greenfield and 40% for brownfield areas

