

SOUTHWEST GATEWAY PROGRAMME

Airport to Botany Mass Transit Project



Property Acquisition Strategy

REPORT NAME	Airport to Botany Mass Transit Project Property Acquisition Strategy
PREPARED BY	Fenella Fischer

DATED	1 March 2021
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1 EXECUTIVE SUMMARY

1.1 PROJECT OVERVIEW

The Southwest Gateway Programme

The Southwest Gateway Programme (SWGP) consists of three connected transport projects. The SWGP stems from the Airport Access Programme Business Case (PBC), which was developed by Waka Kotahi NZ Transport Agency (Waka Kotahi), Auckland Transport (AT), and Auckland International Airport Limited (AIAL) and focussed on improving access to the Airport. The PBC was endorsed by all three organisations in May 2017.

The SWGP is focussed on improving access to the airport from the south and east, and consists of the three programmes outlined below:

Airport to Botany Rapid Transit (A2B) – AT will deliver a new rapid transit system between the airport, Manukau and Botany, which will improve accessibility in the southern and eastern areas of Auckland. A2B will provide an important link in the rapid transit network, with connections to the rail network at Puhinui and Manukau stations, the Eastern Busway at Botany Interchange and light rail at the airport.

20Connect – Waka Kotahi will improve journey reliability and safety along State Highway 20, 20A and 20B. It will provide priority lanes for public transport, improved access and safety as well as better walking and cycling connections to the airport and Puhinui Road.

Auckland Airport Precinct Improvements (AAPI) – The Airport will deliver transport improvements within their precinct to contribute to providing reliable journeys on their network and support mode shift to public transport.

This property acquisition strategy has been developed for A2B long term improvements only as other agencies are responsible for acquisitions for 20Connect and AAPI. Please note this is a draft strategy and was prepared following the review of the property acquisition plans prepared by Aurecon. These plans were based on a concept design that excluded passing lanes at all the stations.

Since this strategy was completed, the design plans have been further developed. This could affect land requirements and the value of land to be acquired. As the design will continue to be developed.

The property forecast and strategy has not been updated at this time but it will be updated to reflect these changes as the design progresses.

A2B and 20Connect PROJECTS

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The A2B and 20Connect projects will be delivered in five key stages (referred to as Horizons). The preferred route of the rapid transport corridor runs down the entirety of Te Irirangi Drive, through Manukau passing the Manukau bus and train station connecting to the new Puhinui bus and rail Interchange along Puhinui Road and heads west towards Auckland Airport via State Highway (SH) 20B.

The first stage is underway with Puhinui Station being upgraded to provide an interchange which will allow for easy connections between buses and trains, and a new frequent bus service and bus priority improvements between the airport and Manukau.

A2B is proposed to provide 18km of congestion free rapid transit and 12km of new walking and cycling facilities. 20Connect is proposed to be undertaken by Waka Kotahi and completed in Horizon 5 after A2B.

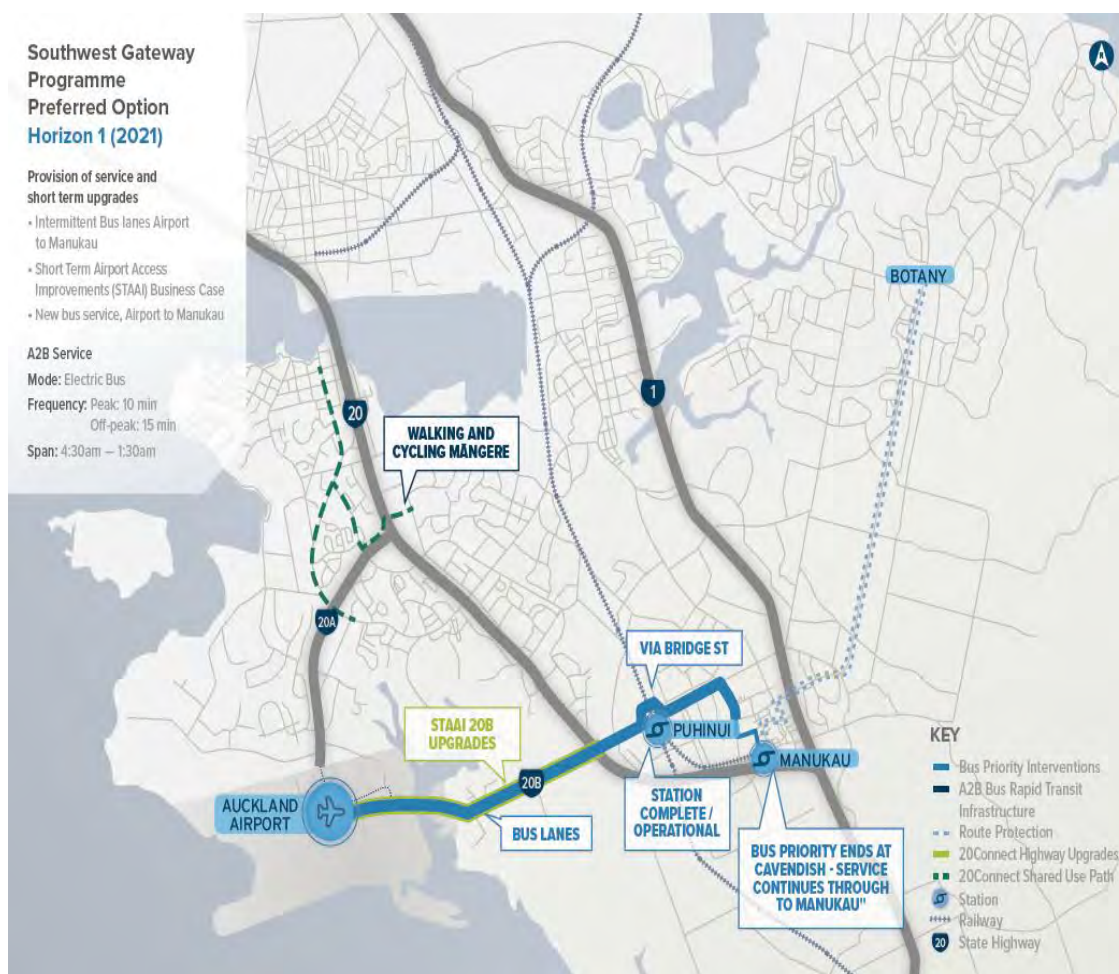
The Horizons are outlined as follows:

Horizon 1 -Short Term Airport Access Improvements (STAAI) Programme shown in figure 1.

AT will deliver by 2020/2021 the upgrade of the Puhinui Station to provide a high-quality bus/rail interchange, bus priority lanes on Puhinui Road and Lambie Drive, new and upgraded intersections and improved walking and cycling connections along SH20B, Puhinui Road and Lambie Drive. These improvements will support a new frequent bus service between the airport and Manukau.

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Figure 1: Horizon 1 Extent of the STAAI Programme



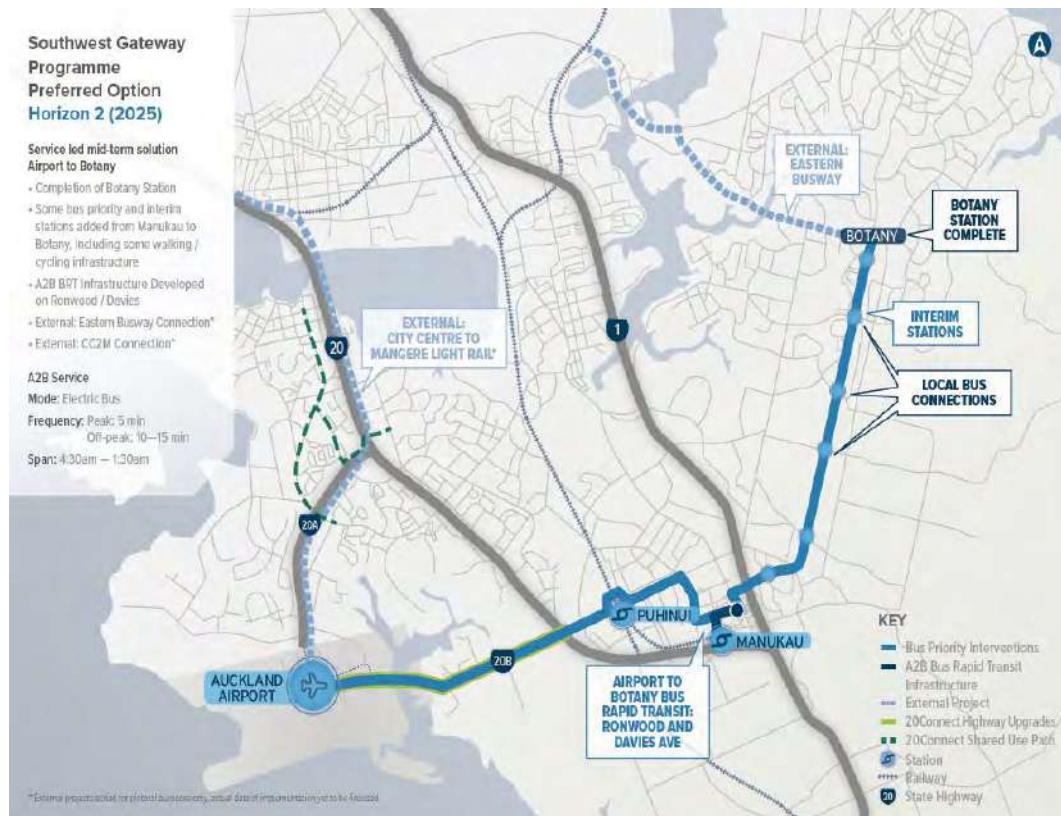
Horizon 2 – Medium Term Improvements shown in figure 2.

Horizon 2 will deliver improved access and travel choices for south and east Auckland by extending the frequent bus service to run from the airport to Botany, with some priority on Te Irirangi Drive and in Manukau to support this service.

The Medium Term Improvements have not been endorsed and currently have no confirmed funding.

The Eastern Busway Alliance (EBA) will complete the detailed design, consenting, property acquisition and construction of the first stage of the Botany Bus Interchange (BBS). This station will ultimately be an interchange and terminus for the A2B rapid transit service and Eastern Busway, as well as a major local bus interchange for east Auckland. The interchange will be built in two stages, with the first being completed by 2025 to align with the opening of the Eastern Busway.

Figure 2: Horizon 2 show the extent of the Medium - term Improvements which includes Botany Station



Horizons 3 & 4 - Long Term Airport to Botany Rapid Transit Improvements (Long-term Improvements) – shown in figure 3 & 4.

AT will complete detailed design, consenting, property acquisition and construction of the rapid transit corridor between Botany and SH20B which will link up with 20Connect and the Auckland Airport Precinct Improvements. The Long-Term Airport to Botany, 20B and 20C Connect is programmed to be completed in stages with the final stage being completed by Waka Kotahi in 2040, subject to funding.

Figure 3: Horizon 3 shows the extent of the Long-term Improvements



Figure 3: Horizon 4 shows the extent of the Long-term Improvements



Horizon 5 – 20Connect Improvements – shown in figure 5.

Following completion of the Airport to Botany Rapid Transit corridor and related improvements, it is anticipated that Waka Kotahi will lead the delivery of improvements on State Highway 20 and 20A, including capacity and walking and cycling improvements and a new southbound SH20A-SH20 ramp.

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Figure 3: Horizon 5 20Connect and extension beyond Botany



Strategic Alignment

A2B is strategically aligned with the following frameworks and projects:

- 20 Connect (20C)
- Auckland Airport Precinct Improvements (AAPI)
- Eastern Busway
- Supporting Growth
- City Centre to Mangere Light Rail

These projects will support greenfield growth address southern motorway congestion and improve resilience of the transport network resulting in improved transport choices for a growing and vibrant Auckland.

A2B - Property Acquisition

The A2B project will be delivered in four stages, referred to as Horizons, as outlined above. The final stage, Horizon 5, will be delivered by Waka Kotahi and does not form part of this property strategy. For the purpose of this property acquisition strategy Horizons 3 and 4 have been combined as the 'Long-term Improvements'.

Horizon 1: STAAI Programme

The STAAI Programme has been endorsed by AT, Waka Kotahi and AIAL. Funding for the STAAI Programme of \$68m is confirmed in the 2018/2028 RLTP.

The largest component of this funding, being \$58m, has been allocated to the design, consenting and physical construction works for the Puhinui Interchange Project.

The Puhinui upgrade commenced in September 2018 and is programmed to be completed by 2021.

All property acquisitions in this stage have been completed.

Horizon 2: Medium-term Improvements

The business case is being submitted for approval in early 2021 which will confirm funding. It is anticipated the physical construction works will be completed by 2025.

There are two proposed new stations in Ronwood and Davies Ave, all work in this stage is intended to be carried out within the road corridor. There are presently no proposed property acquisitions for this stage of the project.

Horizon 3 & 4: Long-term Improvements

Rapid transport will travel from Auckland Airport, along State Highway 20B and Puhinui Road to the upgraded Puhinui Rail/Bus Interchange. From here, the rapid transit corridor will travel along Puhinui Road and Lambie Drive and through the Manukau Centre via Manukau Station Road, Davies Avenue and Ronwood Avenue.

It will then travel via Great South Road and Te Irirangi Drive to a new high-quality interchange at Botany, where it will connect with the Eastern Busway.

The rapid transit line will have 12 stations, including major interchanges at Botany, Manukau and the Airport and 9 other new stations along the route.

The Notice of Requirement (NoR) is scheduled to be lodged in mid/late 2021 and confirmed in mid to late 2023 (subject to funding being approved).

The property acquisition phasing has been based on the Horizon Plans above. The Horizon completion dates are as follows:

Horizon 3 – AT to complete construction and Waka Kotahi to complete south bound upgrades for 20B by 2030

Horizon 4 – AT to complete construction by 2035

Horizon 5 - Waka Kotahi to complete upgrades to SH20 and 20A by 2040.

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[REDACTED]

Acquisitions in Horizon 5 relating to the upgrade of SH20 and SH20A will be undertaken by Waka Kotahi. Waka Kotahi will prepare the property strategy for the upgrade of SH20 & 20A.

AT and Waka Kotahi are still working through the details of who will acquire the properties along Puhinui Road, referred to as S20B. There are 20 acquisitions along this section of the project, that will aligned with Stage 2, Horizon 3.

Funding is not confirmed for the Long-term Improvements in the 2018/2028 Regional Land Transport Plan (RLTP).

This report will only focus on the property strategy and risks associated around property acquisitions in A2B Long-term Improvements – Horizons 3 and 4.

Long-term Improvements Funding

There is no confirmed funding in the 2018/2028 RLTP for property acquisition for the A2B Long-term Improvements stage of the project.

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

1.2 PROGRAMME

The construction timeframes for the Long-term Improvements are set out below:

Programme	Construction Start (approx.)	Construction Completed (approx.)
Long-term Improvements, Horizon 3 subject to funding	2028	2030
Long-term Improvements Horizon 4 subject to funding	2030	2035
Long-term Improvements, Horizon 5 subject to funding	2035	2040

The Property Acquisition Strategy for the Long-term Improvements has identified five stages based on the Horizon plans and the physical works construction programme as follows:

- **Stage 1** – Intersection of Puhinui Road and Lambie Drive to intersection of Ronwood Ave and Great South Road – Horizon 3
- **Stage 2** – Intersection of Ronwood Avenue and Great South Road, Te Irirangi Drive to the overbridge at SH1 – Horizon 3
- **Stage 3** – SH20 intersection Puhinui Road to the intersection Lambie Drive
 - 3a) SH20 intersection Puhinui Road to Wallace Road (excluding Puhinui Station overbridge) – Horizon 4
 - 3b) Intersection of Puhinui and Wallace Road to Lambie Drive – Horizon 4
- **Stage 4** – Te Irirangi Drive to Botany Town Centre(Haven Drive)
 - 4a) Te Irirangi Drive from SH1 overbridge to intersection of Dawson Road – Horizon 4
 - 4b) Te Irirangi Drive intersection with Dawson Road to Botany Town Centre (Haven Drive)- Horizon 4
- **Stage 5** – SH20B Connect. Horizon 3 – 238 Puhinui Road to 501 Puhinui Road

NB: Botany Town Centre (from Haven Drive to Ti Rakau Drive) – EBA will consent and deliver this stage of the project. This stage is not included in the property strategy.

The key consenting milestones for the Long-term Improvements are shown in Table 2 below.

Table 2: A2B Programme

A2B programme Long-term Improvements	Key milestones
AT Board/CRC approval of Business Case	Qtr 4 2021
Milestone 1 – Lodge application for Long-term Improvements	Qtr 3 2022
Milestone 2 – Obtain designations for Long-term Improvements	Qtr 1 2024

1.3 PROPERTY ACQUISITION PROGRAMME – LONG-TERM IMPROVEMENTS (HORIZON 3 & 4)

The Long-term Improvements indicative Land Requirement Plans (LRP) currently identify [REDACTED] interests to be acquired.

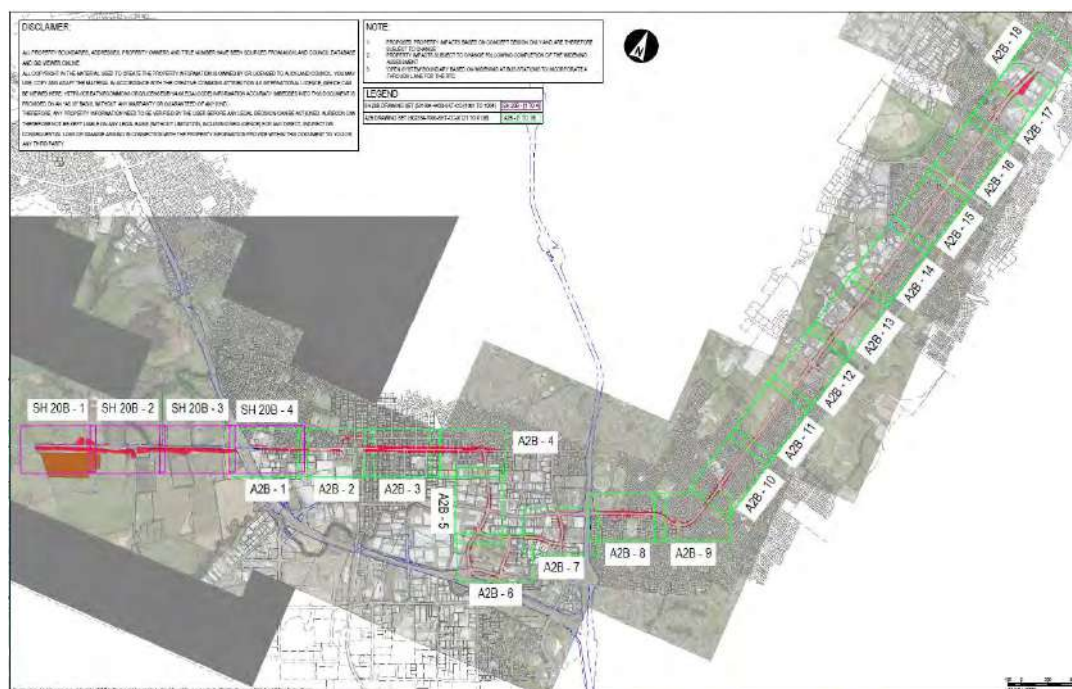
This does not include properties where there is a registered interest over the land that may also need to be acquired and compensated.

As the project moves through to more detailed design, consideration will continue to be given to reducing the property impacts of the project by avoiding or reducing land required.

There are 17 individual LRP's which are illustrated in Figure 2 below.

NB: LRP 78 and 79 directly relate to property requirements for the BBS which will be passed to the EBA. [REDACTED]

Figure 2:



The NoR will align with the acquisition stages as outlined above.

Properties Acquired to Date

No acquisitions have been completed in the Long-term Improvements of the project.

Properties to be Acquired

Properties to be acquired by AT are summarised in Table 3 below, while acquisitions on SH20B are summarised in Table 4. The Long-term Improvement programme is subject to funding and a NoR being lodged by mid/late 2021.

The estimated property costs do not include business loss, relocation costs, cost of court hearings, rental to lease temporary occupation areas during construction or mitigation work. These will be assessed as designs are progressed and there is greater certainty of final land requirements.

Table 3: A2B – Long-term Improvements stages

Property Acquisition Stages			
Stage 1 - Lambie Drive to Ronwood Ave			
Stage 2 - Ronwood, Great South Road, Te Irirangi Drive to overbridge SH1			
Stage 3a - SH20 intersection Puhinui Road to the intersection of Lambie Drive			
Stage 3b - Wallace Road to Lambie Drive			

Stage 4a - Te Irirangi Drive to Accent Drive			
Stage 4b - Accent Drive to Botany Town Centre (Haven Drive)			
Total			

Table 4: - SH20B

Property Acquisition SH20B			

NB: The estimated property costs are a base estimate or P50 estimate

1.4 FUNDING

2018/2028 RLTP

Funding was confirmed in the 2018 RLTP of \$68m for the STAAI PROGRAMME. Of this \$58m has been allocated to the design, consenting and physical works construction of the Puhinui Interchange Project.

There is no confirmed funding for the Medium-term Improvements and Long-term Improvements.

Expenditure to date

No property interests have been acquired to date.

1.5 RESOURCE

Internal and External Resource

The Property Strategy applies the following assumptions in determining likely AT resource or full time equivalents (FTE's) required to negotiate and acquire properties for each stage as follows:

Considering the number of interests to be acquired, AT would consider utilising a combination of both internal and external resources to manage the property acquisition programme effectively.

Table 4 illustrates the Full Time Employees (FTEs) that would be required to deliver the programme. This does not include additional FTEs which will be required for early engagement

to progress the NoR [REDACTED] [REDACTED]
[REDACTED]

[REDACTED]

	[REDACTED]	[REDACTED]	[REDACTED]
Early Full acquisitions	[REDACTED] [REDACTED] [REDACTED]	[REDACTED]	2
Early Full acquisitions	[REDACTED] [REDACTED] [REDACTED]	[REDACTED]	3
Early Full acquisitions	[REDACTED] [REDACTED] [REDACTED]	[REDACTED]	4
Partial and Full acquisitions	[REDACTED] [REDACTED] [REDACTED]	[REDACTED]	5
Partial and Full acquisitions	[REDACTED] [REDACTED] [REDACTED]	[REDACTED]	7
Partial and Full acquisitions	[REDACTED] [REDACTED] [REDACTED]	[REDACTED]	9
Partial and Full acquisitions	[REDACTED] [REDACTED] [REDACTED]	[REDACTED] [REDACTED] [REDACTED]	[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

2 PROPERTY ACQUISITION RISKS & MITIGATION

2.1 IDENTIFIED RISKS & MITIGATION

The Strategy identifies a number of risks associated with the Long-term Improvements property acquisition programme and proposes various strategies to mitigate/minimise/eliminate each risk as follows:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- **Stage 1 and 2 – Commercial Acquisitions**

- There are a number of partial commercial acquisitions in these two stages of the project.

- **Commercial Acquisitions mitigation**

- Early consultation will be required to negotiate partial commercial acquisitions to ensure smoother negotiations and outcomes for all parties.
- As the design is progressed, a detailed mitigation strategy will be developed which will identify all the property risks. Risks will be categorised high, medium or low with a plan developed to mitigate the risks. This will be a “live” document and updated regularly as the design and the acquisitions progress. The Project Team will have visibility over the mitigation strategy so property risks can be integrated into consenting and construction programmes.

[REDACTED]

■ [REDACTED]

■ [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]












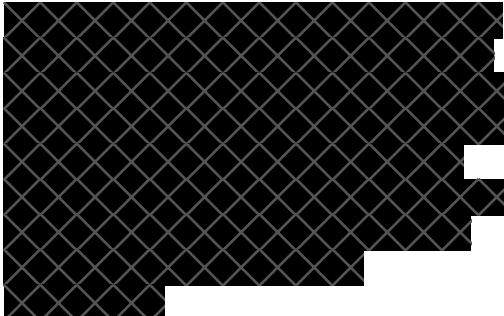
[REDACTED]




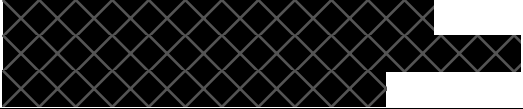









A property risk category is allocated to each individual property interest to be acquired. The risk status will be subject to constant change as the property acquisition specialist works through the acquisition process with affected owners.



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2.3 PERCEIVED RISKS AND OPPORTUNITIES

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

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3 PROPERTY ACQUISITION STAGING

3.1 PROPERTY ACQUISITION STAGING RATIONALE

The Property Strategy adopts a staged approach based on the following factors:







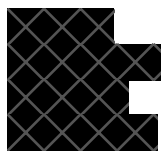











- Informed by the STAAI PROGRAMME and Medium-term Improvements
- Number of properties to be acquired
- Minimising disruption to normal traffic flows during construction
- Improve public safety by constructing high risk areas first where practical.
- To advance the acquisition programme drive by valuations will be completed. If a full valuation is required, this will be completed during the negotiation phase
- A standardised valuation report will be developed to ensure consistency in the valuation reports and methodology being released to landowners.
- All properties will be issued an offer letter and a s18 notice on the commencement of the acquisition process, [REDACTED]

3.2 PROPERTY ACQUISITION TIMING

The Strategy sets timeframes to acquire the required property interests for each stage which aligns with the detailed design and consenting, and the physical construction works deliverables whilst considering the PWA process and the requirement to compulsorily acquire property, if necessary, as shown in Table 6 below.

Table 6: Property Acquisition Timing

Property Acquisition Stages	[REDACTED]	[REDACTED]	[REDACTED]
	[REDACTED]	[REDACTED]	[REDACTED]
Stage 1 - Lambie Drive to Ronwood Ave	[REDACTED]	[REDACTED]	[REDACTED]

Stage 2 - Ronwood, Great South Road, Te Irirangi Drive to overbridge SH1			
Stage 3a - SH20 intersection Puhinui Road to the intersection of Wallace Road.			 
Stage 3b - Wallace Road to Lambie Drive			 Early full acquisitions could be advanced.
Stage 4a - Te Irirangi Drive to Accent Drive			 Early full acquisitions could be advanced.
Stage 4b - Accent Drive to Botany Town Centre (Haven Drive)			 Early full acquisitions could be advanced.
Total			

3.3 PROPERTY ACQUISITION STAGES

The Strategy identifies five property acquisition stages below:

- Stage 1 – Intersection of Puhinui Drive and Lambie Drive to Ronwood Ave – Horizon 3
- Stage 2 – Intersection of Ronwood Great South Road, Te Irirangi Drive to the overbridge at SH1 – Horizon 3
- Stage 3 – SH20 intersection Puhinui Road to the intersection Lambie Drive

3a) SH20 intersection Puhinui Road to Wallace Road (excluding Puhinui Station overbridge) – Horizon 4

3b) Intersection of Puhinui and Wallace Road to Lambie Drive – Horizon 4

- Stage 4 – Te Irirangi Drive to Botany Town Centre (Haven Drive)

4a) Te Irirangi Drive from SH1 overbridge to intersection of Dawson Road

4b) Te Irirangi Drive intersection with Dawson Road to Botany Town Centre (Haven Drive)

- Stage 5 - SH20B- 358 Puhinui Road to 507 Puhinui Road – Horizon 3

Each stage is analysed on both an individual property basis and stage where applicable with each stage incorporating the various factors below.

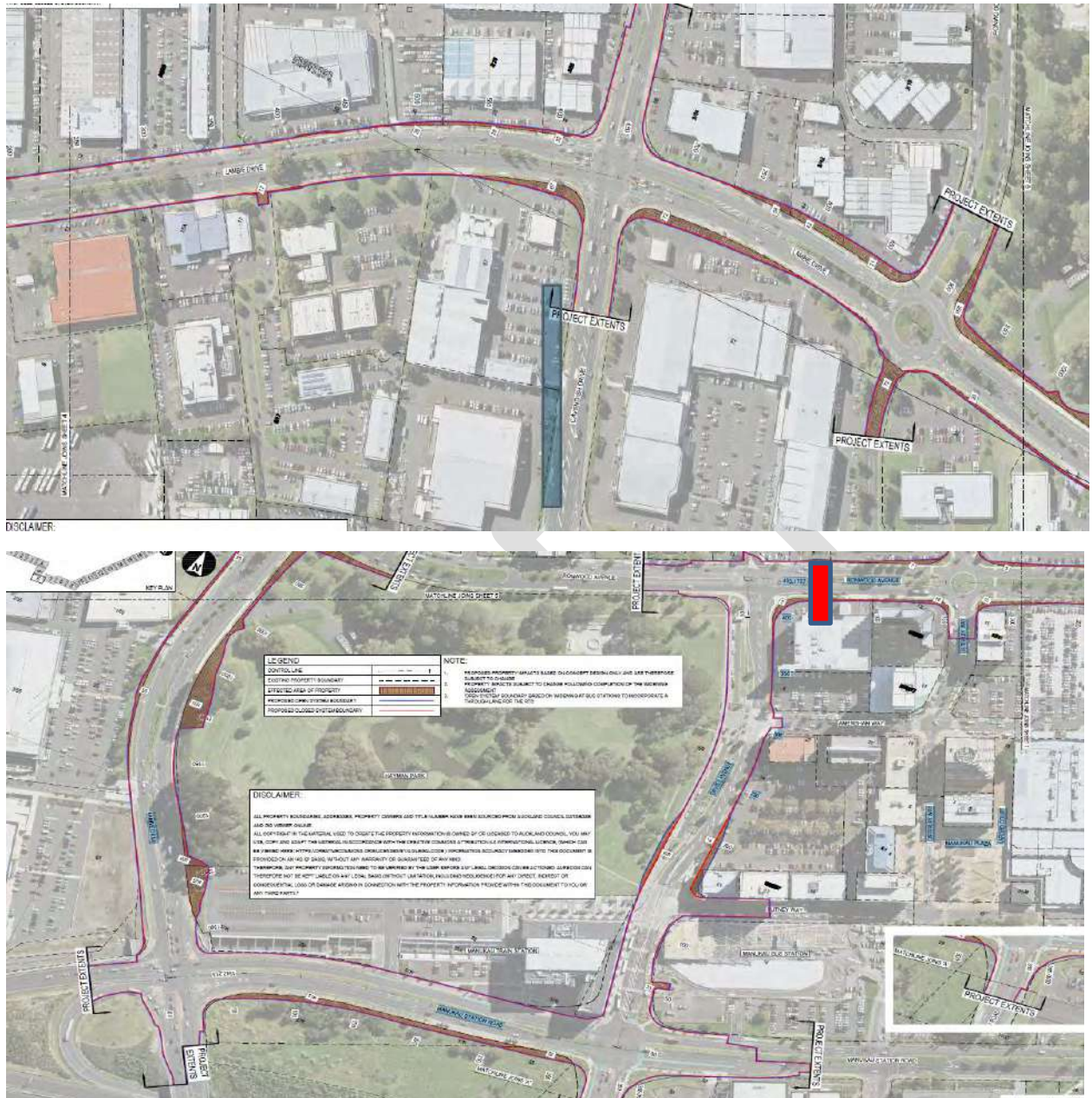
1. The number of full and partial property interests already acquired
2. The number of full and partial property interests to be acquired
3. Applicable property zoning
4. Identifies perceived risks and opportunities

3.3.1 Stage 1 – Intersection of Puhinui Road and Lambie Drive to Ronwood Ave

Stage 1 extends from the intersection of Puhinui Road and Lambie Drive to the intersection of Ronwood Ave, as shown below in Figure 3.

Figure 3: LRP stage 1





A summary of the required property interests for stage 1 are outlined in Table 9 below, refer to LRP.

Table 9: Stage 1 property interests

Property Acquisition Stages	
Residential Properties	2 12
Commercial Properties	
Total Properties in Stage 1	

Stage 1 property zoning

The property zoning is a mix including mixed housing suburban (MHS) residential zone, metropolitan centre (MC), light industry (LI) and general business (GB) zones.

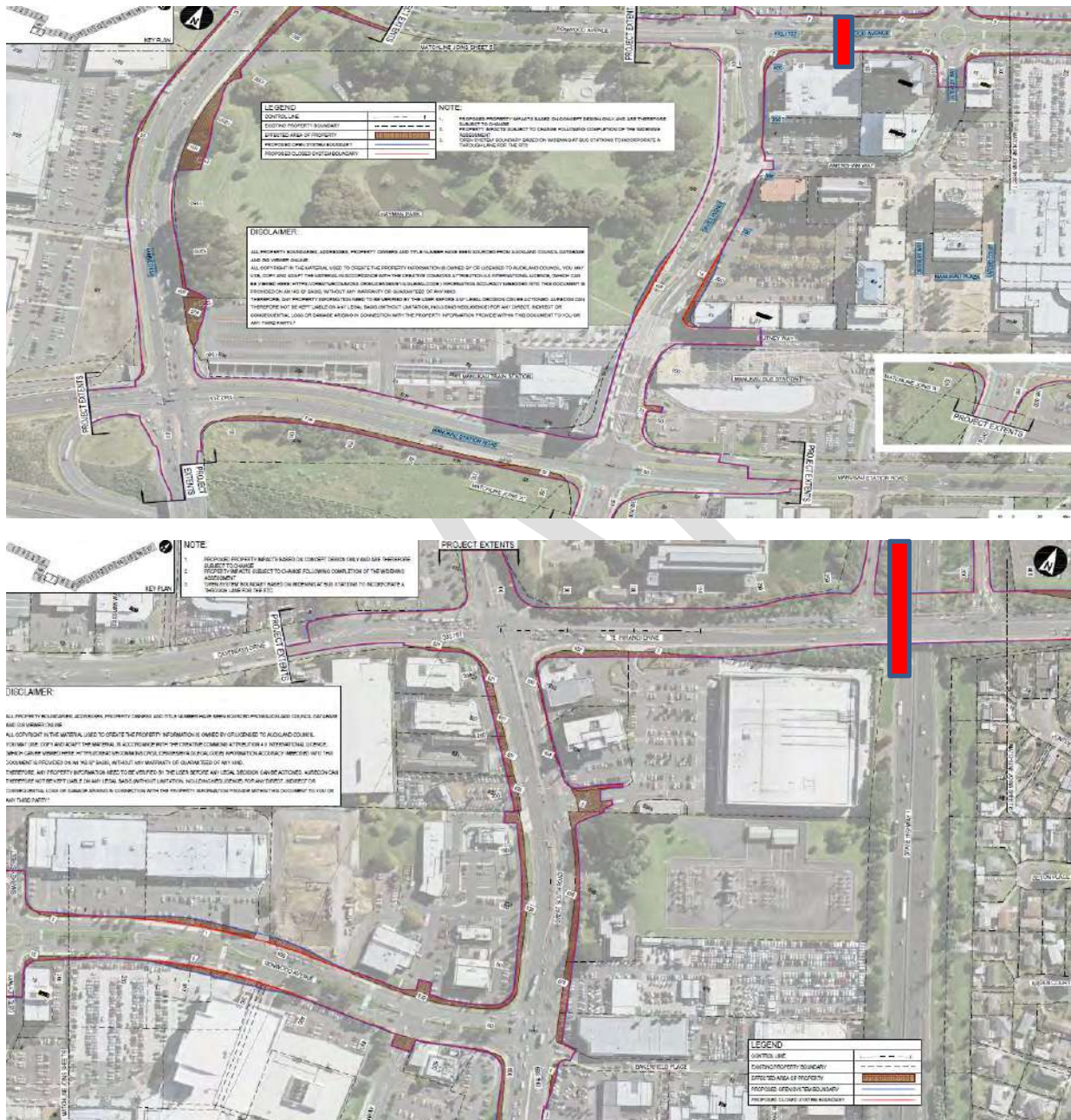
Stage 1 risks and opportunities

-
-
-
-

3.3.2 Stage 2 – Ronwood Ave, Great South Road, Te Irirangi Drive to overbridge SH1

Stage 2 extends from Ronwood Ave along Great South Road to the intersection of SH1 to SH1 over bridge, as shown below in Figure 4.

Figure 4: LRP Stage 2



A summary of the required property interests for stage 2 are outlined in Table 10 below.

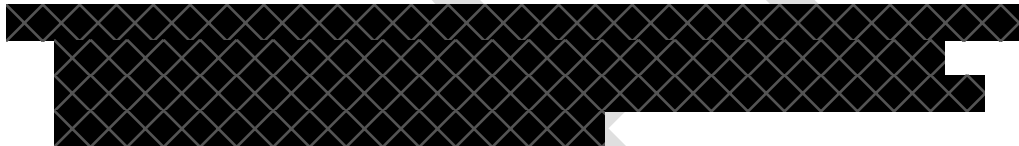
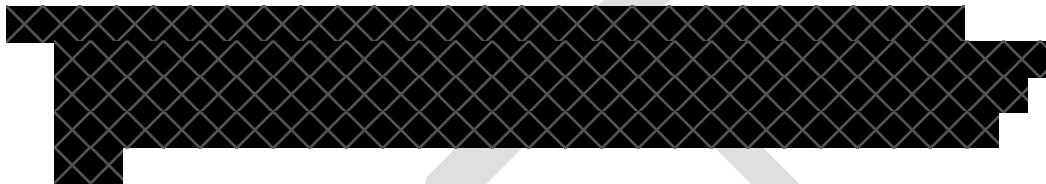
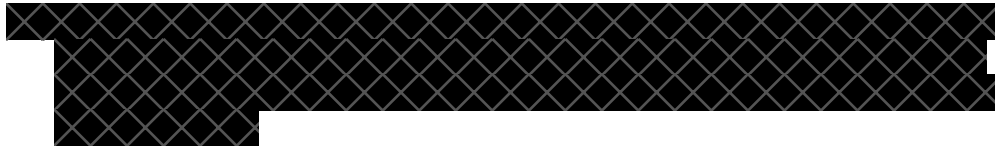
Table 10: Stage 2 property interests

Property Acquisition Stages		
Residential Properties		
Crown		
Auckland Council		
Commercial Properties		
Total Properties in Stage 3		

Stage 2 property zoning

The property zoning is a mix of metropolitan centre (MC), LI, GB and open space (OS-IR) zones.

Stage 2 risks and opportunities



3.3.3 Stage 3a - SH20 intersection Puhinui Road to the intersection Lambie Drive

3a – SH20 intersection Puhinui Road to Wallace Road

Stage 3a extends from SH20 intersection at Puhinui Road to the intersection of Wallace Road, as shown below in Figure 1.

Figure 1: LRP for Stage 3a





A summary of the property interests to acquire for this stage of stage 3a are outlined in Table 7 below.

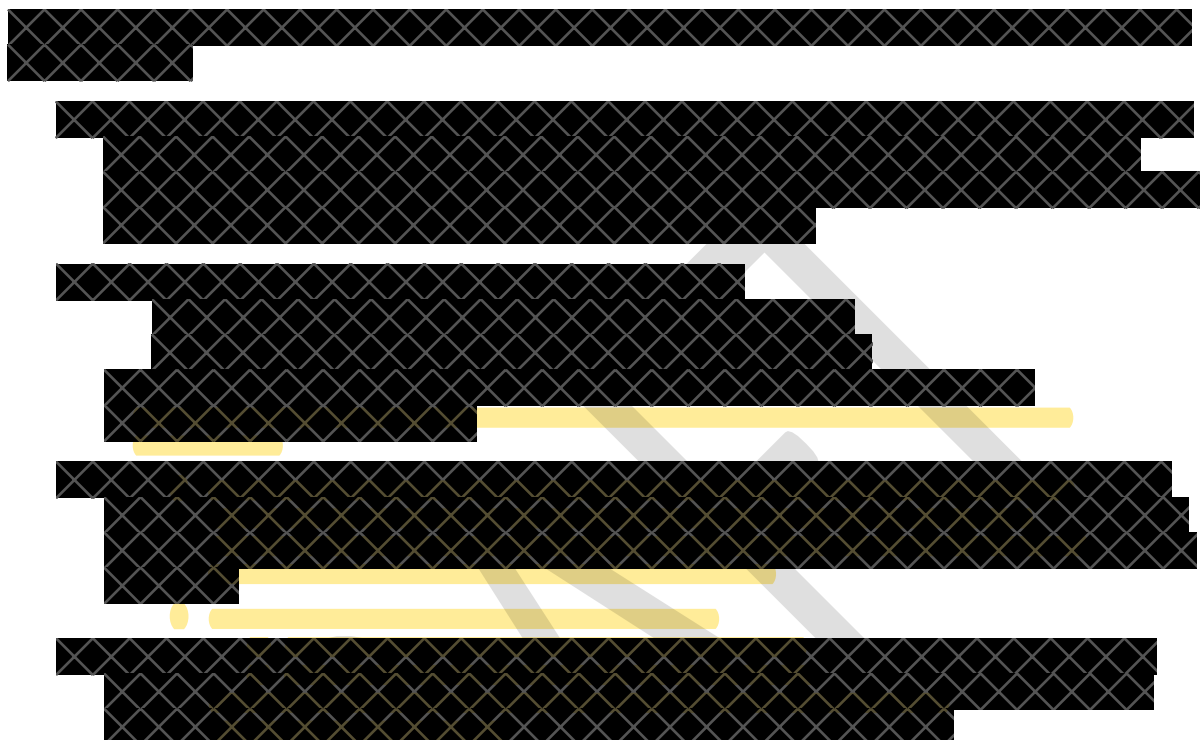
Table 7: Stage 3a Property Interests

Property Acquisition Stages		
Residential Properties		
HNZ Residential Properties		
Commercial Properties		
Total Properties in Stage 3a		

Stage 3a property zoning

The property zoning is a mix of which includes MHU, MHS single house (SH) residential zones, neighbourhood centre (NC), and LI zones.

Stage 3a risks and opportunities

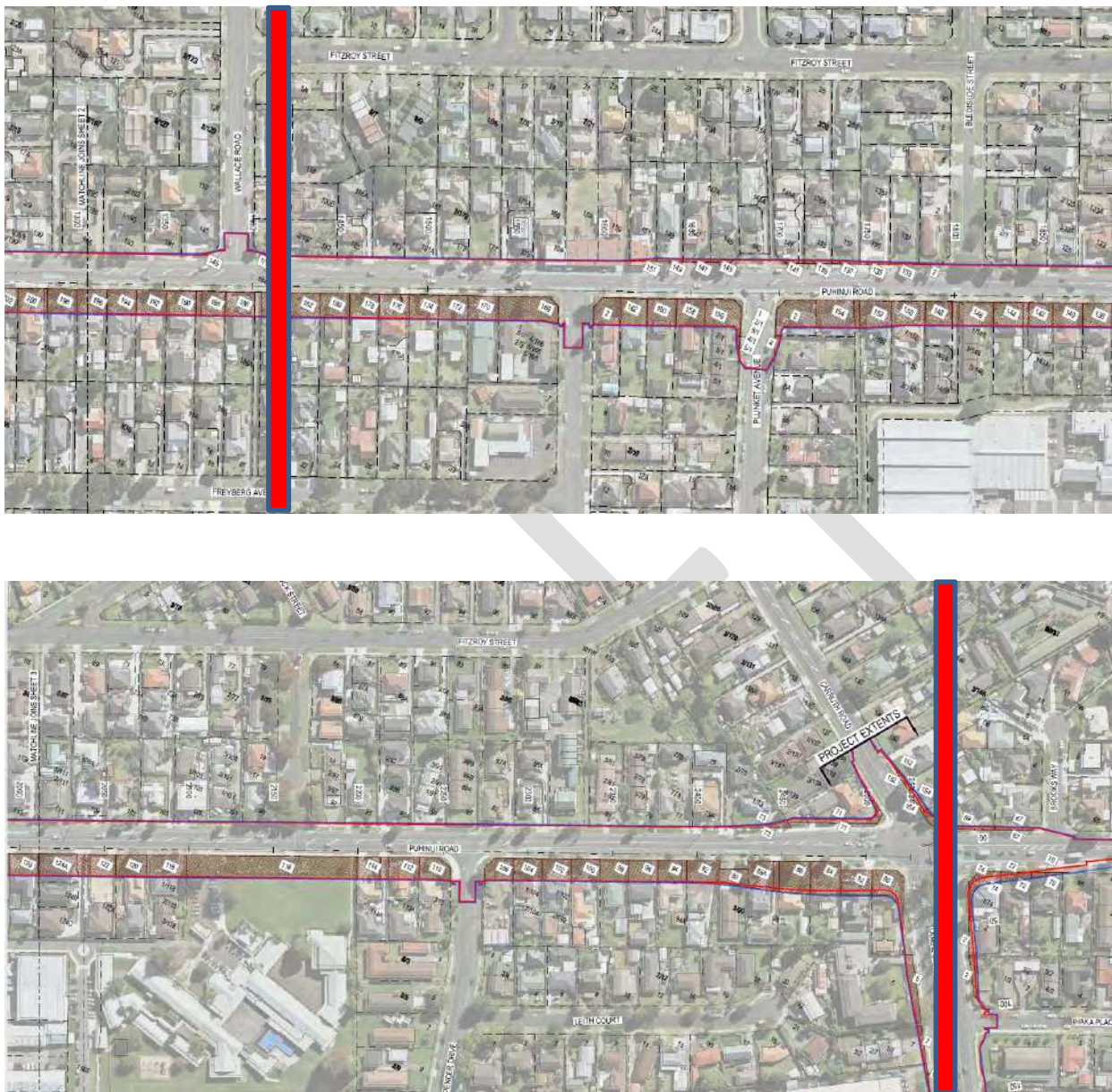


3.3.4 Stage 3b - SH20 intersection Puhinui Road to the intersection Lambie Drive

Stage 3b – Intersection of Puhinui Road and Wallace Road to Lambie Drive.

Stage 3b extends from the intersection at Puhinui Road and Wallace Road to the intersection of Lambie Drive as shown below in Figure 2.

Figure 2: LRP for stage 3b



A summary of the required property interests for stage 3b are outlined in Table 8 below.

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Table 8: Stage 3b property interests

Property Acquisition Stages		
Residential Properties	45	51
HNZ Residential Properties	2	2
Commercial Properties	2	0
School (Crown Owned Land)		
Total Properties in Stage 3b		

Stage 3b property zoning

The property zoning is a mix of which include MHU, MHS SH residential zones.

Stage 3b risks and opportunities

[illegible]

3.3.5 Stage 4a - Te Irirangi Drive to Dawson Road

Stage 4a – Te Irirangi Drive from SH1 overbridge to Dawson Road

Stage 4a extends from the intersection of Te Irirangi Drive from SH1 overbridge to Dawson Road as shown below in figure 5.

Figure 5: LRPs for Stage 4a





A summary of the required property interests for stage 4a are outlined in Table 11 below.

Table 11: Stage 4a Property Interests

Property Acquisition Stages		
Residential Properties	23	30
HNZ	16	
Reserve		
Total Properties in Stage 4a		

Stage 4a property zoning

The property zoning a mix of which include MHU residential zone, NC, LI, mixed use (MU), local centre (LC) and OR-IR zones.

Stage 4a risks and opportunities

3.3.6 Stage 4b - Te Irirangi Drive to Botany Town Centre (Haven Drive)

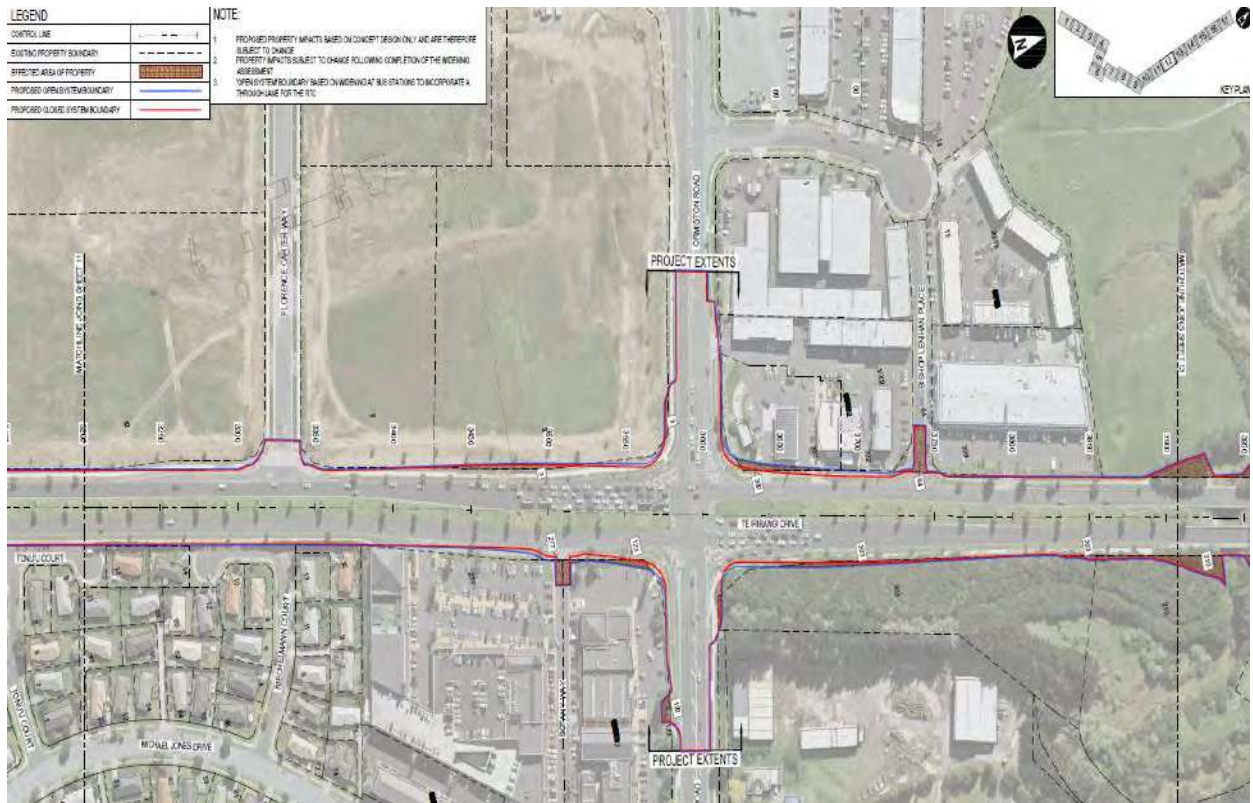
Stage 4b – Intersection of Te Irirangi Drive and Dawson Road to Botany Town Centre (Haven Drive)

Stage 4b extends from the intersection of Te Irirangi Drive and Dawson Road to Botany Town Centre to the intersection of Haven Drive as shown below in Figure 6.

Figure 6: LRP for Stage 4b



No land requirement



No land requirement

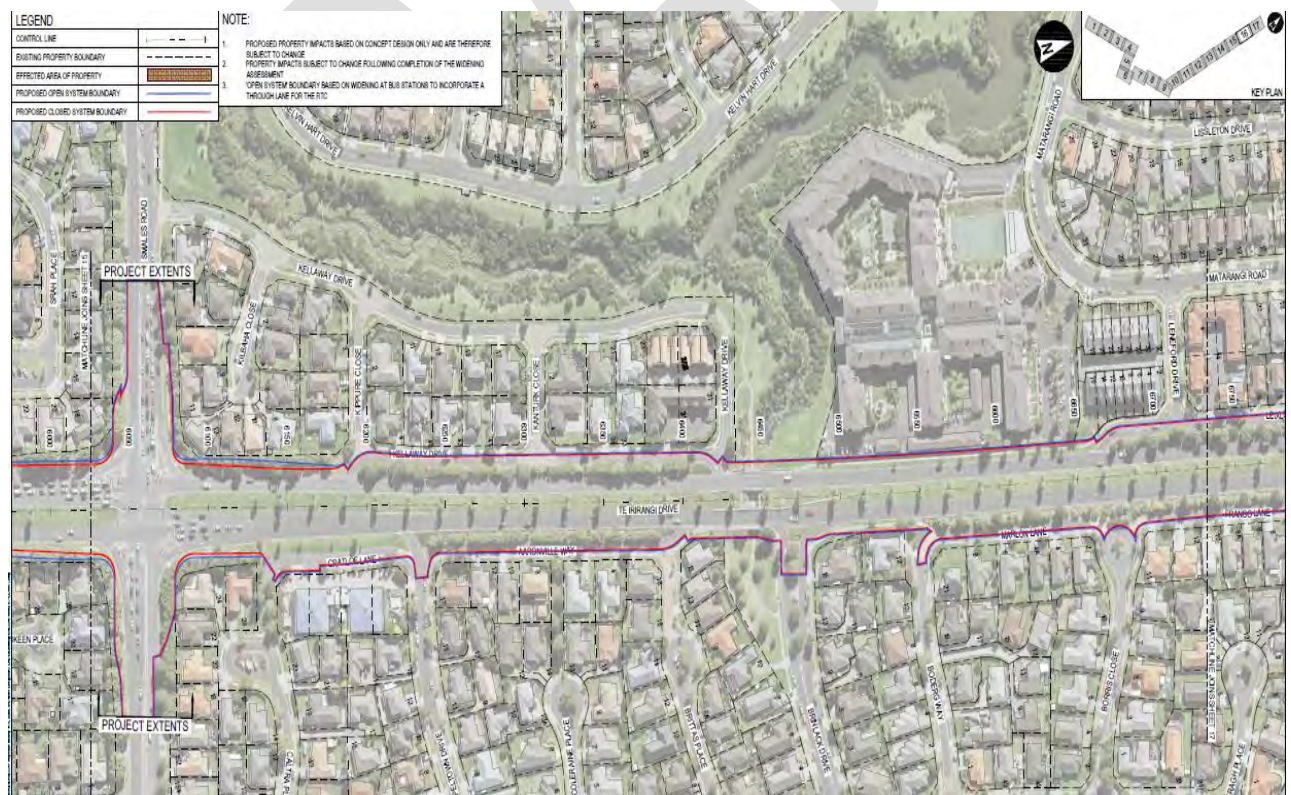
REPORT NAME Airport to Botany Mass Transit Project
Property Acquisition Strategy

PREPARED BY Fenella Fischer

DATED 1 March 2021

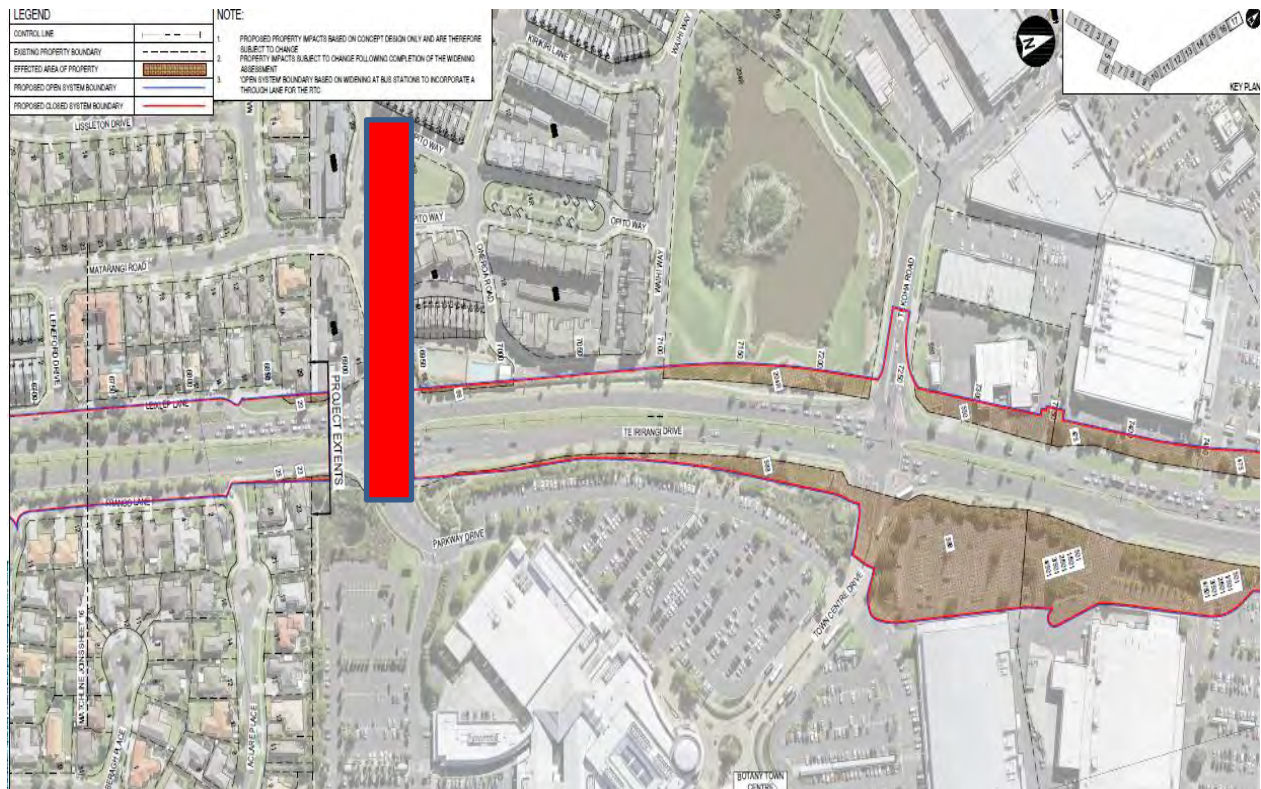


No land requirement



No land requirement

REPORT NAME	Airport to Botany Mass Transit Project Property Acquisition Strategy		
PREPARED BY	Fenella Fischer	DATED	1 March 2021



A summary of the required property interests for stage 4b are outlined in Table 12 below.

Table 12: Stage 4b property interests

Property Acquisition Stages	
Residential Properties	
Commercial	
Church	
HNZ	
Auckland Council	
Total Properties in Stage 4b	



A summary of the required property interests for stage 5 are outlined in Table 13 below.

Stage 5 property zoning

The property zoning is a mix of which include Business Light Industry, Future Urban, within the Puhinui sub-precinct D, Puhinui precinct, Mana Whenua Precinct and General Coastal Marine zone.

Stage 5 risks and opportunities

- [REDACTED]

[REDACTED]

DRAFT

ATTACHMENT A: EARLY ACQUISITION GUIDELINE FOR PROPERTY

DRAFT

Early Acquisition Guideline for Property

Auckland Transport Property and Planning

Integrated Networks

November 2019

Author	Julian Harrison-Tubb Team Leader Property Acquisitions	
Reviewed by	Peter Beckerleg Manager Acquisitions	
Endorsed by	Mark Lambert Executive General Manager Integrated Networks	
Approved By (Policy Owner)	Jane Small Group Manager Property & Planning	

Effective Date: November 2019

Review Date: November 2022

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1. Guideline Statement

This Guideline sets out the circumstances under which Auckland Transport (**AT**) will consider the early acquisition of property required by AT for projects and for acquisitions to advance the 'Designations, Encroachments and Legalisation Programme.

The guideline is provided to give direction on the management of early purchase transactions within the Property Acquisition Programme, and in particular, to clarify the criteria and outline a decision-making process for treating each early acquisition case(s).

2. Background

AT has full management and control of the Auckland transport system, including roads, under section 41, and 45 and 46 of the Local Government (Auckland Council) Act 2009 (**LGACA**). However, the purchaser of land for roading projects is generally AC, who is able to acquire land on behalf of and at the direction of AT pursuant to section 51 of the LGACA.

AC does not consider itself a willing property purchaser unless a purchase is:

- i) Contemplated in an annual acquisition programme prepared by the Property Acquisition Team; and
- ii) Has approved funding under the Regional Land Transport Plan (RLTP).

Early land acquisitions occur when an unscheduled land acquisition is requested by a landowner or land needs to be acquired to future proof a project that is not currently programmed in the RLTP and for which no budget is approved. An early acquisition may also be triggered by an existing designation or be affected by an encroachment.

AT's property acquisition programme can include a small number of strategic advance purchases that are justified for various reasons. These are identified and forecast when compiling the annual acquisition programme each year.

Strategic advance purchases should be identified as part of a property strategy for a particular project or arise from design development or Resource Management Act 1991 (RMA) consultation. Early identification of strategic advance purchases is one of the benefits of a robust property strategy.

3. Objectives

The Early Acquisition Guideline provides a transparent approach for management of early land acquisitions to;

- ensure AT's decisions for the early acquisition of land are consistent and fair;
- establish an agreed criterion against which early acquisition applications will be assessed;
- enable landowners to be aware of these criteria and the requirements by which their early acquisition application will be considered.

All accepted early acquisitions are subject to:

- Appropriate delegated approval for purchase of a specific property; and,
- AT having funding to complete the land acquisition; and
- AT and the landowner mutually agreeing a fair and reasonable compensation value of the property interest to be acquired, in accordance with the Public Works Act 1981 (PWA).

4. Early Acquisitions

Early acquisitions generally occur for three main reasons:

- (a) **Hardship Reasons.** Where no designation exists, but a property is on the proposed alignment for a project, or the land is designated but the designation, is for long term route protection and the project is not currently funded in the RLTP the property owner may approach AT and if they are able to demonstrate a genuine case of hardship, then AT may agree to purchase. This is in order to meet AT's obligations as a good corporate citizen. The details of AT's hardship consideration are set out in section 5 below.
- (b) **Resource Management Act s185.** Where a formal project alignment designation or requirement exists, the owner may request that AT buy the property, or apply to the Environment Court for an order requiring AT to buy all or part of the property. On occasion where circumstances justify, AT may choose to reject an advance purchase and refer the matter for consideration by the Environment Court.
- (c) **Strategic Reasons.** Where a property is on the proposed alignment for a project (or nearby and has other potential purposes) and AT require the early acquisition to assist with project planning, land for land compensation, or to reduce the risk of acquisition.

5. Hardship



See **Appendix 2** (Hardship Criteria Check List) and **Appendix 3** (Sale Process and Requirements) for further details.

6. Strategic Acquisitions

Strategic acquisitions may occur where a property is on the proposed alignment for a project (or adjacent and has other potential purposes) and AT requires the early acquisition to assist with project planning, land for land compensation, or to reduce the risk of later acquisition. These purchases must be carefully considered, and the strategic benefits weighed against the potential costs.

7. Resource Management Act – section 185

Section 185 RMA advance purchase applications are owner driven and need to be dealt with on a case-by-case basis according to their merits and taking into account the applicable statutory tests. The applicant must be the owner, or the spouse, civil union partner, or de facto partner of the owner, of the estate or interest in the land when the designation or requirement was created.

Other aspects to consider include:

- The need for the owner to sell;
- An effort to sell the property over a minimum 3-month period has been made, demonstrating an inability to sell;
- The existence of a designation and its contributable cause to the inability to sell the property at a market value that the property would have had if it had not been subject to the designation or requirement, or whether other factors may have been involved;
- Whether the designation or requirement prevents reasonable use of the owner's estate or interest in the property; and
- Legal advice as to the extent to which the landowner's case would be supported if heard by the Environment Court.

8. Public Works Act 1981 – section 34

Under section 34 of the PWA, where any part of the land of any person is taken compulsorily pursuant to the PWA, such person may require AT/AC to take any other part of the land if the partial taking would result in any residual part becoming significantly:

- i) more costly to retain at the same standard as previously; or
- ii) less useful to that person.

9. Approval Process

All requests for approval for early land acquisition must be advised to the Group Manager Property and Planning when they are received. A written report must be prepared assessing the application against the factors for consideration in this guideline before any negotiations are commenced.

The report must be submitted through the usual AT management approval process. The process should be completed within a four-week timeframe to provide applicants with certainty around the decision-making period.

10. Guideline Review

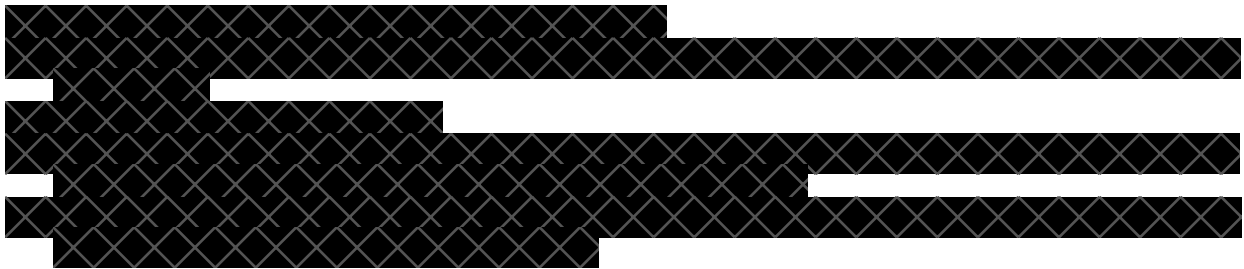
The Group Manager Property and Planning is the guideline owner and these guidelines are to be reviewed on a three-year basis. The next proposed review date is in November 2022.

Appendix 1 – Definitions

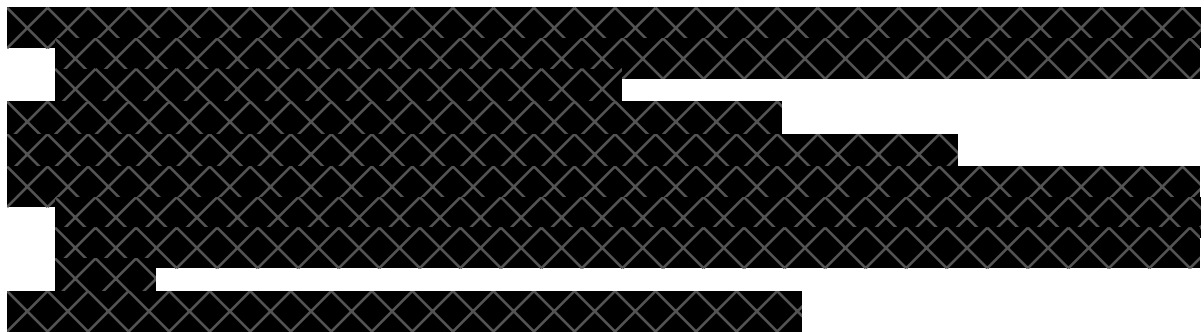
AC - Auckland Council

AT - Auckland Transport

Exceptional Circumstances



Hardship must meet the following criteria to be considered:



RLTP is the 2018 / 2028 Regional Land Transport Plan, which sets out a 10-year investment programme to deliver the requirements of the Auckland Plan, taking into account the Government Policy on Land Transport (GPS).

NZTA – New Zealand Transport Agency

Property means an interest in land, identified by a Deposited Plan on a Certificate of Title, unit title plan or cross lease plan.

PWA – Public Works Act 1981




RMA – Resource Management Act(1991

Terminology is used in this document to describe whether an aspect or statement is a requirement under law/mandatory or good practice:

- *Must* – indicates something that is mandatory or required by law
- *Should* – indicates a recommendation
- *May* – indicates a power, something that is optional and may be considered for use

An early land acquisition relates to land not currently budgeted for but is part of the RLTP. This means that a firm decision has been made that a particular corridor is required for transport purposes, as opposed to the identification of an area of interest or more than one corridor being under investigation as options.

Appendix 2 – Hardship Criteria Checklist

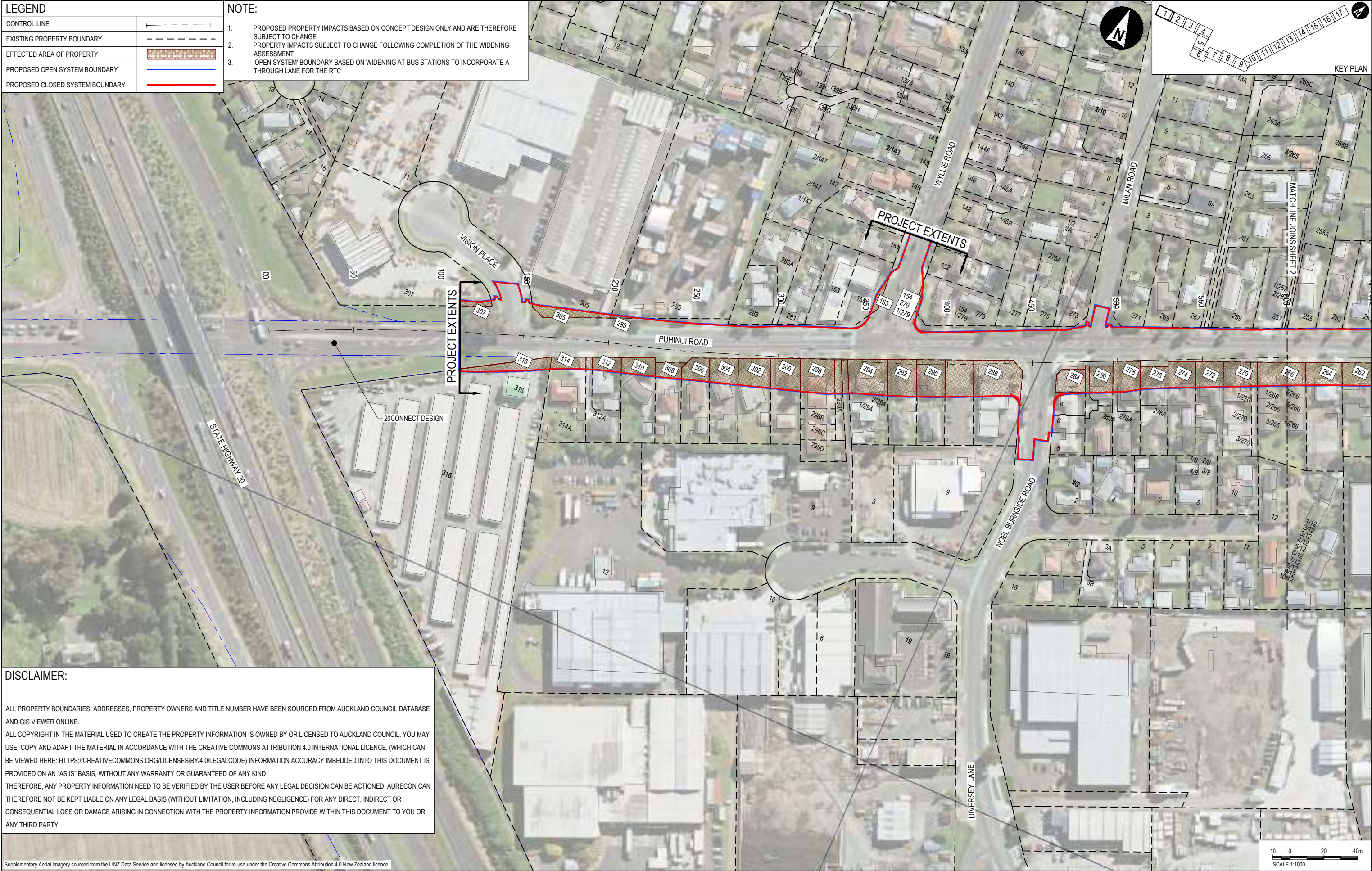
Appendix 3 – Sale Process and Requirements

ATTACHMENT B: LAND REQUIREMENT PLANS

DRAFT

LEGEND	
CONTROL LINE	
EXISTING PROPERTY BOUNDARY	
EFFECTED AREA OF PROPERTY	
PROPOSED OPEN SYSTEM BOUNDARY	
PROPOSED CLOSED SYSTEM BOUNDARY	

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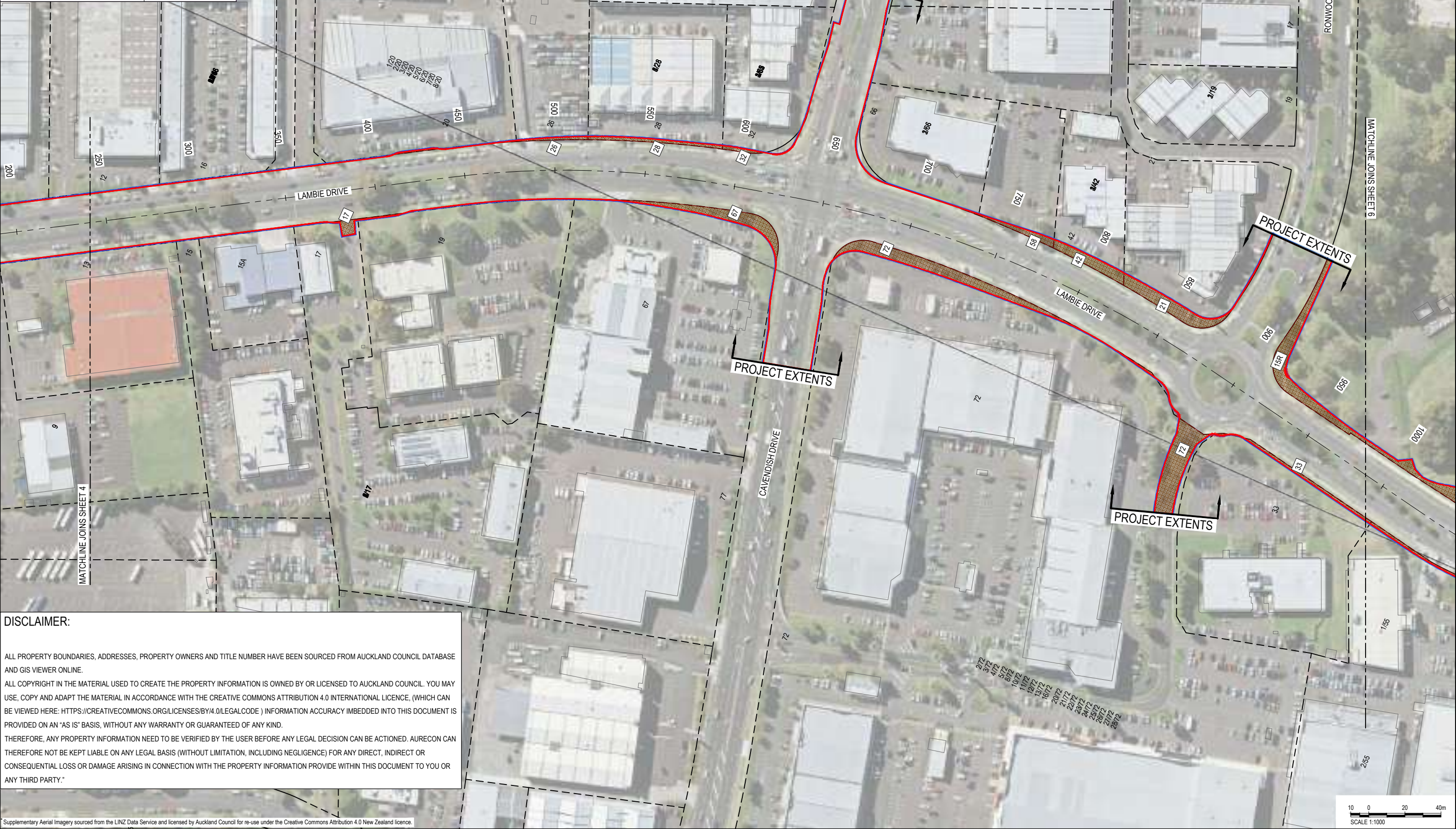
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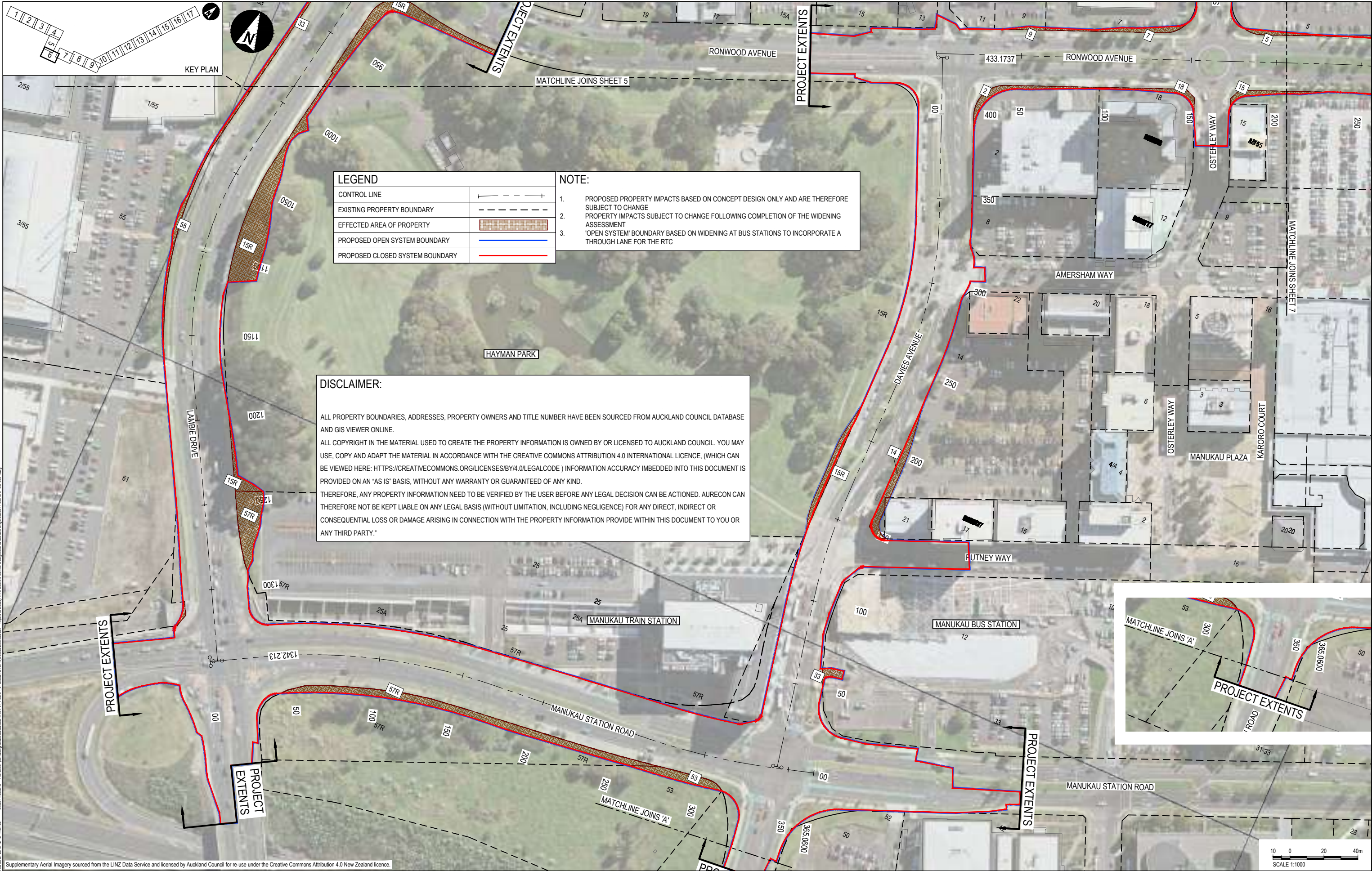
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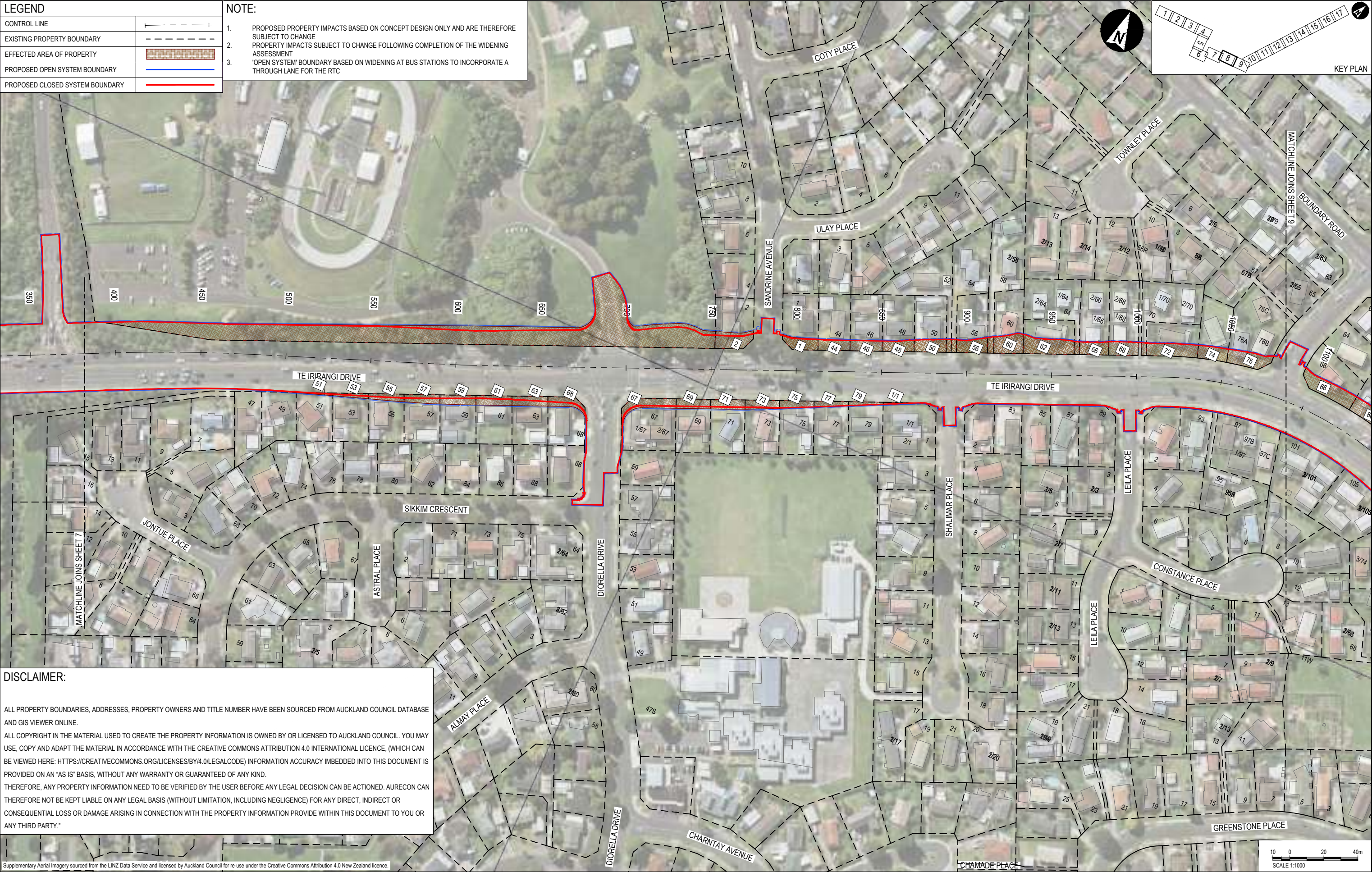
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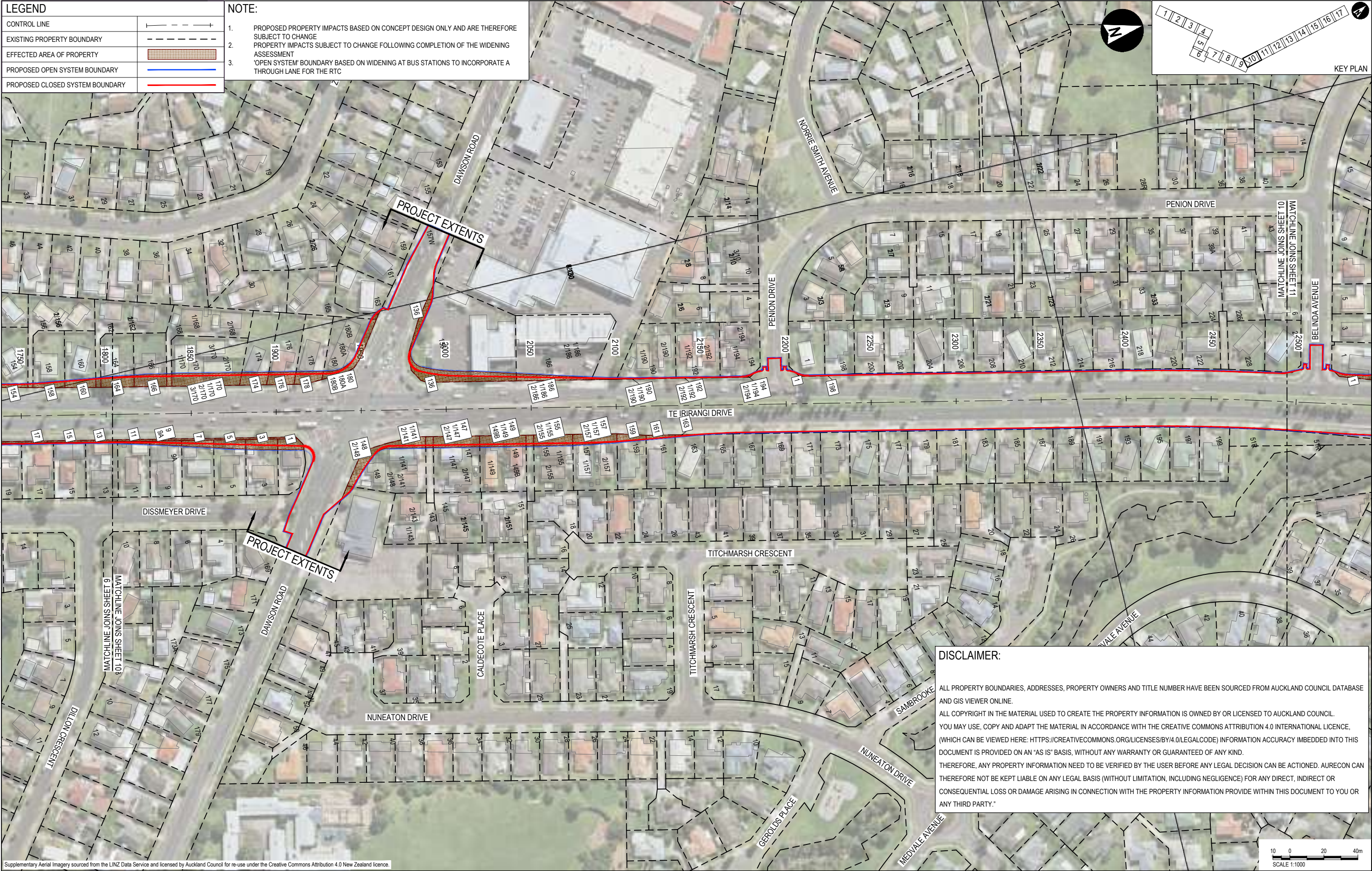
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DRAWING No.	PROJECT No.	WBS	TYPE	DISC	NUMBER
502334	7000	SKT	CC	0071	REV
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LEGEND	
CONTROL LINE	
EXISTING PROPERTY BOUNDARY	
EFFECTED AREA OF PROPERTY	
PROPOSED OPEN SYSTEM BOUNDARY	
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WORK IN PROGRESS			

SCALE	1:1000	SIZE	A1
DRAWN	D. SINGH		
DESIGNED	D. SINGH		
REVIEWED	E.BOSMAN		

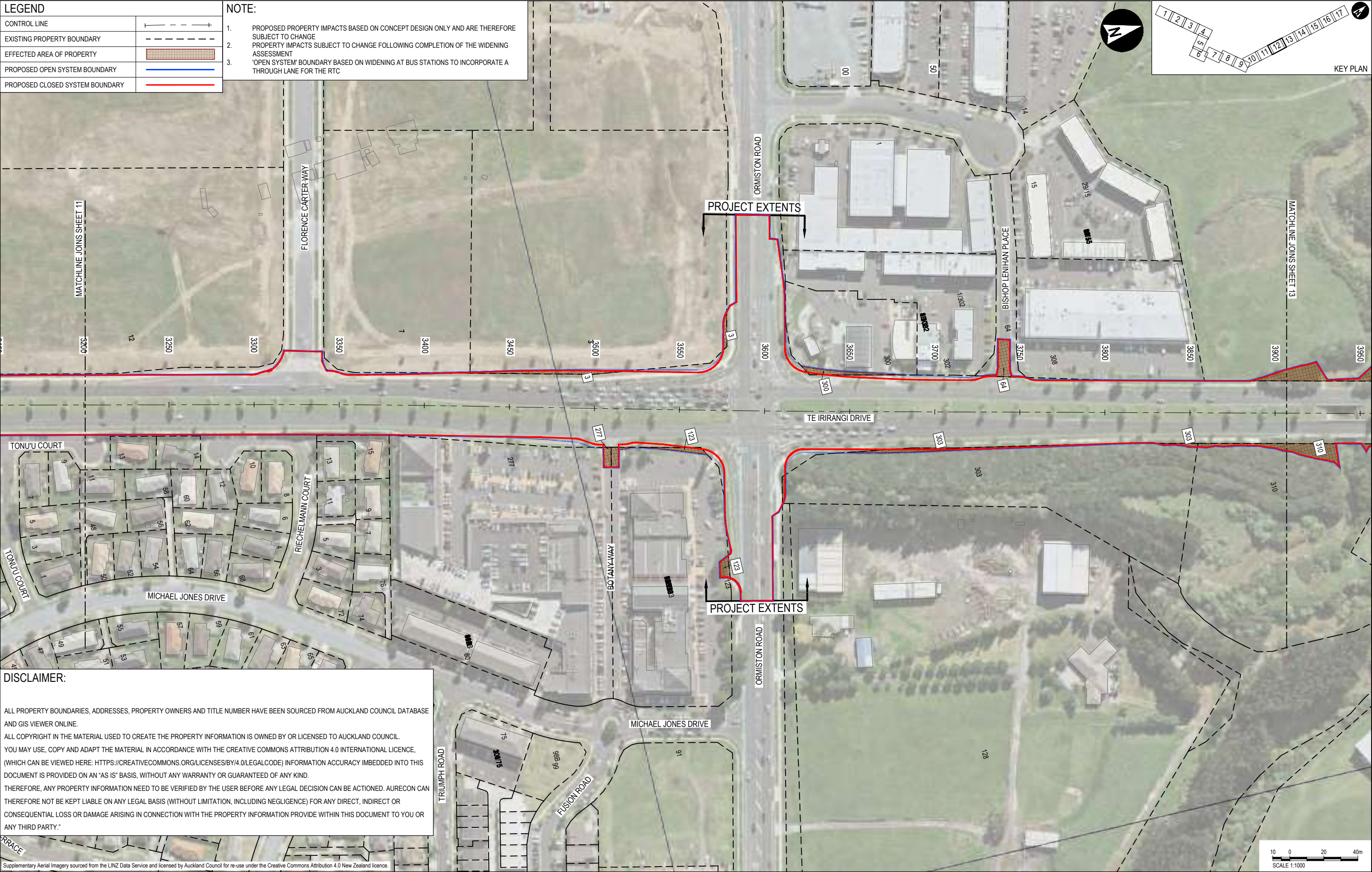
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PROJECT	AIRPORT TO BOTANY RTC SSBC					
TITLE	PROPOSED PROPERTY BOUNDARIES OPEN & CLOSED SYSTEM SHEET 11					
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502334	7000	SKT	CC	0072	A	

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EXISTING PROPERTY BOUNDARY	
EFFECTED AREA OF PROPERTY	
PROPOSED OPEN SYSTEM BOUNDARY	
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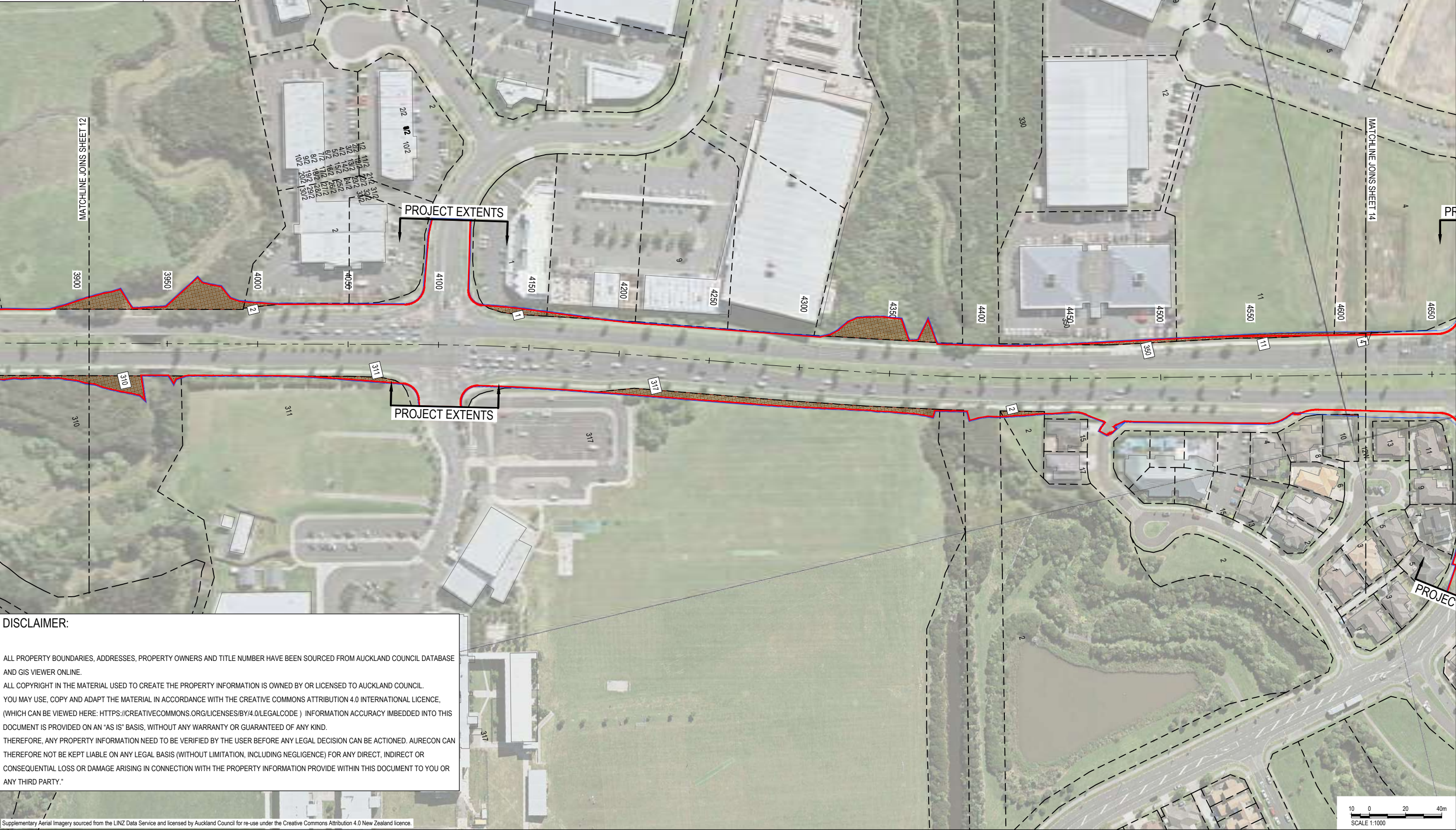
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EXISTING PROPERTY BOUNDARY	
EFFECTED AREA OF PROPERTY	
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PROJECT	AIRPORT TO BOTANY RTC SSBC					
TITLE	PROPOSED PROPERTY BOUNDARIES OPEN & CLOSED SYSTEM SHEET 13					
DRAWING No.	502334	PROJECT No.	7000	WBS	SKT	TYPE
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EXISTING PROPERTY BOUNDARY	
EFFECTED AREA OF PROPERTY	
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PROPOSED CLOSED SYSTEM BOUNDARY	

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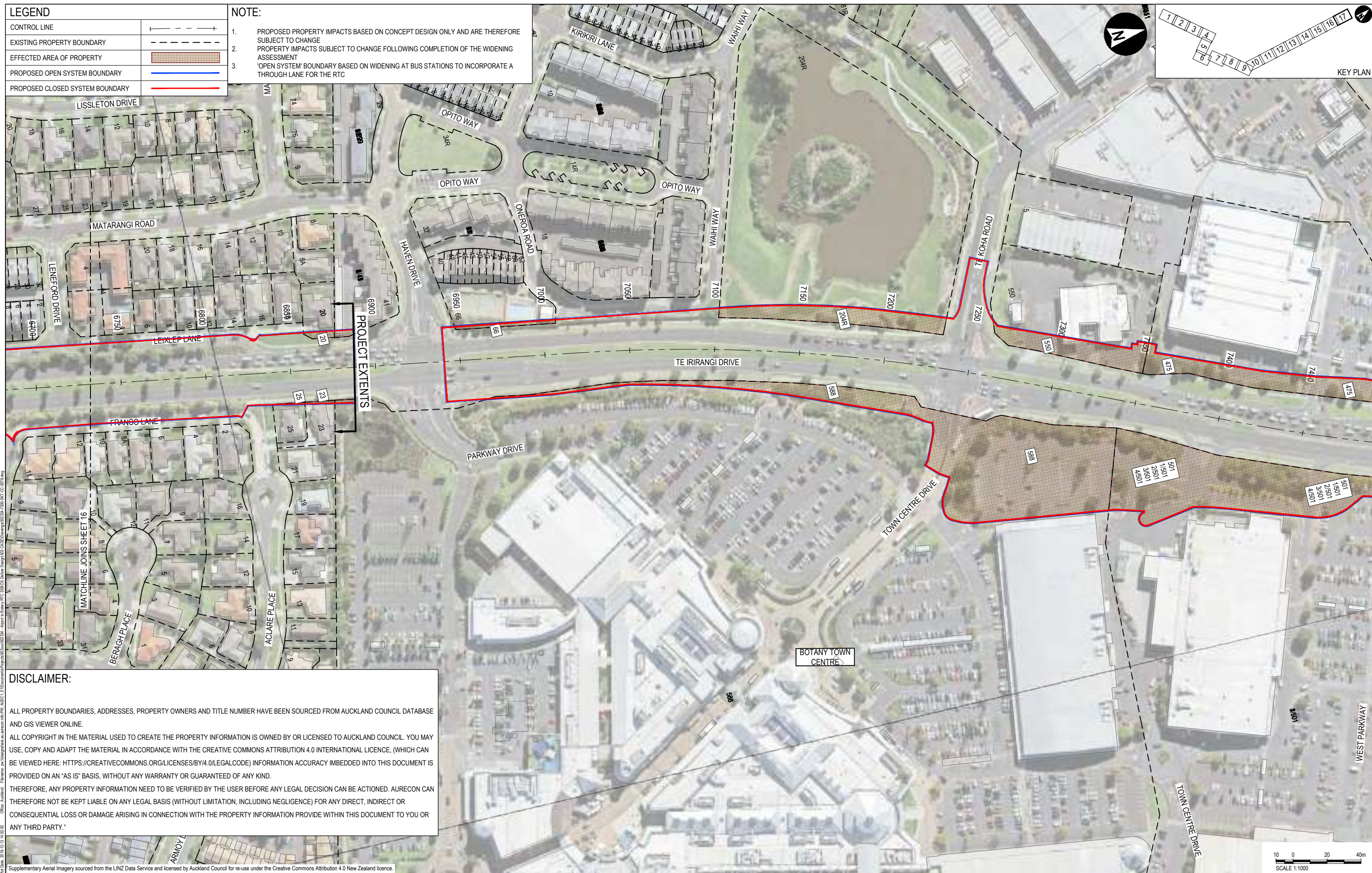
SCALE	SIZE
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DRAWN	D. SINGH
DESIGNED	D. SINGH
REVIEWED	E.BOSMAN

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PROJECT	AIRPORT TO BOTANY RTC SSBC					
TITLE	PROPOSED PROPERTY BOUNDARIES OPEN & CLOSED SYSTEM SHEET 16					
DRAWING No.	502334	PROJECT No.	7000	WBS	SKT	TYPE
DISC	CC	NUMBER	0077	REV	A	

LEGEND	
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EXISTING PROPERTY BOUNDARY	
EFFECTED AREA OF PROPERTY	
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PROJECT	AIRPORT TO BOTANY RTC SSBC					
TITLE	PROPOSED PROPERTY BOUNDARIES OPEN & CLOSED SYSTEM SHEET 17					
DRAWING No.	PROJECT No.	WBS	TYPE	DISC	NUMBER	REV
	502334	- 7000	- SKT	- CC	- 0078	- A

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EXISTING PROPERTY BOUNDARY	
EFFECTED AREA OF PROPERTY	
PROPOSED OPEN SYSTEM BOUNDARY	
PROPOSED CLOSED SYSTEM BOUNDARY	

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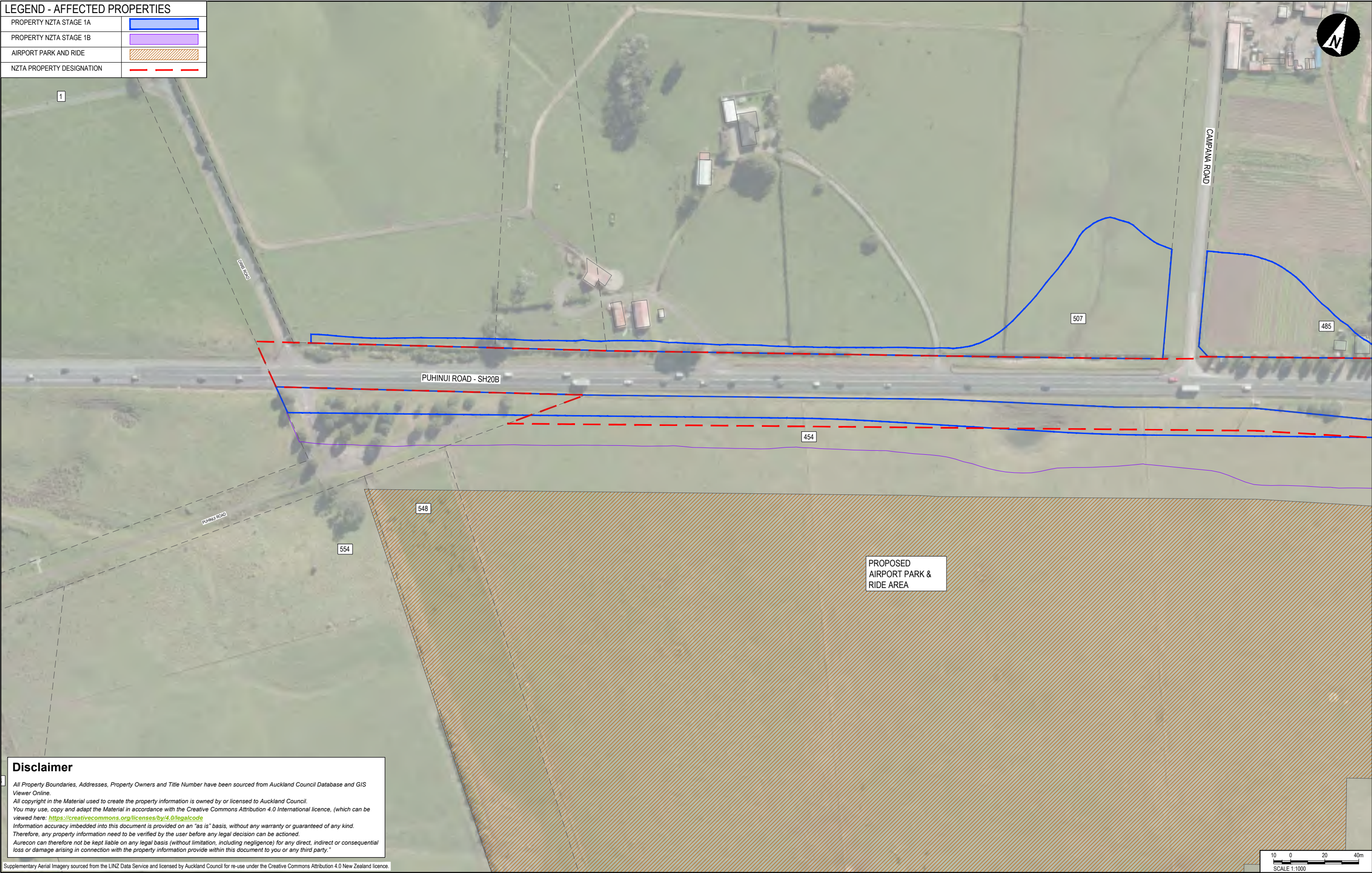
REV	DATE	REVISION DETAILS	APPROVED
A	18.12.19	FOR INFORMATION	M. FRANCIS
WORK IN PROGRESS			

SCALE	1:1000	SIZE	A1
DRAWN	D. SINGH		
DESIGNED	D. SINGH		
REVIEWED	E. BOSMAN		

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S. DUDLEY	

PROJECT	AIRPORT TO BOTANY RTC SSBC					
TITLE	PROPOSED PROPERTY BOUNDARIES OPEN & CLOSED SYSTEM - BOTANY TERMINUS SCENARIO 2 - OPTION B.1 - SHEET 18					
DRAWING No.	PROJECT No.	WBS	TYPE	DISC	NUMBER	REV
502334	7000	SKT	CC	0079	A	

LEGEND - AFFECTED PROPERTIES	
PROPERTY NZTA STAGE 1A	<div></div>
PROPERTY NZTA STAGE 1B	<div></div>
AIRPORT PARK AND RIDE	<div></div>
NZTA PROPERTY DESIGNATION	<div></div>



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CLIENT

REV	DATE	REVISION DETAILS	APPROVED
A	20.03.20	FOR INFORMATION	P. THEILER

SCALE

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SIZE

A1

PRELIMINARY
NOT FOR CONSTRUCTION

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DATE

PROJECT

A2B / 20CONNECT SSBC

TITLE

SH20 - AFFECTED PROPERTIES
AIRPORT TO BONTONY
SHEET 1

DRAWING No.

PROJECT No.

WBS

TYPE

DISC

NUMBER

REV

501094

4403

SKT

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aurecon

NZTRANSPORT
AGENCY
WAKA KOTAHĪ

A7

LEGEND - AFFECTED PROPERTIES

PROPERTY NZTA STAGE 1A	<div></div>
PROPERTY NZTA STAGE 1B	<div></div>
AIRPORT PARK AND RIDE	<div></div>
NZTA PROPERTY DESIGNATION	<div></div>



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REV	DATE	REVISION DETAILS	APPROVED
A	20.03.20	FOR INFORMATION	P. THEILER

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DATE

PROJECT

A2B / 20CONNECT SSBC

TITLE

SH20 - AFFECTED PROPERTIES
AIRPORT TO BONTONY
SHEET 3

DRAWING No.	PROJECT No.	WBS	TYPE	DISC	NUMBER	REV
	501094	4403	SKT	CC	1003	A



LEGEND - AFFECTED PROPERTIES

PROPERTY NZTA STAGE 1A	<div></div>
PROPERTY NZTA STAGE 1B	<div></div>
AIRPORT PARK AND RIDE	<div></div>
NZTA PROPERTY DESIGNATION	<div></div>



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PROJECT

A2B / 20CONNECT SSBC

TITLE

SH20 - AFFECTED PROPERTIES
AIRPORT TO BONTONY
SHEET 4

DRAWING No.

PROJECT No.

WBS

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ATTACHMENT C: PUBLIC WORKS ACT 1981 PROCESS

Public Works Act 1981

Properties are acquired in accordance with the Public Works Act 1981 (PWA) which provides the Local Authorities with the statutory authority to acquire land for public works by agreement (s17) or by proclamation (s26) and pay reasonable compensation.

AT is able to seek the agreement of Auckland Council as the local authority to purchase the land or seek the Governor General's agreement to take land needed for the Project when an agreement cannot be reached.

The preference of AT is to secure ownership of land on a "willing seller - willing buyer" basis by way of agreement (s17). However, to ensure that the timeframes of the Project are met, AT will adopt the following process;

ACQUISITION PROCESS



Initial landowner engagement

As part of the initial landowner engagement process, AT will provide the opportunity for an affected landowner to meet with AT to commence discussions about how the Project impacts their property. This will be initiated by a letter which sets out the process and timeframes involved.

The initial landowner engagement phase will last 16 weeks, during which time an agreement for sale and purchase can be reached. By the end of the initial 8-week period, AT will present a formal offer to purchase the land to the affected land owner. AT will then allow for another 8 weeks of good faith negotiations to reach an acquisition by agreement.

Acquisition by Agreement

Section 17 of the PWA provides provision for land to be acquired on a “willing buyer willing seller scenario” by agreement.

The objective of negotiating to reach agreement under Section 17 is to enable a compensation settlement that is acceptable to the landowner and within the requirements of the PWA in terms of market value, without recourse to the compulsory powers of the PWA.

If an agreement is not reached within the timeframes outline, a PWA Notice of Desire will be served.

Notice of Desire (s18)

Pursuant to section 18 of the PWA, a Notice of Desire (NoD) can be served on owners whose property is affected by the Project. This signals the desire of the AT to acquire the landowner's land and is an invitation to sell the property at the valuation advised in the NoD.

The serving of a NoD will start a 3-month period of good faith negotiations. The objective of negotiations during this period is to reach mutual agreement with landowners.

The serving of a NoD, which has a 12-month lapse period, is the first step to the compulsory acquisition process. If an agreement is not reached during this period of negotiations, a Notice of Intention to take land under section 23 of the PWA will be served.

Notice of Intention (s23)

If an agreement is not reached with the landowner within 12 months of the NoD being served, section 23 of the PWA provides for a Notice of Intention (NoI) to take land to be gazetted and served on the land owner and all other parties who have a registered interest in the land.

The purpose of the NoI is to give formal notification to the landowner and / or interested parties that AC, on behalf of AT, intends to take the land for the Project.

At this point, landowners and parties with an interest in the land have the ability to make an objection to the Environment Court. However, if no objection is made, an objection made is withdrawn, or the Environment Court decision supports the acquisition, the land can be taken by proclamation within 20 working days.

Proclamation to take land (s26)

If an agreement with a landowner has not been reached following the serving of a Nol and no objection is received, or the Environment Court has disallowed any objections made and considers that the land should be taken, Auckland Transport will submit a report to Auckland Council recommending that it request that the Governor-General take the land for the public work.

The Governor-General may, if she thinks fit, by Proclamation declare that the land be taken for the public work pursuant to section 26 of the PWA.

A Proclamation to take land will be published in the New Zealand Gazette and publicly notified within one month after the date of the making. The land taken will vest in Auckland Transport 14 working days following its publication.

The Property Acquisition Strategy allows for an 8-month period from issuing a s.23 notice and the publication of the proclamation to take land being published in the New Zealand Gazette, assuming no appeal to the Environment Court.

7. Declaring Land as Road

S.114 will be used to declare the land as road.

The Minister may, by notice in the Gazette, declare any land, whether owned by the Crown or not, to be road.

AT are required to get the written consent of the Council, the Local Board (whom which the land is vested) and the Minister of Conservation as the land is part of a public reserve

8. Payment of Compensation

Under the PWA, where any land is acquired or taken for a public work, suffers any injurious affection or damage resulting from an acquisition or taking of land, compensation is required to be paid to the affected party. Noting that the affected party is to be no worse or better off than the position that they were in prior to the acquisition or taking.

Part 5 of the PWA outlines the provisions for compensation to be paid. AT will use these provisions when assessing compensation for its acquisitions or takings for the Project.

A summary of the relevant provisions of the PWA that relate to compensation are show in Table 15 below:

Table 15: PWA compensation provisions

Sections 60 & 61	Where land is taken, or an owner suffers any injurious affection from the taking of land, or any damage from the exercise of any power under the Public Works Act, an owner is entitled to full compensation from the acquiring authority for the taking or damage, subject to certain exceptions.
Section 62	Compensation shall be based on the market value of the land, within certain constraints.

Section 63	Where there has been no land acquired, but there has been injurious affection (with the exception of altered traffic flows), the authority will provide appropriate compensation.
Section 64	Compensation must be based on the whole of the work, not merely the part of the work carried out on the owner's land.
Section 66	Compensation must be made for disturbance costs (for example, the cost of relocation), in addition to compensation for the land being acquired.
Section 67	Compensation must be paid to reimburse early termination of a mortgage.
Section 68	Compensation must be made for business loss, either through acquisition of the business, or from losses suffered as a result of the project implementation.
Section 71	An owner, having been formally advised of a pending acquisition, cannot take steps to enhance the value of the property to be acquired.
Section 72	A solatium payment of up to \$50,000 for residential homes and \$25,000 for commercial properties.
Section 73	At the acquiring authority's discretion, assistance to acquire a suitable alternative property may be provided, by way of a debt charge against the new property. This is in cases where the cost of finding a suitable alternative property is in excess of the value of the property being acquired.
Section 75	At the acquiring authority's discretion, compensation may be paid to outgoing tenants, either residential or commercial, to reimburse costs incurred as a result of the project.
Section 76	The acquiring authority must reimburse reasonable costs incurred by the land owner, if a decision is subsequently made to abandon the acquisition.
Section 77	A claim for compensation may be made by a trustee, guardian, or manager, respectively.
Section 78	Any claim for compensation under the PWA relating to public works shall not be made after a period of 2 years from the date of the Proclamation or declaration taking the land.

ATTACHMENT D: DELEGATIONS AND APPROVALS

The execution of any notices or agreements required under the Strategy will be actioned under the appropriate delegation. A blue or vanilla minute will be presented to the delegate requesting approval of the financial terms and conditions and execution of the appropriate agreement or notice.

A number of delegations will be required throughout the duration of the MRP as summarised in Table 16 below.

Table 16: Delegations and approvals

	Delegation	Delegate
Acquisition of land under section 17 of the PWA including compensation payments	2016/73	Power of the Chief Executive of Auckland Council delegated to AT Group Manager Property and Planning and/or the AT Chief Executive
Compensation Certificates and discharges of those certificates under section 19	2016/73	Power of the Chief Executive of Auckland Council delegated to AT Group Manager Property and Planning and/or the AT Chief Executive
Notices under sections 18 and 23	2016/73	Power of the Chief Executive of Auckland Council delegated to AT Group Manager Property and Planning and/or the AT Chief Executive
Requests for a Proclamation under section 26	2016/73	Power of the Chief Executive of Auckland Council delegated to AT Group Manager Property and Planning and/or the AT Chief Executive
An exercise of power under section 110 and 111 of the PWA	2016/73	Power of the Chief Executive of Auckland Council delegated to AT Group Manager Property and Planning and/or the AT Chief Executive
Authorisation of a Procurement Plan or Supplier Selection Plan to initiate a procurement process	Financial delegation - 1.2.1	Chief Financial Operator (between \$250k and \$2m)

ATTACHMENT E: PROPERTY MANAGEMENT PLAN

Properties and part-properties acquired in advance of the project's construction must be managed between the time of purchase and the time of construction.

For properties that cannot be tenanted following acquisition (mainly partial property acquisitions), a maintenance schedule of properties will be prepared and implemented, to ensure that an appropriate level of quality urban environment is preserved.

Properties acquired as full sites, with improvements, will be managed by Panuku Development Auckland under a service level agreement from the time they are acquired, until the time they are needed for construction purposes.

The key objective of the Property Management Plan is to ensure that the properties acquired for the MRP do not deteriorate to the detriment of the surrounding areas and its management is through the provision of clear direction, an outline of clear responsibilities and accountabilities, and a consistent approach throughout the property lifecycle from acquisition, interim property management, through to remediation and integration into the surrounding urban land.

In particular, it sets out to:

- Ensure that the philosophy underpinning the approach to interim property management is understood
- Establishes clear guidelines processes and procedures and areas of responsibility for implementation
- Recognises that the way in which property is managed can have an impact beyond its boundaries and can contribute to broader place making objectives.

It identifies measures and methods to ensure the properties are managed in a manner that:

- Does not significantly change the character, intensity and scale of the effects of the existing use of the land
- Maintains the condition of the property at that which existed at the time of purchase by AT as the Requiring Authority
- Contributes to the functioning of the area within which the property is located
- Maintains occupancy as far as is reasonably practicable.
- The Plan will be managed by the AT Property Manager.

ATTACHMENT F: S40 OFFER BACK PROVISIONS

If a property is acquired using the provisions of the PWA, it may be subject to offer back provisions pursuant to section 40 of the PWA.

If it is subject to section 40 of the PWA and the property is no longer required for a public work, the property is to be offered for sale to the previous owner or their successor before selling on the open market.

In general, partial acquisitions are not subject to section 40 of the PWA due to an insufficient land area not meeting the applicable planning rules to allow any form of development.

In the cases where section 40 of the PWA may apply, AT will seek a waiver of the owners rights pursuant to section 40 of the PWA.

A record of Section 40 waivers will be created and provided to both the Real Estate Optimisation and Urban Product teams.

REPORT NAME	Airport to Botany Mass Transit Project Property Acquisition Strategy	
PREPARED BY	Fenella Fischer	DATED 1 March 2021

Appendix M



20Connect
Property Acquisition Strategy



CONNECTING PEOPLE, PLACES,
PLANNING & DESIGN

Property Strategy

Southwest Gateway - 20Connect

May 2020



Project: Southwest Gateway – 20Connect

Region: Auckland

Document: Property Strategy

Client: Waka Kotahi NZ Transport Agency (Waka Kotahi)

Prepared For: Don Harrington, Senior Acquisition Manager, Transport Property

Prepared By: Ryan Tay, Steve Drum and Lewis Stradling (Align)

Reviewed by: Mike Robinson (Align), Don Harrington (Waka Kotahi)

Endorsed by: Don Harrington, Senior Acquisition Manager, Transport Property

Signature _____

Date _____

Endorsed by: Mike Forrest, Acting Manager Acquisition, Transport Property

Signature _____

Date _____

Approved by: Property Andrew Robinson, Senior Manager, Transport

Signature _____

Date _____

Version:

Issue 1.0	24 April 2020	For Review
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Distribution:

Don Harrington	Waka Kotahi	By Email/file transfer
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Align Limited**DATE:** 1 May 2020

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1.0 Executive Summary

Waka Kotahi NZ Transport Agency (Waka Kotahi) has identified [REDACTED] properties* directly impacted by the State Highways 20, 20A and 20B improvements upgrade, known as Southwest Gateway – 20Connect and herein referred to as the Project. The property requirements for the Project will include a mixture of partial and full acquisitions.

Estimated compensation has been assessed in accordance with the Waka Kotahi's cost estimation manual (SM014) and is set out at Section 4 Summary of Estimated Acquisition Costs are [REDACTED] Appendix 1 sets out compensation estimates that are inclusive of GST as this reflects how compensation will be assessed and paid for the land interests required. [REDACTED]

The compensation estimates will need to be confirmed once detailed designs are finalised for the proposed works and the construction timeline is confirmed. As a result, this document is an indicative Property Strategy (PS) and, based on the information received to date, forms the basis of establishing property cost estimates and identifying potential project and property specific risks. The PS is based on minimum land requirements and until design has progressed, it is premature to comment on potential future land disposal and interim property management strategies.

On behalf of Waka Kotahi, Aurecon has prepared indicative general alignment drawings based on preliminary design, showing likely land requirements as detailed in separate shape files that have been provided to Align. The indicative land requirements show, in terms of assessed impact undertaken by Align, a spread over the impact categories of minimal [REDACTED], minor [REDACTED] moderate [REDACTED] severe [REDACTED] and significant [REDACTED] acquisitions. The full purchases identified are included as significant acquisitions based on assumptions recorded in this PS document.

There are some key risks discussed later in this PS including works near a cemetery, a Church and a marae. These are all sensitive land uses which require careful consideration not only to the acquisition approach but when planning and implementing construction.

*We note our instructions are to exclude the land requirements on Puhinui Road (SH20B) as shown on General Arrangement Plans 19, 20 and 21 from this Strategy. We are advised that Auckland Transport (AT) is dealing with these acquisitions as they relate to their rapid transport ("A2B") project which forms part of the overall Project. We subsequently understand that potentially a short section of SH20B west of the existing ramps (opposite Manukau Memorial Gardens), may be part of Waka Kotahi's proposed designation alteration and, if so, the required land on the southern side of SH20B will form part of the land to be acquired by the Crown. These estimated property costs do not form part of this PS but we understand may have been estimated at a high level by AT.

2.0 Introduction

2.1 Project Summary

Southwest Gateway, also known as “20Connect”, is a State Highway upgrade project planned for delivery by Waka Kotahi, in partnership with Auckland Transport and Auckland Airport.

Construction is proposed for completion in two stages, with main construction works indicatively scheduled for commencement in FY 2025/26. To achieve this milestone, the business case is currently scheduled to go to the Waka Kotahi board in October 2020 with an initial request for pre-implementation funding to cover professional services in order to lodge Notices of Requirement for the proposed works to SH 20B in the first quarter of the 2022/23 financial year. Assuming project implementation approval including approved property funding, the indicative property acquisition programme commences at the time of lodgement of the Notices of Requirement and assumes construction commencing in the 2025/26 financial year.

The Project will improve journey reliability along State Highways 20, 20A and 20B and provide more choice when travelling around southwest Auckland, including to and from the airport. It is noted that airport precinct employers have trouble recruiting and retaining staff due to unreliable travel options and this is one key focus for the project, which will in part be addressed by a new rapid transport dedicated corridor along SH 20B (Puhinui Road).

Improvements identified on the State Highway network will enhance the public transport system, cater for freight and cyclists, and improve access to growth areas adjacent to the State Highway.

The proposed improvements include:

- ▲ Improved capacity and connections on or beside the State Highways
- ▲ Improved safety
- ▲ Reduce the effects on the environment and treasured places/taonga
- ▲ Identify ways to better manage traffic flow on the network
- ▲ Maximise the use and reliability of the existing network and its ability to cope with unplanned events

The proposed stages of the project are:

- ▲ Stage 1: Early Improvements:
 - Priority lanes for public transport that will connect with improvements at Puhinui Train Station
 - New intersections on SH20B to improve access and safety
 - Improved walking and cycling facilities, localised road widening and resurfacing, drainage and stormwater treatment on SH20B.
- ▲ Stage 2: Long-Term Improvements:
 - State Highway widening to support rapid transit
 - Increased access to the State Highways to reduce traffic on local roads.

This document has been prepared for Waka Kotahi to provide detailed information on property costs, acquisition strategy, risks and opportunities which will inform the Detailed Business Case (DBC) for the Project.

This strategy includes information about:

- ▲ Success factors critical to the Project;
- ▲ Details of the impacted properties;
- ▲ Risks and opportunities apparent with each property;
- ▲ Compensation estimates for each of the properties; and
- ▲ The statutory framework for public work acquisitions

Within the Auckland Transport Alignment Project (ATAP) Indicative Package dated April 2018 “Airport-Puhinui state highway upgrade, bus/rail interchange and bus priority improvements” was included as a Discretionary project having funding allocated, with a delivery horizon of a decade. The ATAP agencies identified this project as being able to address Auckland’s public and active transport including the rapid transport network.

Aurecon has been engaged by Waka Kotahi and its partners to produce the project preliminary design which has informed the PS and will support the DBC.

We note that Auckland Transport is to deliver the Airport to Botany (A2B) rapid transport corridor which forms part of the overall project, from the eastern side of the Puhinui Road intersection with SH 20 in a westward direction along SH 20B towards the airport. All such land requirements and associated compensation estimates are excluded from this PS as it is assumed that Auckland Transport will be responsible for acquiring the land for this component of the Project.

This strategy will require updating once there is more certainty around the project in terms of funding following approval of the DBC and further evolution of the project design.

A location map is provided below showing the subject areas of SH 20, SH 20A & SH 20B and then aerial images of each property, and the indicative area of land to be acquired are provided in Appendix 2.



2.2 Risk Definitions and Explanation

Align has undertaken a risk assessment of each of the XXXXXXXXXX property acquisitions required for the 20Connect Project. Risks have been categorised as follows:

Rank	Description
1	High risk
2	Medium risk
3	Low risk

The Property Acquisition Risk Assessment is a measure to assess any impact that will delay the delivery of a specific property requirement for the Project. Low risk implies that there is a small likelihood that the property would not be available by construction start date. Conversely, High risk typically means that it is uncertain that the specific land requirement can be secured by project commencement date, which can cause delays to the construction programme.

Low Risk Acquisitions

Align has assessed X Low risk acquisitions for this Project.

Medium Risk Acquisitions

Align has assessed X Medium risk acquisitions, due to early construction start.

High Risk Acquisitions

Align has assessed there to be X High risk property acquisitions.

2.3 Key Assumptions

This PS is based on the Project shape file detail and property impact plans (Preferred Option - General Arrangement Plans) provided by Aurecon at the time of writing. A number of factors can influence this Project in the future such as a movement in land values, detailed Land Requirement Plans showing accurate areas of the land to be acquired and any temporary occupation requirements, timing of the Project construction and future development of the affected land. The existing zoning and land use in respect of the properties has been assumed to remain the same at the time of acquisition, but there is a possibility of changes in the interim period from the date of this PS and a review will be required closer to Project commencement to ensure that the Estimated Acquisition Costs are no greater than reported herein.

The Strategy should be updated as soon as more detailed design and final Land Requirement Plans are available. The following key assumptions are made;

- ▲ Estimated construction start date - At the date of this PS an estimated construction start date of FY 2025/26 has been provided to Align. This date needs to be confirmed and will be determined by Waka Kotahi implementation approval and associated funding. This Project forms part of the ATAP as a discretionary project, and funding has not yet been confirmed. Once the DBC has been approved this can be progressed.
- ▲ Land Requirement Plans – No final Land Requirement Plans have been provided to Align showing the extent of land to be acquired for each affected property however indicative requirements are reflected in the shape files that Align has received from Aurecon. To understand the impact on each property, Align has produced indicative land requirement plans based on required areas from the shape files and the General


Arrangement Plans provided by Aurecon for the Project. As noted, SH 20B land requirements are excluded.

- ▲ Compensation Estimates - All compensation estimates provided are based on current market sales evidence analysis obtained from Property Guru and on current zoning under the Auckland Council Unitary Plan Operative in part (15 November 2016).
- ▲ Access – The land requirements from the affected properties are typically at the rear of these properties where they adjoin the current State Highway Corridor. Existing access to all properties, as detailed within the Strategy document, are not impacted, therefore no alternative access will need to be provided for this Project.
- ▲ Accommodation works needed - these cover works such as new fencing and planting etc that will need to be reinstated or replaced due to the Project works. More detailed design is required before the value of these works can be assessed on a property by property basis.
- ▲ Temporary occupation requirements – Aside from temporary construction land needed at Imrie Reserve owned by Auckland Council, details of temporary occupation areas required for the construction works on the Project have not been provided to Align. We therefore have not estimated any occupation rentals without this information being available. These areas would form part of the Land Requirement Plans to be completed in due course which will allow such rental estimates to then be made.
- ▲ Affected property owner engagement - At the date of this PS no affected landowners have been approached by Waka Kotahi, Aurecon, or Align to discuss this Project.










3.0 Affected Properties




3.1 Land Usage

General overview


The  properties affected by the Project are defined in the Auckland Unitary Plan Operative in Part 15 November 2016 and are in the old Manukau City Council legacy area (now superseded).

The various zoning categories, and the number of directly affected properties contained within each zone are shown in the table below;

Zoning	Number of Properties
Business – Mixed Use Zone	
Residential – Mixed Housing Suburban Zone	
Residential – Mixed Housing Urban Zone	
Residential – Single Housing Zone	
Open Space – Informal Recreation Zone	
Open Space – Sport and Active Recreation Zone	
Rural Production Zone, Special Purposes - Quarry Zone	
Special Purposes - Cemetery Zone / Coastal - General Coastal Marine Zone	
Special Zone - Maori Purpose Zone	

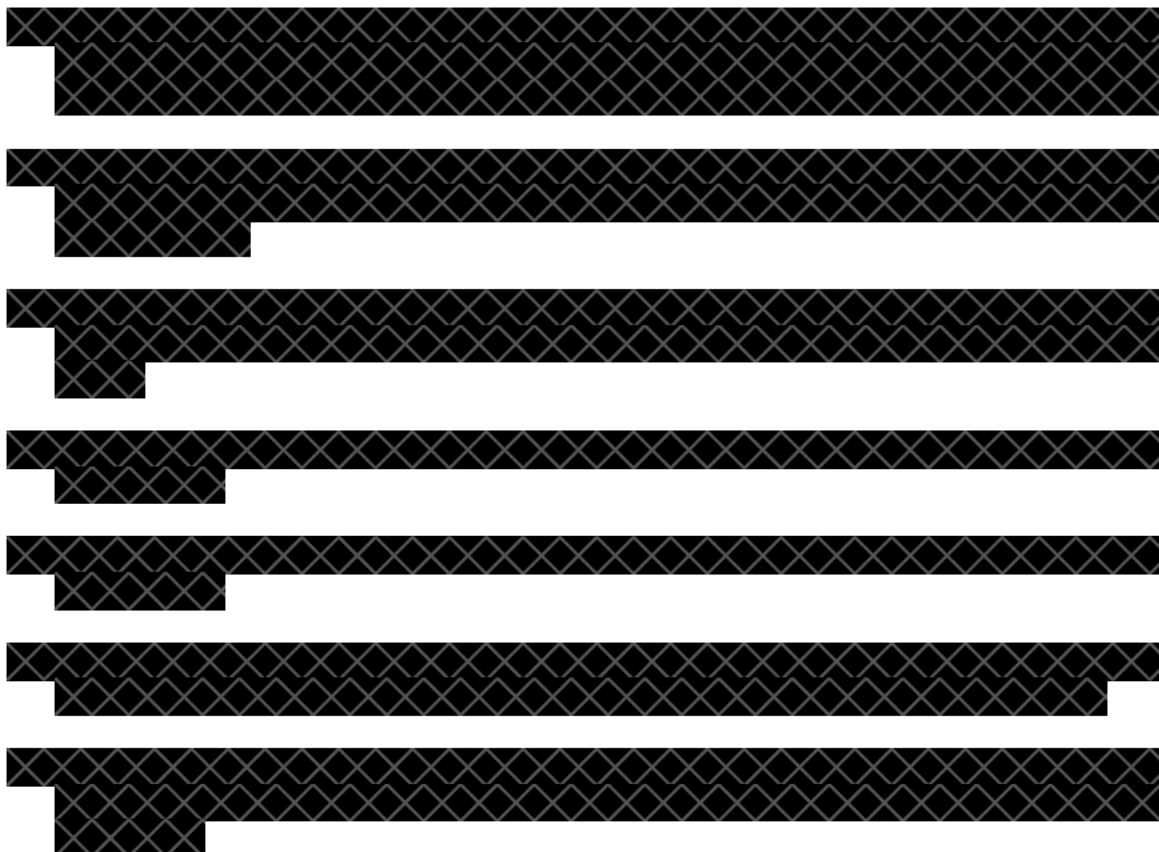
The properties affected by the route are predominantly residential zoned, either Residential Mixed Housing Suburban Zone  Residential Mixed Housing Urban Zone  and Residential Single House Zone  located in the Mangere Bridge, Favona and Mangere through to Papatoetoe areas. Properties are typically a mix of 1940s to 1970s era standalone dwellings and more recent residential subdivisions, depending on location with a number of larger sections with development potential.

The Residential – Single Housing Zone  properties are located around the Tidal Road/ Portage Road, Mangere area with housing originally developed in the 1960s and newer developments.

The Business – Mixed use Zone  properties are also residential properties located within the Mangere Bridge area. This zone is a transition zone in terms of scale and activity between residential areas and other Business Zones and provides for smaller scale commercial activities as well as residential uses.

Current development in this wider area is for smaller sections for townhouses or two storey freestanding dwellings.

Within the residential zoned areas are a number of residential block land properties affected by this Project including;



Of the Residential zoned and Business – Mixed use zoned properties (the latter with an existing residential use) affected by the Project, [REDACTED] require a partial acquisition with the other [REDACTED] being full purchases due to the impact of the proposed land requirements on both land and existing improvements. The full purchases have been detailed in section 3.2 of this PS.

The property at 51 Miro Place, Mangere Bridge is designated Special Zone- Maori Purpose Zone. This property is Maori Freehold land of 2.9 hectares. The land requirement for a proposed shared use path is relatively minor at 40m² and removed from the marae buildings. Further investigations are required around acquisitions from Maori freehold land parcels and its impact on the Project.

The [REDACTED] remaining properties impacted by partial land requirements are contained within Open Space (2), Rural Production- Quarry Zone [REDACTED] and Special Purpose- Cemetery Zone (1) areas. The Open Space properties include Mangere Central Park at 101R Robertson Road, Mangere (Open Space – Sport and Active Recreation Zone) and Imrie Reserve at 14R Imrie Avenue, Mangere (Open Space – Informal Recreation Zone). Both reserves are in Auckland Council ownership.



The Special Purposes - Cemetery Zone/ Coastal- General Coastal Marine Zone zoned property impacts a small area of land within the Manukau Memorial Gardens owned by the Auckland Council. This land requirement is to adjust the State Highway Designation boundary to incorporate the built State Highway 20 that currently encroaches over the cemetery land.

RMA/Planning considerations which may affect the Property Strategy

As a general comment, a council plan change prior to acquisition commencing, or a successful private plan change initiated by a landowner may result in significantly different property values than the current scenario. The zoning of all affected properties should be reviewed closer to Project commencement to confirm any changes that impact land value.

A planning assessment has not been undertaken as part of this PS; however, it appears that the properties affected should not require special consideration under the RMA or planning controls. This is primarily because the Unitary Plan has recently become operative (in part) and the nature of the properties in question, being in well-established existing/brownfields areas of Auckland, means that changes to planning provisions or zoning of individual properties in the short term would seem unlikely.

As design progresses, checks should be made to confirm that all land required for construction and operation of the public work is within an existing designation, or any alterations to a designation is progressed as required. It appears that an alteration to the existing designation is required for the affected properties on the Project and this means that a Notice of Requirement (NOR) is required to be lodged with Auckland Council in accordance with the Resource Management Act 1991 (RMA) so that all required land is held within a Waka Kotahi designation. Properties can be acquired prior to both NOR lodgement and designation alteration milestones. It is, however, a generally standard approach that the Crown prefers at the very least, a NOR to be lodged prior to the compulsory acquisition process commencing. Negotiations would typically be happening during the NOR process prior to a designation being confirmed.

Finally, we note that our initial desk top investigations showed an apparent overlap in designations between Waka Kotahi and KiwiRail at the NIMT underpass near Plunket Avenue, Manukau. We trust that all necessary planning considerations for the control and operation of these designations is fit for purpose for Waka Kotahi and if any doubt exists then a more comprehensive planning assessment should be undertaken in this regard.

Impact of proposed route(s) on land use

The land requirements for the proposed route on affected properties vary in their impact with [REDACTED] requiring partial acquisitions and the remaining [REDACTED] properties requiring full purchases.

Properties impacted by the proposed route land requirements with consented developments and those with development potential are as follows:

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

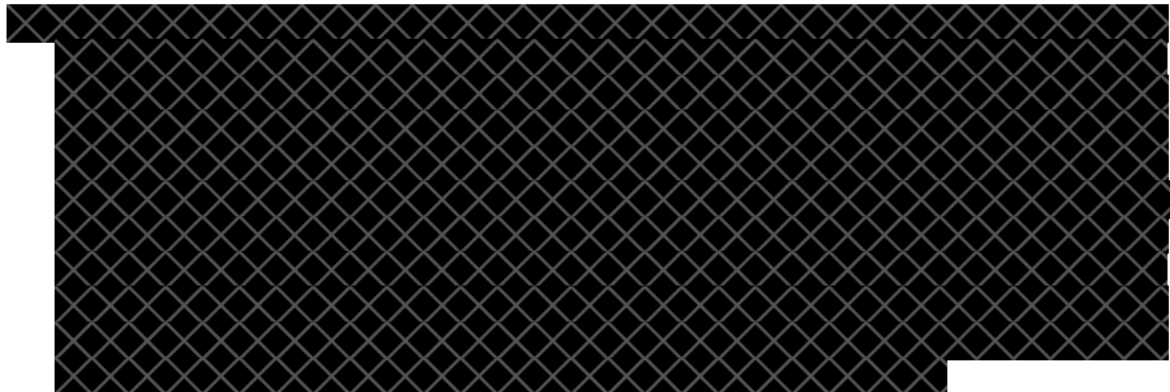

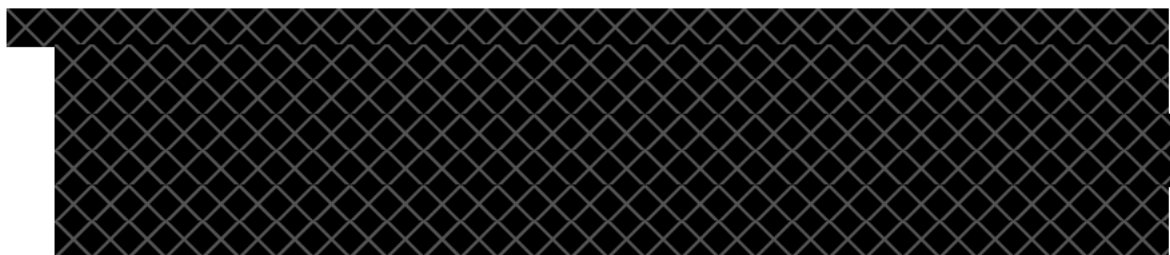
[REDACTED]

[REDACTED]

[REDACTED]

If the issue of impact on development potential by the land requirement is raised at the engagement stage with affected landowners, it is recommended that planning advice be sought to address any concerns, in the form of 'before' and 'after' (as per the Public Works Act (PWA)) highest and best use assessments to assist the valuation process.

Other impacted properties, including full purchases where necessary, include the below (note a full table of the properties deemed subject to full purchase requirements is in section 3.2);

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3.2 Property Types & Categories

Summary of each property type affected

Below is a table indicating the land use categories as determined by Align. As evidenced by the table, there is a prevalence of residential property types. Of the 10 project affected properties, 8 fall in the improved residential category. There are a number of properties which we have determined as requiring a full purchase due to the impact on the dwelling (a table capturing all such properties follows in this section of the Strategy). There are also specialised properties impacted including a church and a marae – see section 3.3 for further details.















Category	Number of Properties
Residential Vacant	1
Residential Improved	8
Cemeteries and Crematoria	1
Religious	1
Reserve	1

Align has categorised each of the property acquisitions under the criteria of Minimal, Minor, Moderate, Severe and Significant depending on the impact the Project has on the affected properties along the route alignment. Each impact is described below. Indicative Land Requirement Plans have been prepared in order to graphically show the property impacts and these are contained within Appendix 2. Note these are indicative only and not to be used for any other purpose than to support the information contained within this Strategy.

Minimal Impact

10 affected properties have been categorised with the land acquisition having a 'Minimal' impact. These are properties where the acquisition largely comprises a negligible strip of land required from their common boundary with the State Highway 20 corridor in addition to possible low-cost reinstatement/accommodation works such as fences, letterboxes, landscaping etc.

Due to the indicative nature of the property impact plans at this stage and the fact that land requirements are not yet finalised, Align would advise that, where possible, these properties are designed out of the Project.

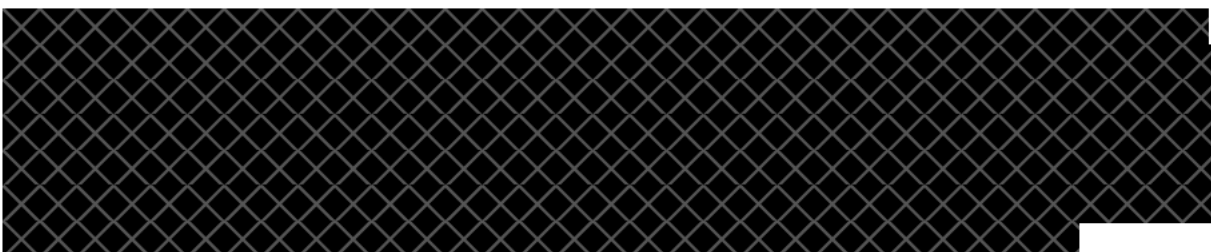
	
	
	
	
	
	
	

[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

Minor Impact

[REDACTED] affected properties have been categorised with the land requirement having a 'Minor' impact. Most of these properties comprise acquisitions from their common boundary with the State Highway 20 corridor that are minor, yet large enough that they cannot be designed out of the project based on the investigations at this stage.

The impact may also affect the properties to a larger degree than the square metre area required may indicate due to the size or specificity of the land, or it may necessitate more complex reinstatement/accommodation works compared to the properties deemed 'minimal'.



[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
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[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

Moderate Impact

[REDACTED] affected properties have been categorised with the land requirement having a 'Moderate' impact. Moderate impacts relate to a land acquisition that is over and above 10% of the properties total land area, yet not large enough to justify a full acquisition.

Some of these include acquisitions of properties that may impact future development potential or to remove notable improvements (albeit not the main building such as a dwelling).

Due to the size and shape of many of the 'moderate' land requirements and the possible impact on existing improvements, it is Align's view that these may be some of the more difficult acquisitions and may attract substantial claims of injurious affection from some landowners.

[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]

18

Severe Impact

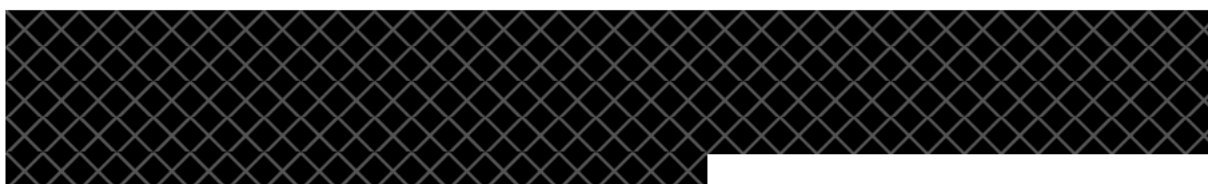
One (1) affected property has been categorised with the land requirement have a 'Severe' impact. A severe impact relates to a land requirement that is either so substantial that 50% or more of the property is required or affects the property in such a way that use of the land is dramatically impacted and accommodation works are likely necessary at considerable expense.

We have included 51 Miro Road (Te Puea Memorial Marae) as a Severe impact owing not to the physical nature of the acquisition impact, but rather to the impact of a public work on Maori Land which should be avoided wherever possible.

Property	Comments
51 Miro Road, Mangere Bridge	Maori Freehold Land. Land requirement impacts small sliver at boundary. Design out if possible.
Total	1

Significant Impact

affected properties have been categorised with a land requirement having a 'Significant' impact. A significant impact requires a full acquisition, where the designation has subsumed the property to the extent that a partial acquisition is untenable.



[illegible]

Summary of Property Impact Categories











































Category	Number of Properties
Minimal	1
Minor	1
Moderate	1
Severe	1
Significant (Full purchase of 1 existing dwellings, plus part of 1 development sites)	1
Total	5




































Existing properties which Align have identified as requiring a full purchase despite partial land requirement











































There are a number of properties impacted by a partial land requirement for which a full purchase has been determined as necessary. The reason is that the extent of works will include an area occupied by the existing improvements and this is a trigger for a full purchase because of demolition requirements. There are some cases where the extent of works appears to be right up to the improvements, within say 1 metre, and without the benefit of a final land requirement plan it has also been determined that such properties must be acquired outright also.




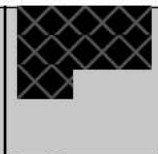










We set out each of the properties in question in the table below. Note that [REDACTED] are not listed here because the existing titles are only impacted by way of a partial acquisition - any future titles at these sites [REDACTED] requiring full purchase would be added to this list at the appropriate time.

[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]

3.3 Acquisition Issues and Risks

Existing Infrastructure

We have conducted a desk top high-level review of Auckland Council Geomaps layers for infrastructure including electricity transmission, gas and water infrastructure. We have also reviewed the Aurecon General Arrangement Plans for impacts shown in relation to pedestrian and vehicle overbridges and internet cables which were labelled. Given the nature of the project area, being a well-established urban environment, it is noted from the outset that there are a number of impacts to existing services. We report as follows.

Sheet 1, the works at the Mahunga Drive and surrounding location will need to factor in existing Transpower overhead pylons, protect/relocate ITS cables and a CCTV pole, and protect a 200 OD watermain pipe.

Sheet 4, there are further impacts to existing infrastructure on the approach to the Hall Avenue footbridge. This includes the footbridge itself, which is to be replaced, along with to a 2550 OD wastewater pipe and smaller 150 OD pipe running east-west beneath the State Highway south of Ashmore Place. The Hall Avenue footbridge works require relocation/protection of a watermain, two vector gas mains, ITS cables. There is also an existing noise wall in this location which should be protected if this is possible. At Sheet 3 and specifically the proposal to replace the Walmsley Road overbridge and the construction of associated SUP connections will result in numerous existing services requiring relocation/protection: CCTV pole, ITS cables, 11Kv Vector electrical line, 420-700kpa Vector gas lines, Chorus fibre optic line, two 550 OD watermains, a 300 OD watermain, 810 OD watermain, 150 OD wastewater pipe. Sheet 2 shows some services affected at the Hastie Ave footbridge area, including the need to relocate ITS cables, and protect/relocate CCTV pole.

Sheets 5 & 6, there are existing services to protect/relocate around the location of the proposed westbound SUP ramp linking to Moyle Park and the Bader Drive SH20 offramp and intersection. These include ITS cables, CCTV poles, 375, stormwater pipe, 450 & 500 OD wastewater pipes, 11kV Vector electrical line, 120-420kpa Vector gas line, and Vodafone fibre optic lines.

Sheets 7, 8 and 9 between Bader Drive SH 20 offramp and Portage Road, the works will require the protection/relocation of existing infrastructure including a 250 OD wastewater pipe and 600 OD stormwater pipe near Coptic Place and Carver Place which run under SH 20. There are minimal impacts at Massey Road, which is to be retained, but a CCTV requires protection. The only other known impacts approaching Portage Road include relocation of ITS cables and a further CCTV pole. A 200 OD watermain is running under SH20 where Gee Place meets the proposed SUP.

Sheet 10, Portage Road overbridge is to be replaced and this impacts the Hunua No.4 watermain which requires a new pipe bridge to be constructed. 150 OD and 1965 OD watermain pipes are identified for diversion/replacement in this location as a result of the works. From here to the intersection of SH 20B (Puhinui Road) there are a relatively small number of impacts to existing infrastructure – with ITS cables and CCTV poles requiring protection/relocation. There is also an 800 OD stormwater pipe and a 150 OD wastewater pipe going under SH 20 into the Manukau Memorial Gardens. The Puhinui Road underpass will remain however the works to provide a separate SH20 southbound ramp, the A2B rapid

transport corridor and new SUP connections will require protection/relocation of Vector gas and electricity lines, Chorus fibre, watermain, ITS cables and CCTV pole.

Sheets 13, 14, 15 & 16 also show a relatively minimal impact on existing infrastructure, with the most notable number of underground services around the Roscommon Road/Cavendish Drive area where there are numerous stormwater, watermain and wastewater pipes that may require protection/relocation. There are also Vector gas and electricity lines in this location. At the North Island Main Trunk railway underpass, which is to be widened, there are minimal existing services aside from stormwater pipes on either side of SH20 and a CCTV pole is shown near the Ports of Auckland land. Finally, the new rapid transport lane at Lambie Drive westbound onramp will be built in the location of a number of existing stormwater pipes of 225 to 1500 OD which are not shown on the General Arrangement Plan 16 but should be noted. Sheet 17 shows an ITS cable between Chain 15150 and 16250.


Sheet 18 At the location of Bader Drive, a new overbridge will be constructed as part of the project which will require the existing one to be demolished and all services running along the existing bridge to be relocated (Watermain, CCTV). There are also stormwater and wastewater pipes in the location of the existing Bader Drive offramp and overbridge which will need to be protected or relocated during the construction of the new bridge and SUP in this area. The Bader Drive offramp will be permanently closed as a result of these works.

A new eastbound Bader Drive offramp will be provided for traffic heading from the airport by way of a flyover that diverts traffic southwest over both SH20A and SH20 to connect at the intersection of Bader Drive and SH20.

Sheets 19, 20 & 21 show minimal existing infrastructure along Puhinui Road to the project extent near Orrs Road, with only a 100 OD watermain running along the southern side of Puhinui Road. While this part of the Project is being handled by Auckland Transport we report here for the sake of completeness.

Council Land

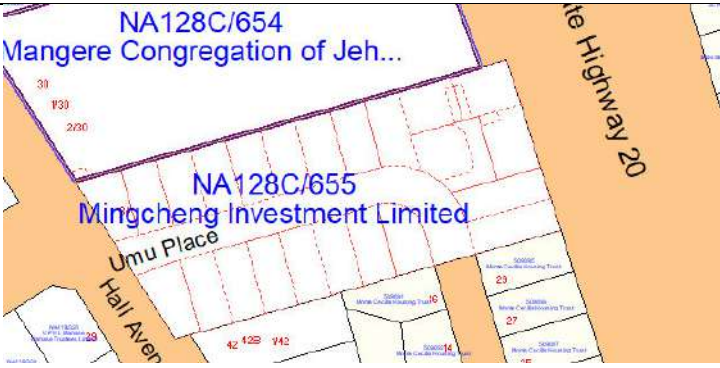

Property	Description and Risks
101R Robertson Road, Mangere	This property is Mangere Centre Park. The property features sports fields and community buildings (Whare Koa Mangere Community House). The property is impacted by way of a partial land requirement along its north eastern boundary to construct the Bader Drive off ramp at SH20. A number of trees appear to be impacted. Detailed design required to confirm no impact on sports fields and ensure satisfactory stormwater design.
361 Puhinui Road, Wiri	This property is Manukau Memorial Gardens (designated as Manukau cemetery). Only a minor impact where a sliver of land is required for the rapid transport lane at the Puhinui SH20B onramp to SH20. It appears from aerial imagery that this required land may be already part in the road area, but closer inspection and survey will confirm this. No substantial impact and mitigation noted at this stage as a result of the acquisition. The extent of works along SH 20B frontage will be in proximity to grave sites and this will obviously need careful planning and construction management processes.

	We note that land has already been acquired from this property for the Project Stage 1 early works.
14R Imrie Avenue, Mangere	Aurecon has confirmed that the project requirement is a temporary occupation requirement to facilitate construction of a retaining wall alongside the Shared Use Path.
479R Massey Road, Mangere East	<p>This property is Stevens Reserve. A partial acquisition of 653m² is required which runs along the length of the property's boundary with SH20 in order to construct a new off ramp to Massey Road. At this stage the design shows a retaining wall and cut slope required and this would necessitate the removal of a row of mature trees, including notable palm trees as pictured.</p> 

Consented Developments

Align has identified development sites that are either being marketed for subdivision of new house sites (typically house and land packages), or where possible new lots and titles may be in the process of being created. The sites in question are listed below:

Property	Description
34 Hall Avenue, Mangere	This is a bare lot subdivision site that has titles expected to be issued soon. There will be four impacted properties along the boundary with SH 20 instead of one (parent lot). Align will further investigate the new titles and ownership in due course. Lot layout is shown below.

	
<p>71 Hall Avenue, Mangere</p>	<p>This site is being marketed as a townhouse development providing 18 new dwellings. The land requirement may impact several of these proposed townhouses.</p> <p>Brand New Townhouses on Hall Avenue</p> <p><i>71 Hall Avenue, Mangere, Auckland</i></p> 
<p>240 Portage Road, Papatoetoe</p>	<p>This site is not subject to a resource consent for subdivision but is on the market being advertised as a development opportunity. It is a 3.64-hectare mixed housing suburban zoned block which is advertised as having the potential for approximately 64 vacant lots. Only a minor acquisition is required from the south eastern corner of the block but depending on how far through a development the site is at the time, it could impact on numerous lots along that boundary.</p>

	
<p>9 & 13 Tanners Road, Mangere Bridge</p>	 <p>Land requirement is a minor partial acquisition only. There is no known resource consent however this is bare land zoned Mixed Housing Suburban which is likely to be developed in the medium term and if this happened a greater number of potential owners would likely be affected by the acquisitions.</p>

Maori Land Claim Interests on Fee Simple Titles



These memorials are only relevant if the land is sold and should not affect the partial acquisition of required properties under the Public Works Act. Our initial desk top review of all affected properties via Property Guru title review function shows that the [REDACTED] properties listed below 'may' have a relevant registered interest. We have only carried out a high-level review at this time.

Property	Description
[REDACTED]	Subject to Section 11 Waikato Raupatu Claims Settlement Act 1995 (which provides for residual Crown land to be offered for purchase to a land holding trust for Waikato in certain circumstances) – see Certificate D081736.1
[REDACTED]	Subject to Section 11 Waikato Raupatu Claims Settlement Act 1995 (which provides for residual Crown land to be offered for purchase to a land holding trust for Waikato in certain circumstances) – see Certificate D081736.1
[REDACTED]	Subject to Section 11 Waikato Raupatu Claims Settlement Act 1995 (which provides for residual Crown land to be offered for

purchase to a land holding trust for Waikato in certain circumstances) – see Certificate D084803.1

Contaminated Land

In lieu of an Auckland SLUR Register being readily available, the prevalence, likelihood, and risk of contamination on the below land is based on the Ministry for the Environment's [Hazardous Activities and Industries List](#) (HAIL) (October 2011) and its relevant sections and types of contamination. The properties below have been identified as having the *potential* for contamination. Again, we note that this is a high-level desk top review only at this stage.

Property	Description
10 Hall Avenue, Mangere	Possible forms of horticultural type use on the land in the past but unconfirmed and now used for training German Shepherd dogs. Possible HAIL A classification relating to any pesticide use in the past. Requires further investigation.
34 Hall Avenue, Mangere	Recent development and subdivision works have occurred on this block of land which had housed glass houses for horticultural use since the 1950s. The site may be subject to possible HAIL A classification for possible pesticide use. Again, further investigation needed, but current developer would have had to undertake necessary tests.
9 & 13 Tanners Road, Mangere Bridge	The land has been in largely the same state since the 1950s and may have been subject to horticultural activities which again may lead to a possible HAIL A classification for pesticide use. The land is largely undisturbed aside from a stormwater pond which appears to service the nearby Coronation Gardens townhouse development which was completed in 2016. Land requirement is a minor partial acquisition only.
286 Portage Road, Mangere	A circa 101-hectare block of pastoral land   . Likely HAIL A and E classifications relating to horticultural/agricultural use and mining activities, respectively. Further investigations required.
240 Portage Road, Papatoetoe	Possible forms of agricultural and horticultural use on the land in the past, with no notable development taking place since the 1950s. Possible HAIL A classification. Requires further investigation.
361 Puhinui Road, Wiri	Manukau Memorial Gardens – designated as a cemetery. This was detailed within the Council Land table. This property would likely carry a HAIL G classification i.e. 'Cemeteries and waste recycling, treatment and disposal'.

Heritage and Archaeological Sites – Auckland Council Classifications

The location of Archaeological sites within the project extents are found on Auckland Council's Cultural Heritage Inventory (CHI) and its associated search function in Auckland Council Geomaps.

Property	Description
101R Robertson Road, Mangere	<p>Historic structure – Mangere Community House, also known as Whare koa, was built around 1926 by Percy and Mabel Margetts.</p> <p>Historic botanical site – Mangere Centre Park. Unveiled by Manukau City Council in 1978, this was a 'Growing for Health' teaching garden featuring a citrus orchard, small timber mill and glasshouses for vegetables.</p> <p>Note that the above are removed from the project works area.</p>
161R Robertson Road, Mangere	<p>Historic structure – Robertson homestead which was built in the early 1900s for Samuel House. Also, a portion of boundary fence along Robertson Road is identified.</p> <p>Note that this property is not directly impacted but is adjacent to the Bader Drive SH20 offramp works.</p>
240 Portage Road and Crown parcel adjoining 286 Portage Road, Papatoetoe	<p>Archaeological site – Natural Features Overlay ID 22: Crater Hill</p> <p>There is a site identified on the 240 Portage Road property close to the boundary with SH 20. This may require further investigations during detailed design, however it may be sufficiently removed from the works area on initial review.</p> <p>The Portage Road overbridge replacement works on the western side of SH20 come close to an identified archaeological site on the Crown owned land parcel Part Allot 51 PSH OF Manurewa (LINZ ID 4795798) and should be further investigated for protection if necessary.</p>

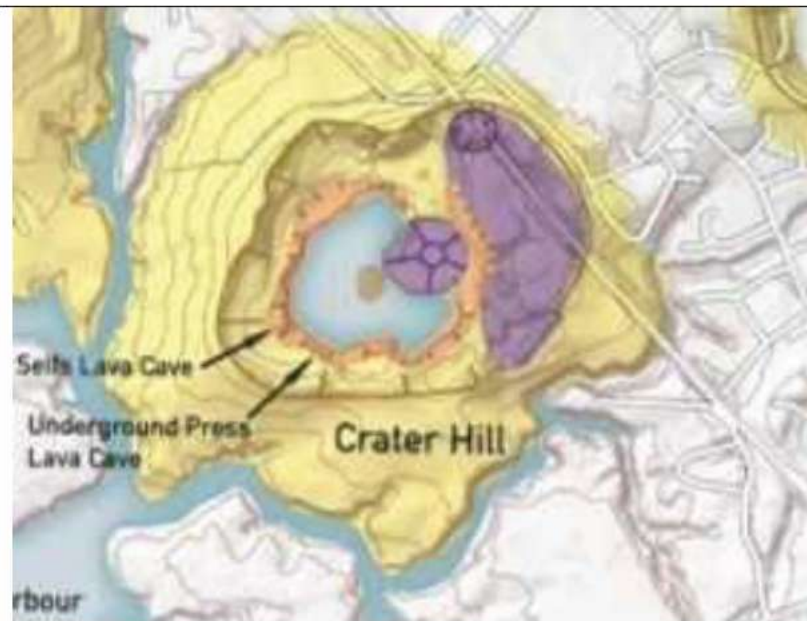


Image source: Volcanoes of Auckland: The essential guide, by B. Hayward, G. Murdoch and G. Maitland, AUP, 213

Notable Trees

There are no notable trees on the properties impacted by the Project, according to the Natural Heritage overlay within the Auckland Operative Unitary Plan maps.

We have observed that the following affected properties have mature vegetation that, while not listed on the above, can be noted by the Project team for further investigations:

- 10 Hall Avenue, Mangere – This property appears to have a mature tree very close to or within the land requirement area.
- 479R Massey Road, Mangere East (Stevens Reserve) – This property has a band of mature trees (including what appear to be mature Palms) very close to or within the land requirement area. There will be a retaining wall and cut slope works close to these trees.
- 361 Puhinui Road (Manukau Memorial Gardens) – This property has at least 1 large tree and associated mature vegetation within the land requirement area.

Heritage New Zealand listing

No land or buildings impacted by the Project are listed on the Heritage New Zealand Historic Places Register.

Specialist & Notable Properties

Property	Description
51 Miro Road, Mangere Bridge	<p>This is the Te Puea Marae Reserve. A sliver of land (41m²) is required at the northern boundary due to construction of a Shared Use Path. No buildings are affected, however some trees will need to be removed.</p> <p>The status of the land is Maori Freehold Land.</p> <p>LINZ recommends that to ensure the negotiations are conducted with the appropriate people contact be made with the Maori Land Court.</p>
30 Hall Avenue, Mangere	<p>This is the Mangere Congregation of Jehovah's Witnesses church. The building appears to have constructed in the early 2000's and is well removed from the partial land requirement.</p> <p>While the acquisition will come close to on grade car parking likely required for the operation of the church, it appears on initial review that only trees are within the required area. This will need to be investigated further at detailed design.</p>
10 Hall Avenue, Mangere	<p>This is the training grounds of the Provincial German Shepherd Dog League. The partial acquisition is approximately 1,022m² and includes the requirement for a cut slope and it appears to come within say 3 metres of the existing main building. Detailed design work is required to ensure impact on building and site activities is mitigated.</p>
9 Tanners Road, Mangere Bridge	<p>This is the Takitumu Cultural & Arts Society property, which provides Cook Island activities and programmes aimed at helping the Cook Island people. The land requirement is a minor partial acquisition (32m²) which is located to the extreme eastern boundary and well removed from where we assume the operations and activities occur.</p>
137 Tidal Road, Mangere	<p>This is a multi-unit residential property owned by The Baptist Union of New Zealand. The use of the property is currently not fully determined. The project requirement is for a partial land acquisition which does not impact on the buildings.</p>
286 Portage Road, Mangere	<p>This is [REDACTED] property which surrounds Crater Hill. Part of the property has been used for mining scoria, minerals and metals. [REDACTED]</p> <p>[REDACTED] Activities on other parts of the land appear to be include long term pastoral and agricultural use. The project impacts the property by way of a two partial land acquisitions which may result in the loss of some trees due to a fill slope. The requirement allows the alignment of SH20 to shift westward to avoid a large cut at Crater Hill and a 4.0 metre wide median.</p>
361 Puhinui Road, Wiri	<p>Manukau Memorial Gardens – designated as a cemetery. This was detailed within the Council Land table. Only a partial acquisition is required away from grave sites.</p>

Monte Cecilia Housing Trust properties	There are 4 properties impacted which are owned by the Monte Cecilia Housing Trust. These are 23, 25, 27 & 29 Umu Place, Mangere. 23, 25 & 27 are partial acquisitions, the dwellings are not impacted, however 29 has been identified as a full purchase requirement.
Kainga Ora Homes & Communities properties	<p>There are 14 properties impacted which are owned by Kainga Ora (formerly Housing New Zealand).</p> <p><u>Flats 1-8 at 7 Colin Street, Mangere.</u> Flats 1-7 are partial acquisitions and the dwellings are not impacted. Flat 8 is a full purchase requirement. While not confirmed, we note this is a large site (3,987m²) which is possibly a candidate for redevelopment in the short-medium term given the Mixed Housing Suburban zoning and 1980s improvements.</p> <p><u>16B & 16C Crawford Avenue, Mangere Bridge.</u> These properties are adjoining fee simple properties, both which have partial land acquisition requirements. The improvements are understood to date from the 1980s. These sites form part of a wider Kainga Ora holding (3,614m²) and have a Business Mixed Use zoning, so redevelopment is a real possibility in the medium term at least to provide apartments or terraced housing along with compatible commercial/retail activities.</p> <p><u>36 Crawford Avenue, Mangere Bridge.</u> This is a multi-unit residential property with improvements dating from the 1980s. A redevelopment possibility due to 1,622m² site and underlying Business Mixed Use zoning.</p> <p><u>29B, 31 & 31A Tidal Road, Mangere.</u> These three fee simple properties are side by side and all are to be impacted by partial land acquisitions. These are part of a 2000's development and so redevelopment is unlikely.</p>

Impacted Known Business or Commercial Operations

No notable business or commercial operations appear to be directly impacted by the Project. However, if any business enterprises come to light with regards to affected properties then the business loss provisions within section 68 of the PWA will apply.

3.4 Access Issues

Access restrictions and requirements have been assessed based on the General Arrangement Plans (Sheets 1-21) provided to Align by Aurecon. The Project land requirements do not cause any total loss of access to any affected or surrounding properties apart from 8/7 Colin Street, Mangere (legally known as Flat 7). We show site layout and title plans below:



This land requirement at 8/7 Colin Street necessitates its full purchase due to the impact on the dwelling and also partial acquisitions from Flats 1 to 7 due to it being a cross lease development where all titles have an undivided share interest in the underlying fee simple land. The land covenant areas I and L (driveway areas) on Flats Plan DP 191194 are also impacted.



Vehicular access to 7/7 Colin Street (Flat 8) is marginally restricted by the requirement. An amendment to the land requirement may remove this issue. A new Flats plan or fee simple subdivision of the balance Kianga Ora site will be required following completion of the Project.

There are no severances to be acquired as a result of the Project.

3.5 Acquisition Strategy

Background and Current Project Status

The Project was listed as a Discretionary project in the ATAP (April 2018). We therefore understand no commitment has yet been made to funding and, while a possible construction commencement of 2025/26 financial year has been initially identified, this is subject to confirmation as the business case progresses and project implementation is ultimately approved.

General Property Strategy and Public Works Act 1981 (PWA) Process Overview

Once the Project gains greater certainty around proceeding and timing, consideration should be given to advance purchase negotiations especially if a property is likely to be developed prior to the project commencement or if new subdivided lots come on the market for sale. This is relevant particularly with regards to the Kainga Ora properties and the developments at 34 and 71 Hall Avenue, Mangere. This may advantage the Crown by way of dealing with a more willing seller and also save costs in respect of both direct property compensation and professional fees.

As soon as the Project has gained full funding for property purchases and the acquisitions can proceed based on a known construction date, Waka Kotahi is able to send a formal letter to affected owners to start the process. The letter should explain how their property is impacted and include a land requirement plan. The letter should also include a request for the owner to contact a named LINZ Accredited Supplier to arrange an initial meeting, or phone discussion if the owner is not willing to meet.

At the time of the initial meeting or discussion, it is important to establish any key issues from the owner's point of view which may require careful consideration by Waka Kotahi. This may include reinstatement matters which were not foreseen by the engineers or impacts of the acquisition on a wider landholding. Another possible scenario could be an owner who had intended to sell the entire property and is now concerned about the impact of a partial land requirement on the balance land for sale purposes. Requests for lease backs in the case of full purchases may also arise. In all such instances, it would be the LINZ accredited supplier's responsibility to report back to Waka Kotahi and possibly recommend further investigation to address such issues. This could result in specific mitigation measures or offering a total property purchase where this is warranted. In the latter instance, Waka Kotahi could dispose of surplus land following construction.

The Accredited Supplier is to negotiate with the affected property owner in good faith in accordance with the provisions of the PWA. The standard process involves both parties engaging valuers and any other necessary professionals and negotiating to reach agreement on compensation and all other matters to be recorded in an Agreement. Specific details around reinstatement including (but not limited to) fencing, plantings and site seal may also be recorded.

If no agreement is reached within the timeframe dictated by the project construction requirements, a Notice of Desire (NOD) under section 18 of the PWA will be served on the owner and all other parties with an interest in the land. From that point negotiations will continue on the same basis, with additional valuation advice being sought as required.

If no agreement has been entered into after a minimum period of 3 months from the NOD, Waka Kotahi will be able to serve a Notice of Intention to Take Land (NOI) under section 23 of the PWA. Such notice must be served on the owner and all parties with an interest in the land, and public notices must be advertised also. This is the last resort for Waka Kotahi however it may be required to meet project construction timeframes. While negotiations will continue with the owner following service of the NOI, it will be up to Waka Kotahi to issue a proclamation under section 26 of the PWA when the land acquisition reaches critical path.

At all times during the above, the property owner will be dealt with fairly and given access to professional advice which may be required, in accordance with section 66 of the PWA.

Once project timing is known, having Crown valuers briefed as early as possible will enable valuations to commence and offers made to owners without delay.

Given the majority of acquisitions are partial in nature, we would recommend that property specific technical notes are prepared by Waka Kotahi's engineers so that owners can understand the impacts on their land and this will also assist them with briefing their own valuer. These technical notes were used on the Northern Corridor Improvements project and may include cross sections, artist impressions of the project works and planting plans etc.

Owner Specific Acquisition Strategies

We note that with regards to the Auckland Council and Kiangara Ora land requirements there is a general understanding based on previous projects which is briefly set out as follows:

Auckland Council: We expect that Council will be willing to combine all land transactions into a single Agreement with the Crown. This will capture all individual permanent land requirements which will have been valued separately.

We understand that there is an ongoing agreement with regards to the construction of Shared Use Paths by Waka Kotahi on Auckland Council land. This arrangement is understood to require construction to be paid for by Waka Kotahi and in return, no land compensation is payable to Council for the land on which the Shared Use Path sits.

Furthermore, while not confirmed at this stage, we would expect that temporary occupation works rentals are not required when they relate to the construction of Shared Use Paths on Auckland Council land.

Given the fundamental divergence in valuation approaches for reserve land between the Crown valuer and the Council valuer, it is highly likely that advance agreements will need to be entered into to secure land entry within required timelines.

A full understanding of the aforementioned arrangement is needed by Align before we can confirm the above approach.

Kiangara Ora Homes & Communities: As with Council, we would expect that all land transfers from Kiangara Ora to the Crown can be combined into a single Agreement. This was the process being followed for East West Link (from Housing New Zealand at the time).

For both Auckland Council and Kiangara Ora negotiations, it is recommended that each party appoints one Registered Valuer to undertake all compensation assessments. This approach

has been followed in the past and has the benefit of streamlining the process including issuing instructions and expediting any joint valuer discussions by ensuring a consistent approach.

Monte Cecilia Housing Trust: While not necessarily a set arrangement, we would recommend that a single Agreement is used when acquiring the various parcels of land from Monte Cecilia.

Further, the same valuation approach as with Council and Kianga Ora should be used if possible.

KiwiRail: While temporary occupation requirements have not been made known across the Project at this stage, should any land be required from KiwiRail on a temporary basis during construction, we would expect that a licence to occupy is prepared to address all such land requirements. This would possibly be relevant around the North Island Main Trunk underpass near Plunket Avenue.

We are not aware of any permanent land requirements from KiwiRail for the Project at the time of writing, but note that we understand KiwiRail has in the past not transferred ownership of their rail corridor land to other acquiring authorities, but rather granted long term licences to occupy. We would need to confirm this arrangement is valid in due course, if necessary.

Watercare: We are not aware of particular fee simple land owned by Watercare impacted by the Project. However, it is clear from our high-level desk top review of the General Arrangement Plans that a number of existing Watercare pipes (mains and wastewater) are impacted by the project. While we have not been instructed to review title interests at this stage, should pipes require diversion from one private property onto another alignment due to the Project, this may result in existing easements becoming redundant and needing to be extinguished.

We would expect that, as the Project progresses through its design phase, discussions are held between Watercare and Waka Kotahi regarding all impacts on existing pipes and associated infrastructure. The same applies with Auckland Council and its stormwater pipe network.

4.0 Compensation

4.1 Summary of Estimated Acquisition Costs

Property Base Estimate- 20Connect Project

Align Limited has calculated acquisition cost estimates based on the indicative shape files supplied by Aurecon and the New Zealand Transport Agency.

The Property Compensation Estimates detailed in Appendix 1 have been prepared in accordance with Section 8 ("Land and Property") of the Transport Agencies SM014 Cost Estimation Manual (Oct 2015, rev 1).

Property Purchase Costs









Property Purchase Costs includes injurious affection on land and buildings where applicable.

Disposal Values

No disposal values have been assessed. Generally, the indicative land requirements are based on the minimum required land for the Project. As detailed, there is a minority of affected properties that are identified as partial acquisitions, but which may require full purchase and these properties ultimately could have surplus land considerations. However, until detailed design is undertaken it is premature to assess disposal land and likely values.

Total Property Project Cost

The Total Property Project Costs being the sum of the Property Purchase costs plus Section 72C Section 66 Public Works Act costs, Crown costs and Accredited Supplier Acquisition Costs are assessed as follows:

	Cost estimate
Property Purchase Costs	
Section 72C Public Works Act 1981 additional compensation	
Section 66 Public Works Act 1981 compensation	
Crown Costs	
Accredited Supplier Acquisition Costs	
<i>Total Property Project Cost</i>	
Rounded	
Adjusted for GST as per SM014	

Estimated Contingency - [REDACTED]

A contingency has been included in the Expected Estimate that applies a percentage risk factor to the Total Property Project Costs. The calculation is based on a [REDACTED] of the Total Property Project Costs.

Expected Estimate - [REDACTED] This is the summation of the Total Project Costs and the Assessed Contingency above. As per the SM014 manual, the P50 estimate is [REDACTED] on a net of GST basis.

Assessed Funding Risk - [REDACTED] A contingency has been provided for the Funding Risk. The calculation is based on a nominal 25% of Expected Estimate.

95th Percentile Compensation Assessment - [REDACTED] which gives us an adopted figure of [REDACTED] on a GST inclusive basis. This is the summation of the Expected Estimate and the Assessed Funding Risk and reflects the estimate of the worst-case acquisition scenario.

The above amounts are inclusive of GST (if any). This reflects the fact that the required land is primarily residential in nature and compensation assessments will be based on market sales evidence that is GST inclusive. Compensation will likely be payable on a GST inclusive basis in the majority of the acquisitions.


In conclusion, the Total Project Property Cost (Property purchase costs plus s66 costs, s72C additional compensation costs, Crown costs and Accredited supplier acquisition costs) assessed at [REDACTED] at the 95th Percentile with contingency and funding risk allowances. Net of GST this is [REDACTED].


On a net of GST (if any) basis the total property cost assessment is [REDACTED] at the 95th percentile.


5.0 Project Timing & Processes

5.1 Property Programme Delivery

As a general comment, the property programme delivery will be dependent on the construction programme. Once the planning has been completed and Waka Kotahi has been allocated budget, a property programme should be completed with the programme being developed to ensure that access to the land is achieved prior to construction.


In the case of the Project, a main construction start date of **FY 2025/26** has been indicated at this stage in advance of a Detailed Business Case (DBC). The indicative programme at Appendix 4 to secure the  land acquisitions has assumed an instruction to the LINZ Accredited Suppliers by mid **October 2022**. This is considered to be a reasonable assumption allowing for the proposed steps from October 2020 which includes an initial request for pre-implementation funding to cover professional service fees to lodge Notices of Requirement for the SH 20B part of the Project by the first quarter of FY 2022/23 and from that point, the additional inputs required in terms of DBC approval and subsequent funding and implementation approval for the Project.

We have allowed for all land acquisitions categorised as Low, Medium and High risk to be captured on the same programme for the sake of simplicity at this stage. This shows clearly where each category of property will likely fall, with all Low Risk acquisitions being secured by early August 2023; all Medium risk acquisitions being delivered by early November 2023; and all High risk acquisitions delivered by early **July 2024** triggering total land availability for construction. This would deliver land access across the Project in time for FY 2025/26, and allows for the possibility of Environment Court hearings (over 60 days to end of March 2024) following any objections to Notices of Intention to Take Land for High Risk properties. 

 As can be seen on the programme, all High risk acquisitions are shown to be secured by compulsory acquisition by way of a Proclamation under Section 26 of the PWA.

Aside from the above, the programme at this stage of the Project is not seen to hold great risk relative to other projects in terms of deliverables and no critical path is currently identified assuming our Mitigation Actions in the following section are able to be acted on. This is largely due to the fact no commercial business operations appear to be affected by the Project, which can alter timeframes greatly due to the complexities around business relocations and buy-outs. Instead, the vast majority of acquisitions relate to individual residential properties.

5.2 Mitigation Actions

Recommended mitigation measures at this stage include further design relating to 51 Miro Road (Te Puea Memorial Marae) at Mangere Bridge. This is a notable parcel of Maori Freehold Land operating as a Marae and should be avoided if possible. The acquisition is for the purpose of a Shared Use Path. As noted earlier in the report, the acquisition of Maori land requires a referral to the Maori Land Court and this can put time constraints on an acquisition programme holding up construction. 

 This will require further input from Aurecon from a design perspective to consider alternatives at this section of the alignment.

Further, more general mitigation steps able to be taken at this stage is to investigate sites initially identified as partial acquisitions but where dwellings are marginally impacted. Work could be done to attempt to design out the impact on these dwellings so that they can possibly remain.

In the interests of brevity we refer you to the table provided in section 3.2 which contains of a list of all such properties impacted in this way. These form full purchase recommendations.

To a lesser extent, other residential sites have standalone garages which are marginally impacted (circa 1-2 metres) and if it is possible to avoid impacting these improvements then this would be a notable cost saving to Waka Kotahi. These properties include:



Subject to any Board of Inquiry conditions for the same, Waka Kotahi is able to look at other mitigation measures that can be incorporated into the design to reduce impacts. This is particularly relevant for works adjoining residential properties. This may include plantings for visual amenity and noise mitigation including solid noise walls if these are not already in place in the locations in question. The location of proposed stormwater ponds/wetlands has been raised by property owners in the past as a possible detriment if too close their properties and so this could be considered also.



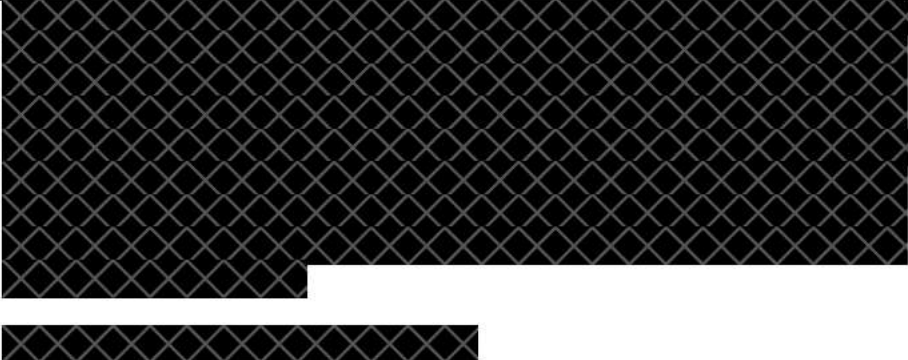
Finally, we would suggest that if possible, investigations are undertaken to try and retain any mature trees and in particular on Council reserves. This provides screening benefits to the motorway and removal of such trees would therefore reduce amenity to these public areas.

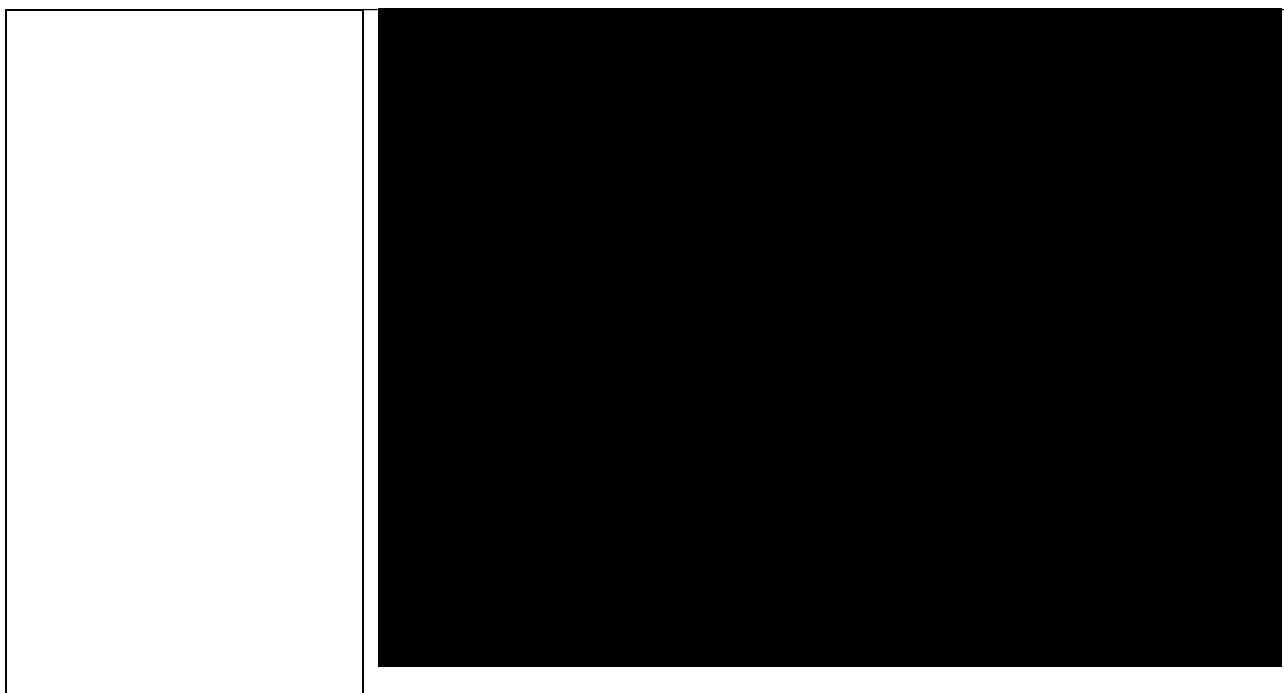
6.0 Recommendations

Value Engineering

Align recommends that all minimal land requirements are designed out of the Project where possible to minimize the number of landowners impacted. In addition, if the extent of impact on properties currently requiring a full acquisition could be reduced to a partial acquisition, this would result in lower acquisition costs. This would particularly apply to consented developments where land acquisition costs are high.

Further Investigations Required

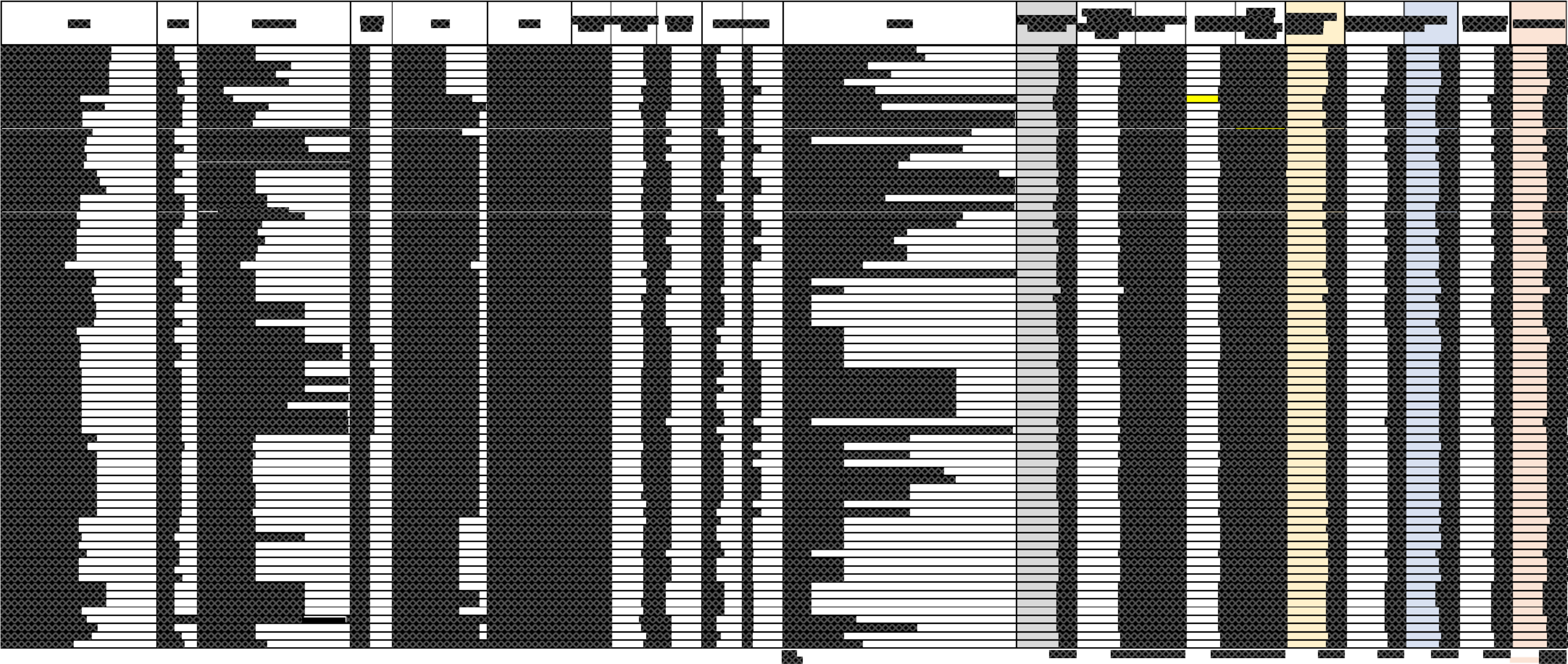
361 Puhinui Road, Wiri	<p>This is the Manukau Memorial Gardens cemetery. The land requirement from this site is a partial acquisition which, based on aerial imagery from various sources, appears to partly fall within the existing motorway shoulder. We recommend this is investigated to determine if a legacy issue exists here and legalization needs to take place to rectify this issue as part of the acquisition negotiation.</p> 
	



Timing of PWA Compulsory Action

The use of the compulsory acquisition powers in the Act should be as a last resort in the negotiation process with the primary focus being on securing negotiated agreements. The timing of the construction is critical to determining a timeframe to implement a compulsory acquisition. A suggested lead in time to complete actions under Sections 23 and 26 (Notice of Intention to Take Land) should be at least 18 months before construction commencement. No further detail on timing can be provided until the construction timeframe for the actual project is known.

Appendix 1 – Estimated Compensation Schedule



11/11/11

Appendix 2 – Indicative Land Requirement Plans

16B Crawford Avenue, Mangere Bridge



Underlying land area (m2)	Land Requirement area (m2)
554	

Legend	
Land requirement	
Property boundary	

16C Crawford Avenue, Mangere Bridge



Underlying land area (m2)	Land Requirement area (m2)
489	XXXX

Legend

Land requirement

Property boundary

18 Crawford Avenue, Mangere Bridge



Underlying land area (m2)	Land Requirement area (m2)
738	XXXX

Legend

Land requirement

Property boundary

Land requirement

Property boundary



20 Crawford Avenue, Mangere Bridge



Underlying land area (m2)	Land Requirement area (m2)
801	XXXX

Legend

Land requirement

Property boundary

36 Crawford Avenue, Mangere Bridge



Underlying land area (m2)	Land Requirement area (m2)
1,622	⊠

Legend

Land requirement

Property boundary

30 Crawford Avenue, Mangere Bridge



Underlying land area (m2)	Land Requirement area (m2)
1,179	

Legend

Land requirement



Property boundary



101R Roberston Road, Mangere



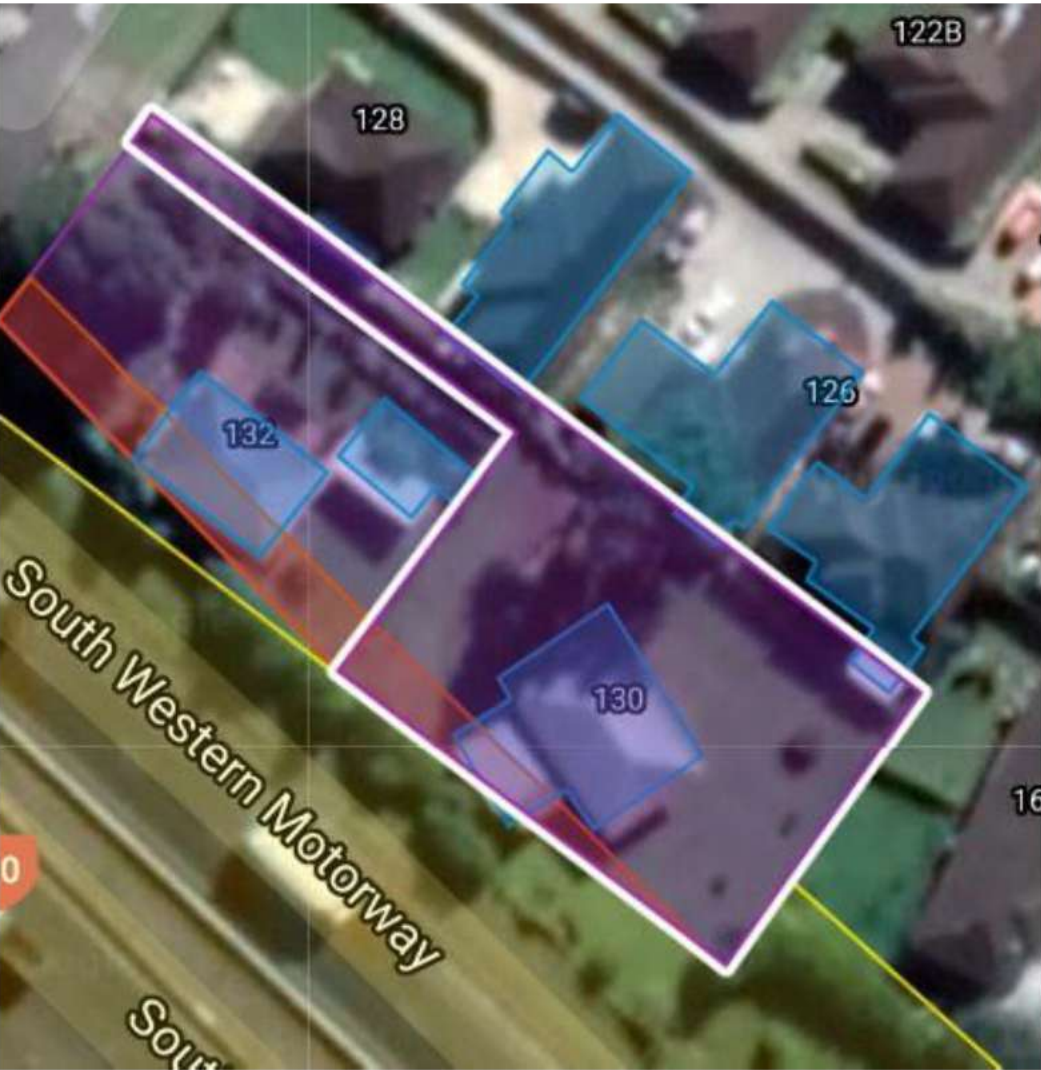
Underlying land area (m2)	Land Requirement area (m2)
150,334	4,187.61

Legend

Land requirement

Property boundary

130 Pah Road, Papatoetoe



Underlying land area (m2)	Land Requirement area (m2)
1,128	

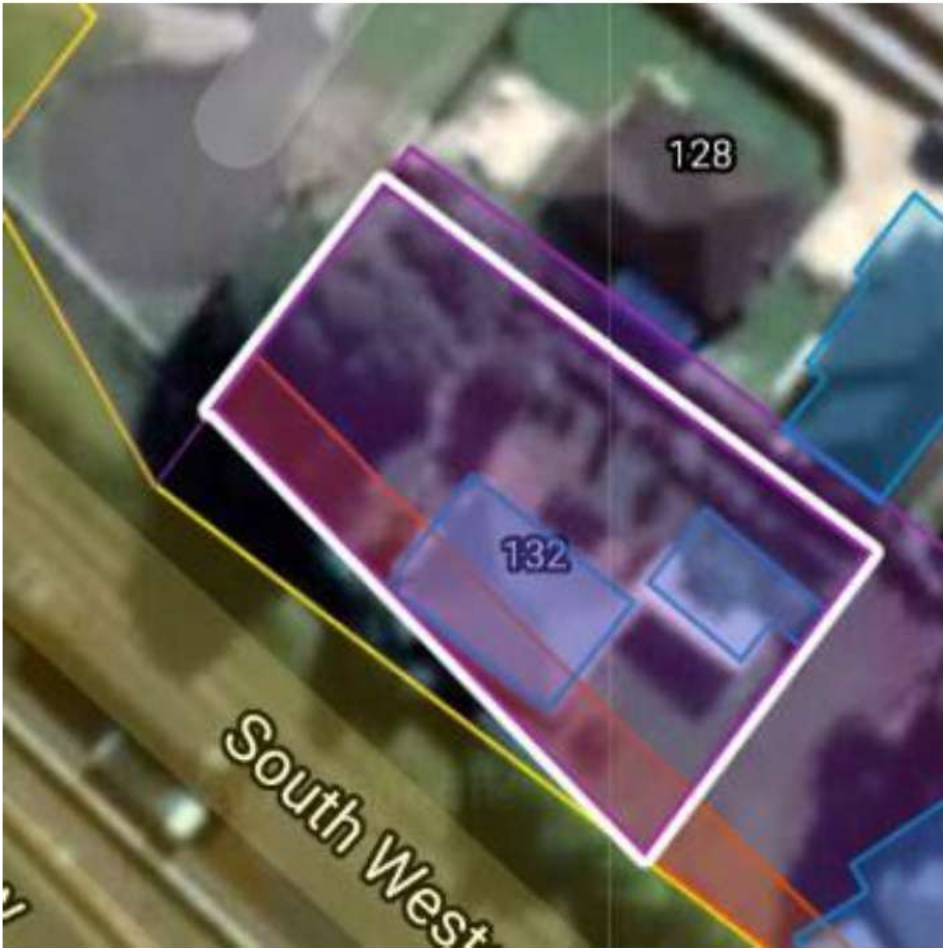
Legend

Land requirement

Property boundary



132 Pah Road, Papatoetoe



Underlying land area (m2)	Land Requirement area (m2)
782	

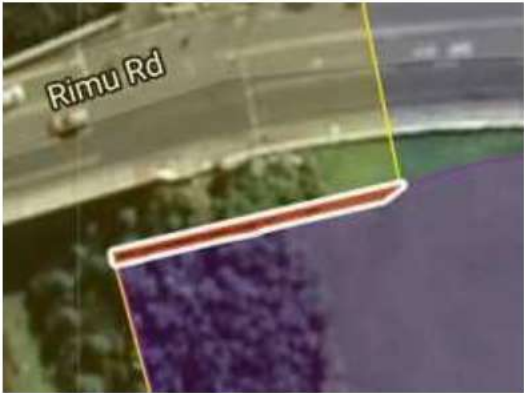
Legend

Land requirement

Property boundary



51 Miro Road, Mangere Bridge



Underlying land area (m2)	Land Requirement area (m2)
28,540	

Legend	
Land requirement	
Property boundary	

3 Waterview Road, Favona



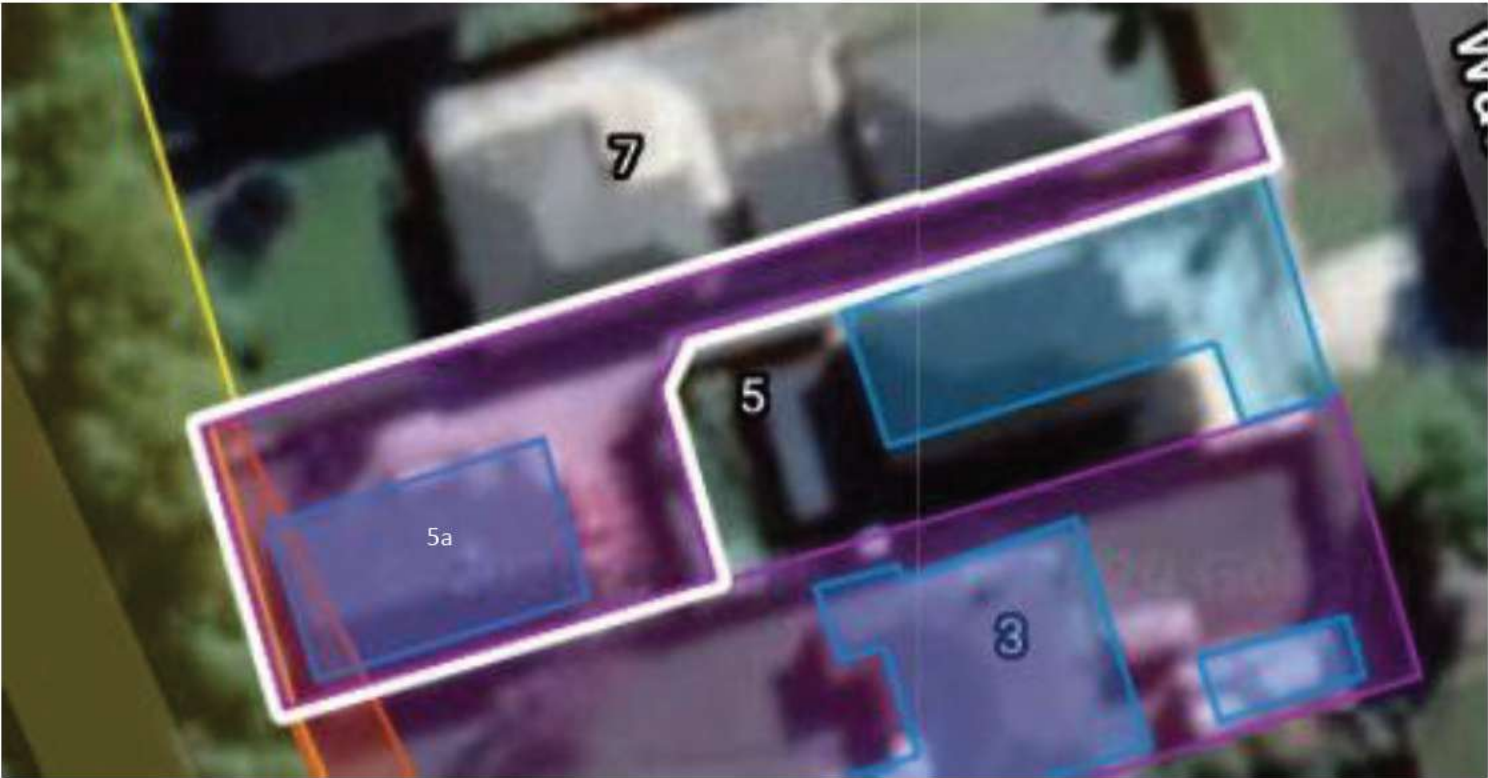
Underlying land area (m2)	Land Requirement area (m2)
838	XXXX

Legend

Land requirement

Property boundary

5A Waterview Road, Favona



Underlying land area (m2)	Land Requirement area (m2)
453	

Legend

Land requirement

Property boundary

53A Walmsley Road, Favona



Underlying land area (m2)	Land Requirement area (m2)
429	

Legend

Land requirement

Property boundary





55 Walmsley Road, Favona



Underlying land area (m2)	Land Requirement area (m2)
320	

Legend

Land requirement



Property boundary



9 Tanners Road, Mangere Bridge



Underlying land area (m2)	Land Requirement area (m2)
16,748	32.18

Legend

Land requirement

Property boundary

13 Tanners Road, Mangere Bridge



Underlying land area (m2)	Land Requirement area (m2)
5,881	109.85

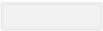
Legend

Land requirement

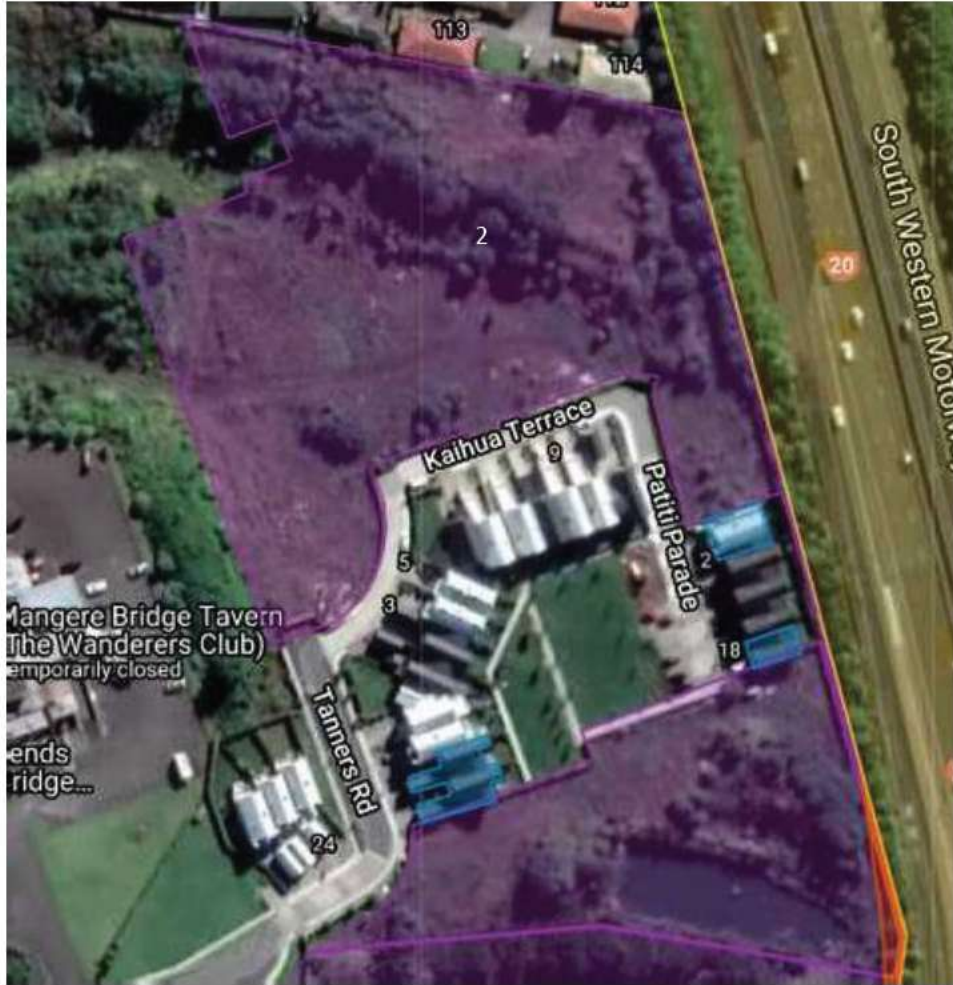
Property boundary

Land requirement

Property boundary



2 Mikoikoi Crescent, Mangere Bridge



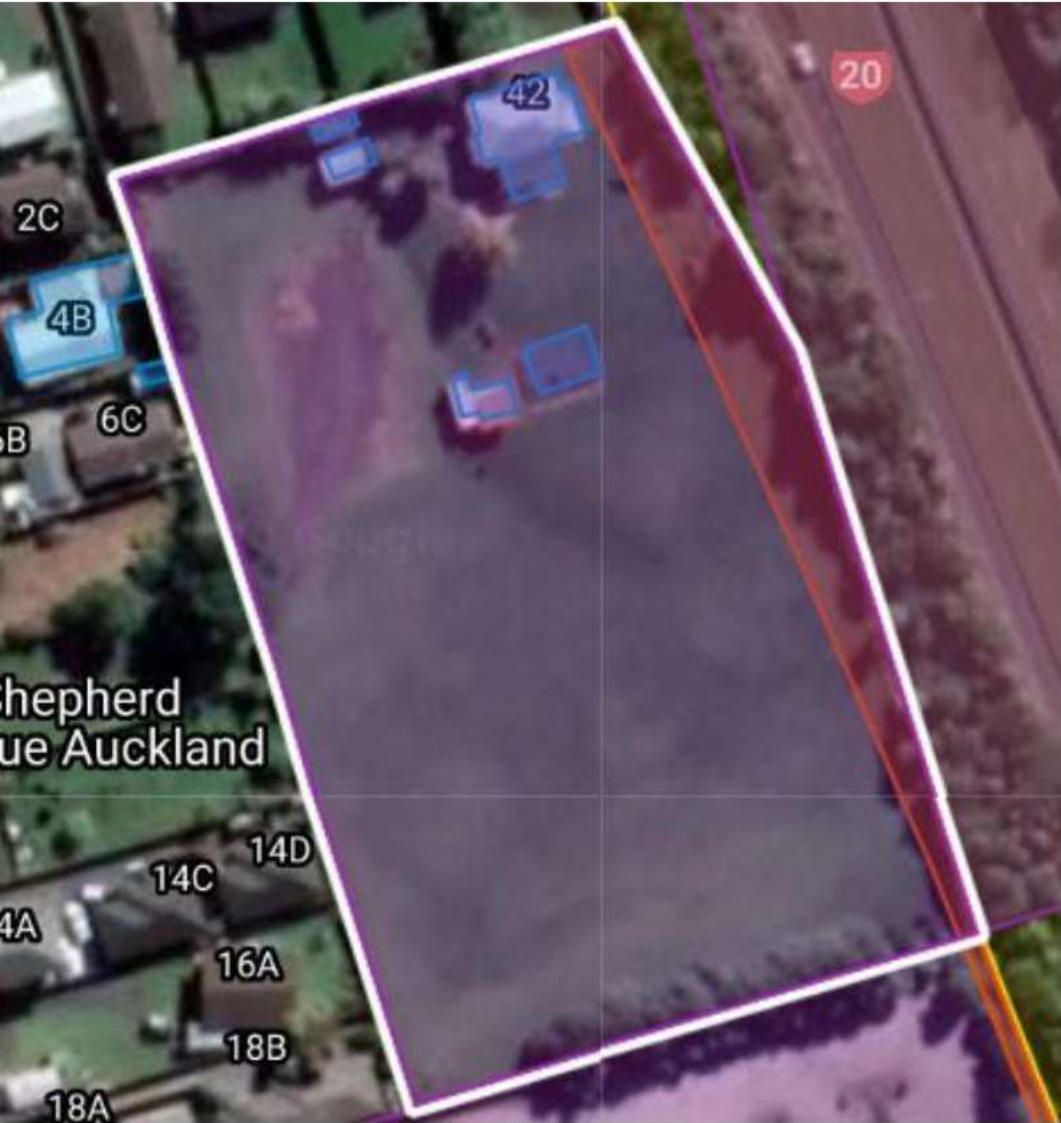
Underlying land area (m2)	Land Requirement area (m2)
13,108	

Legend

Land requirement 

Property boundary 

10 Hall Avenue



Underlying land area (m2)	Land Requirement area (m2)
10,256	

Legend

Land requirement



Property boundary



30 Hall Avenue, Mangere



Underlying land area (m2)	Land Requirement area (m2)
9,471	

Legend

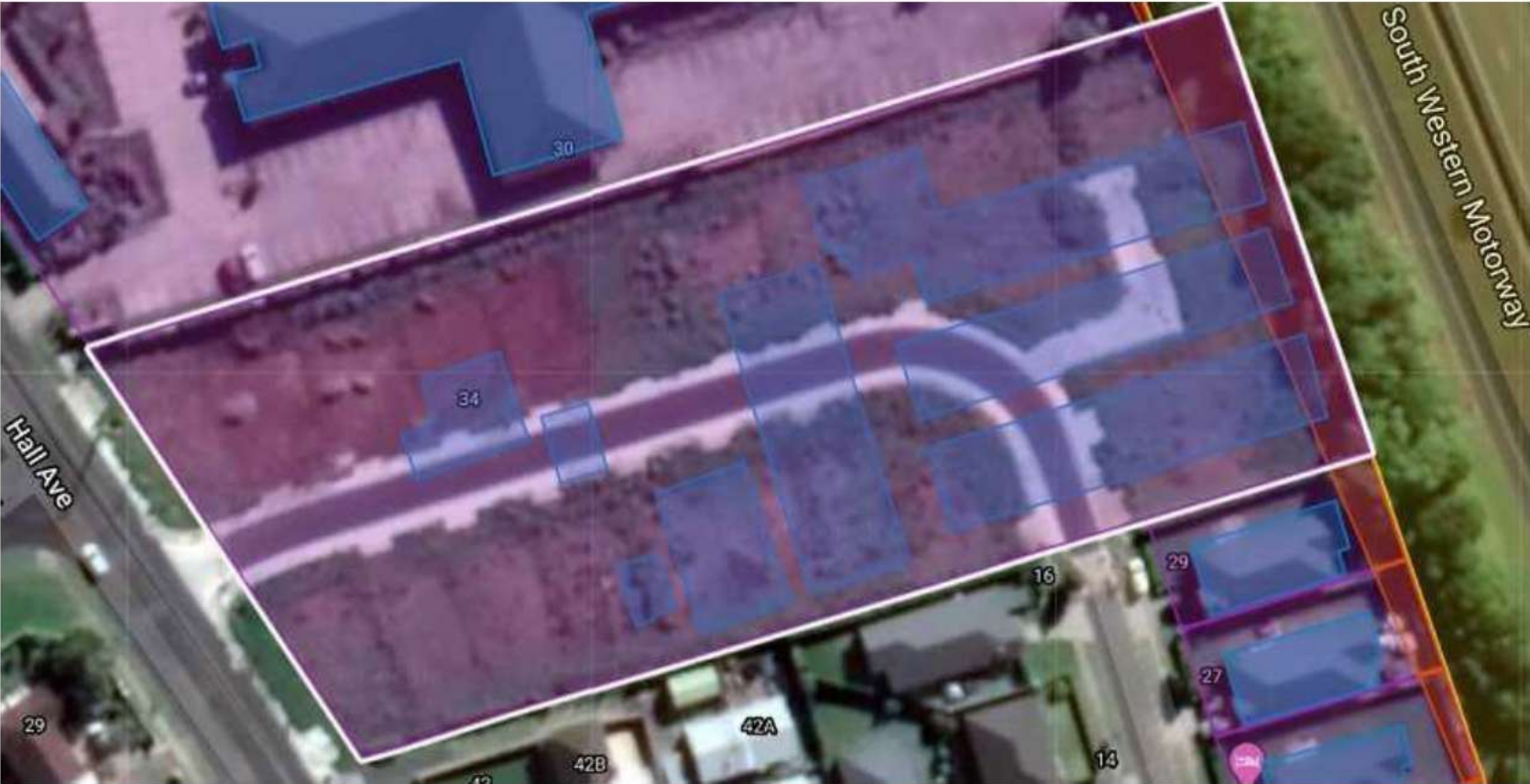
Land requirement

Property boundary





34 Hall Avenue, Mangere



Underlying land area (m2)	Land Requirement area (m2)
9,096	

Legend

Land requirement

Property boundary



71 Hall Avenue, Mangere



Underlying land area (m2)	Land Requirement area (m2)
2,684	

Legend

Land requirement



Property boundary



19 Umu Place, Mangere



Underlying land area (m2)	Land Requirement area (m2)
400	

Legend

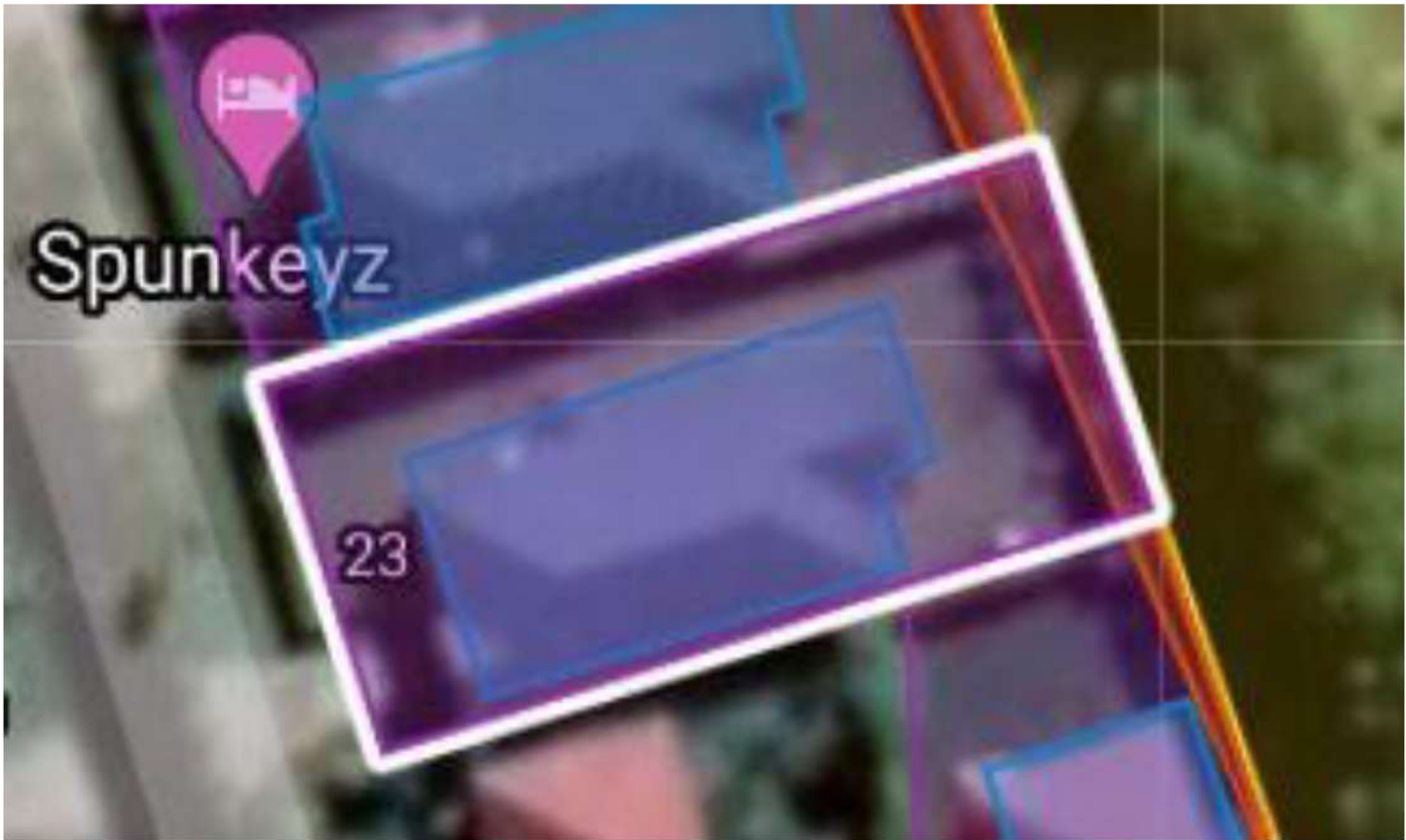
Land requirement



Property boundary



23 Umu Place, Mangere



Underlying land area (m2)	Land Requirement area (m2)
491	XXXX

Legend

Land requirement

Property boundary

25 Umu Place, Mangere



Underlying land area (m2)	Land Requirement area (m2)
489	

Legend	
Land requirement	
Property boundary	

27 Umu Place, Mangere



Underlying land area (m2)	Land Requirement area (m2)
470	

Legend

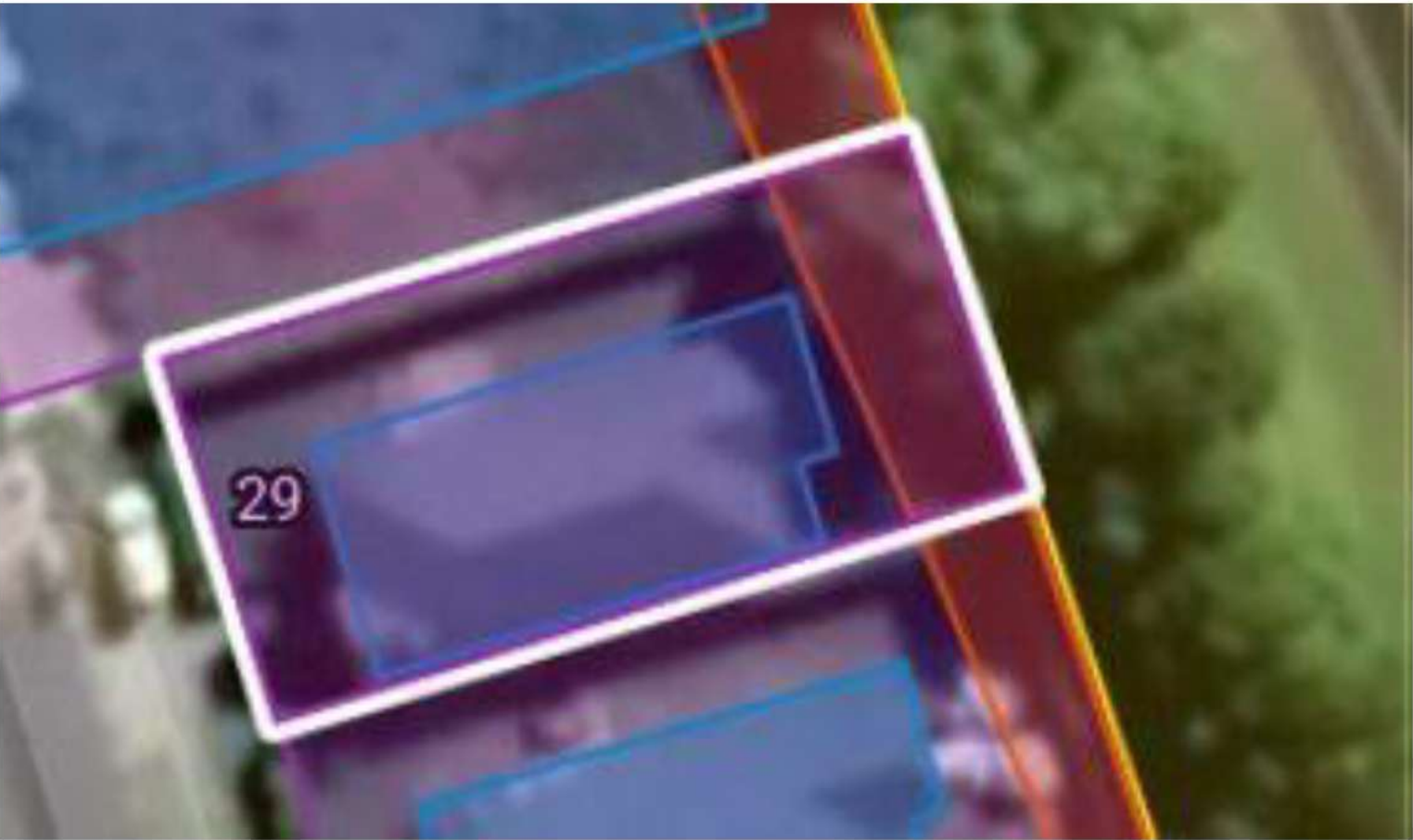
Land requirement



Property boundary



29 Umu Place, Mangere



Underlying land area (m2)	Land Requirement area (m2)
466	

Legend

Land requirement



Property boundary



479R Massey Road, Mangere



Underlying land area (m2)	Land Requirement area (m2)
4,854	

Legend	
Land requirement	
Property boundary	

6 Steven Street, Mangere




Underlying land area (m2)	Land Requirement area (m2)
789	

Legend	
Land requirement	
Property boundary	

10A Steven Street, Mangere



Underlying land area (m2)	Land Requirement area (m2)
362	

Legend

Land requirement

Property boundary



10B Steven Street, Mangere



Underlying land area (m2)	Land Requirement area (m2)
345	

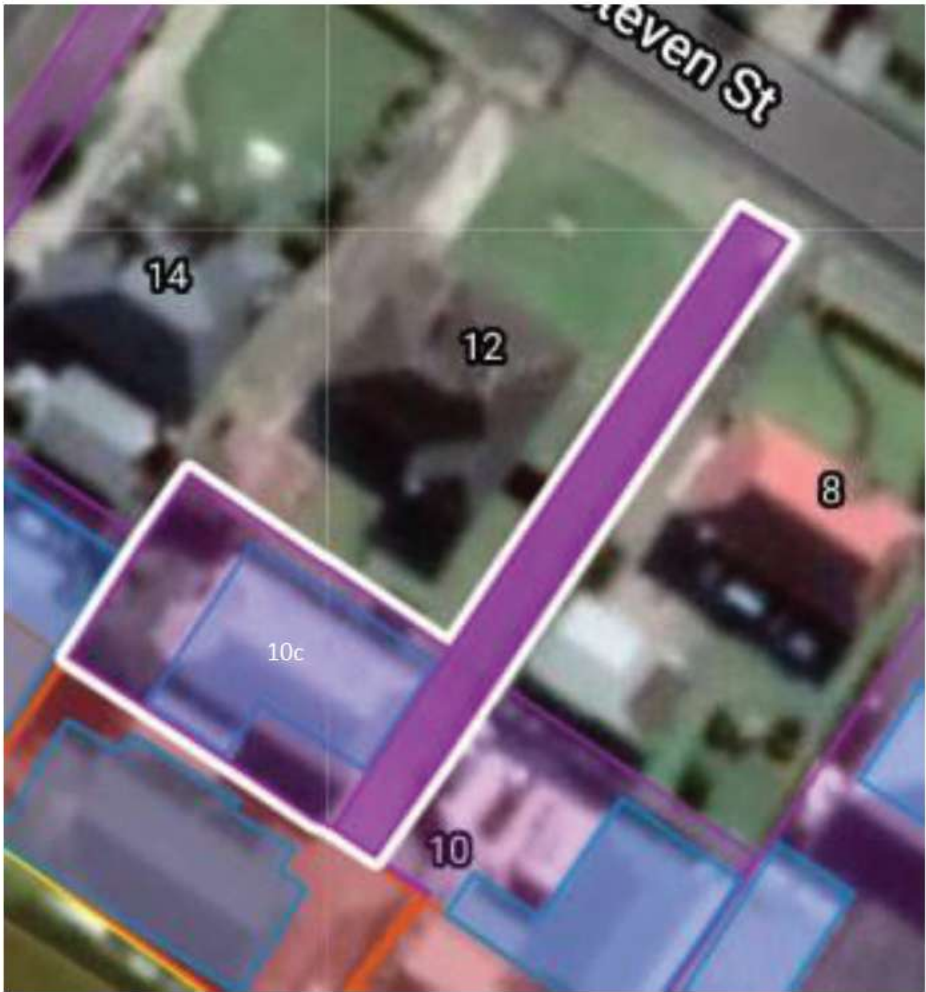
Legend

Land requirement

Property boundary



10C Steven Street, Mangere



Underlying land area (m2)	Land Requirement area (m2)
283	

Legend

Land requirement

Property boundary

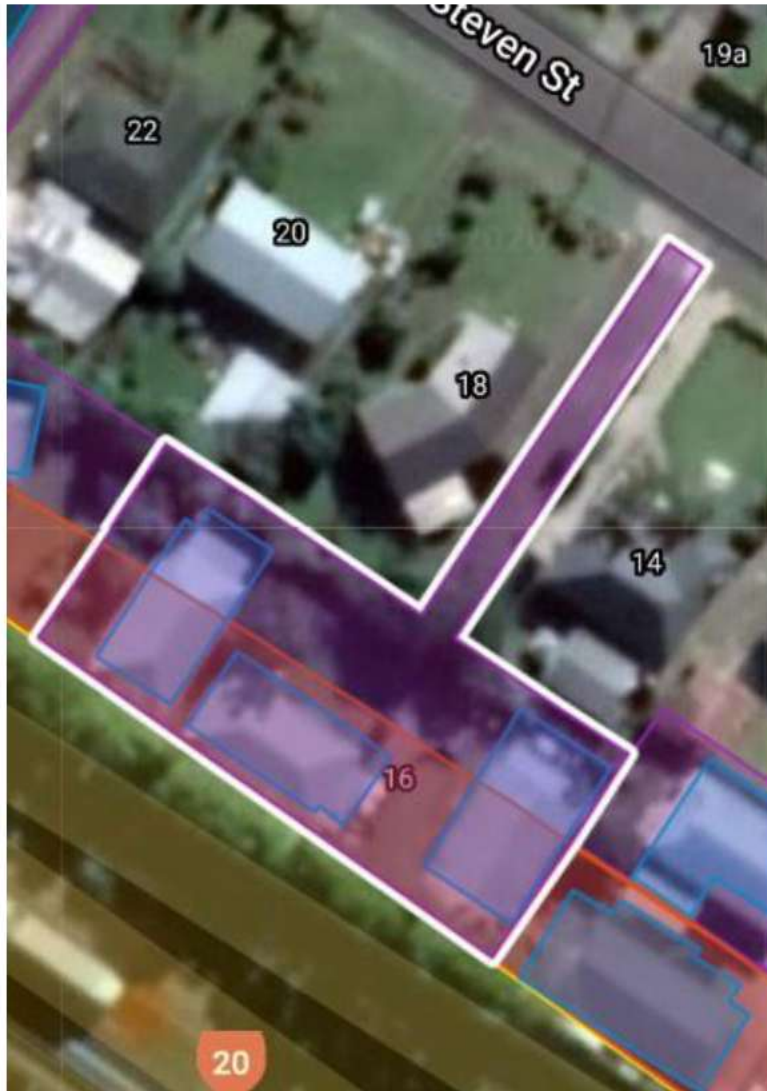


Land requirement

Property boundary



16 Steven Street, Mangere

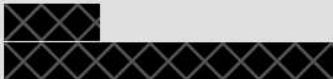


Underlying land area (m2)	Land Requirement area (m2)
1,153	

Legend	
Land requirement	
Property boundary	

24 Steven Street, Mangere



Underlying land area (m2)	Land Requirement area (m2)
1,168	

Legend

Land requirement

Property boundary





30 Steven Street, Mangere



Underlying land area (m2)	Land Requirement area (m2)
1,234	

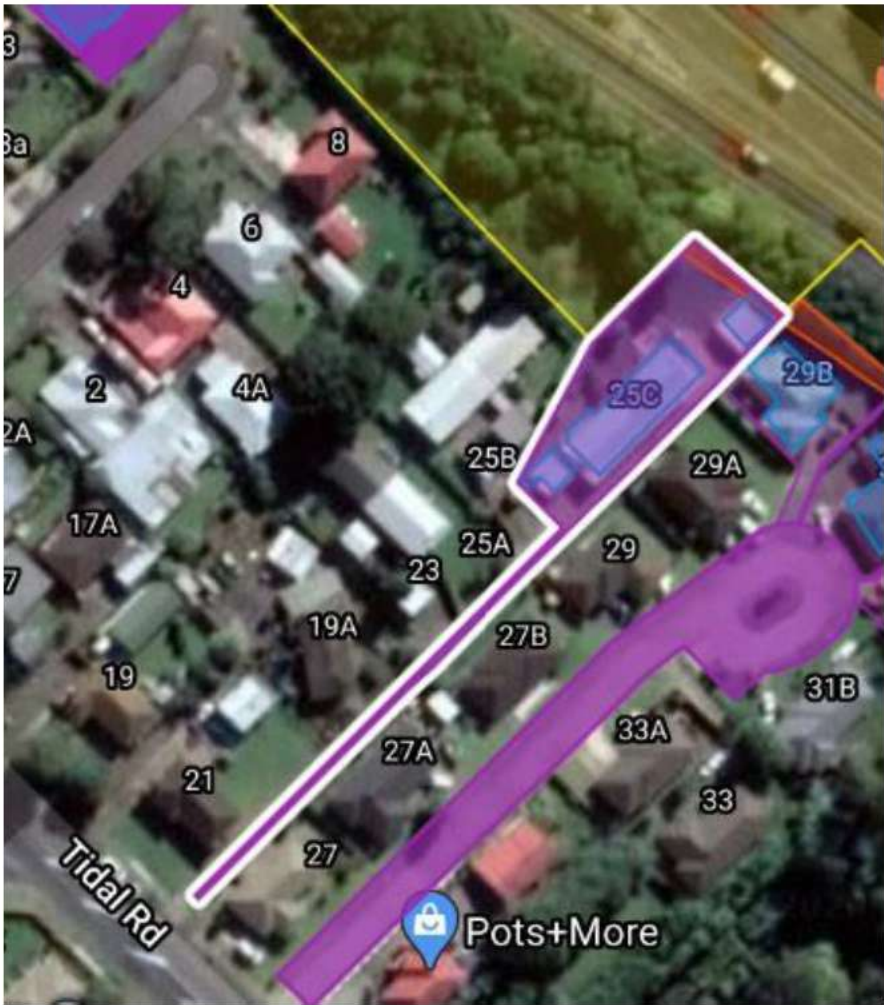
Legend

Land requirement

Property boundary



1/25 Tidal Road, Mangere



Underlying land area (m2)	Land Requirement area (m2)
1,069 (1/2 share)	

Legend

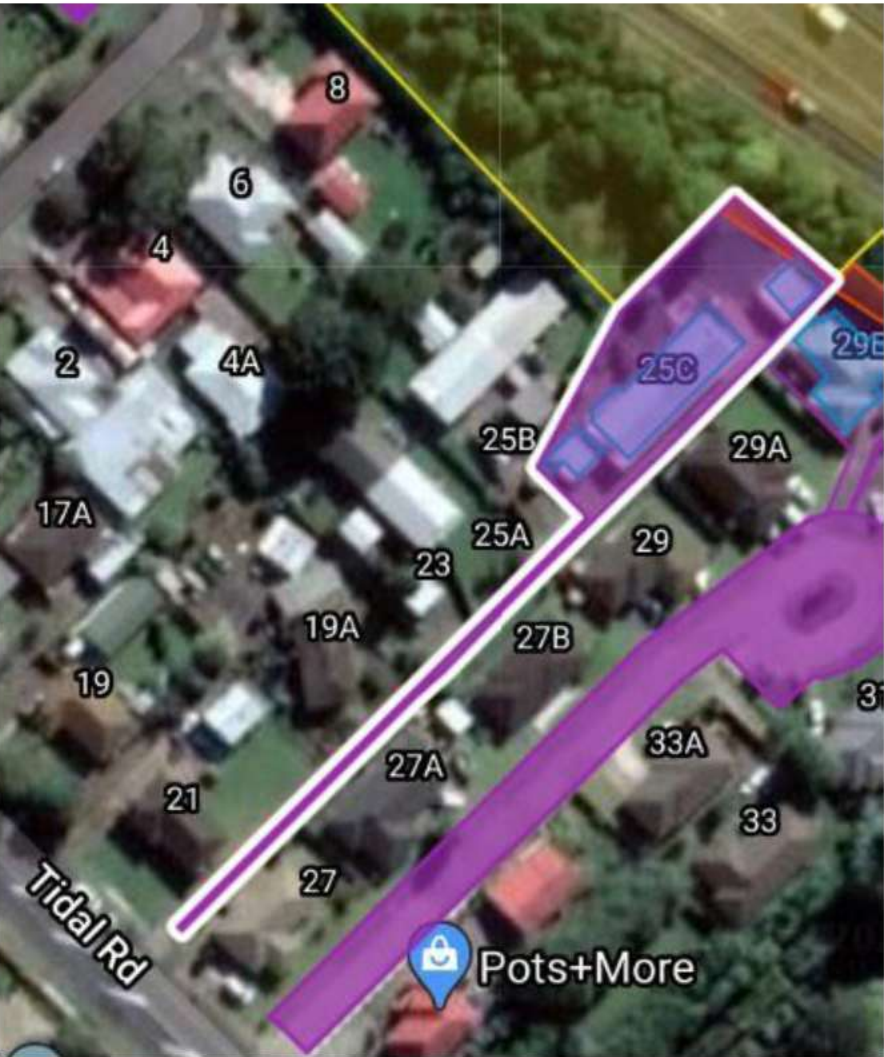
Land requirement



Property boundary



2/25 Tidal Road, Mangere



Underlying land area (m2)	Land Requirement area (m2)
1,069 (1/2 share)	

Legend

Land requirement



Property boundary



29B Tidal Road, Mangere



Underlying land area (m2)	Land Requirement area (m2)
514	

Legend

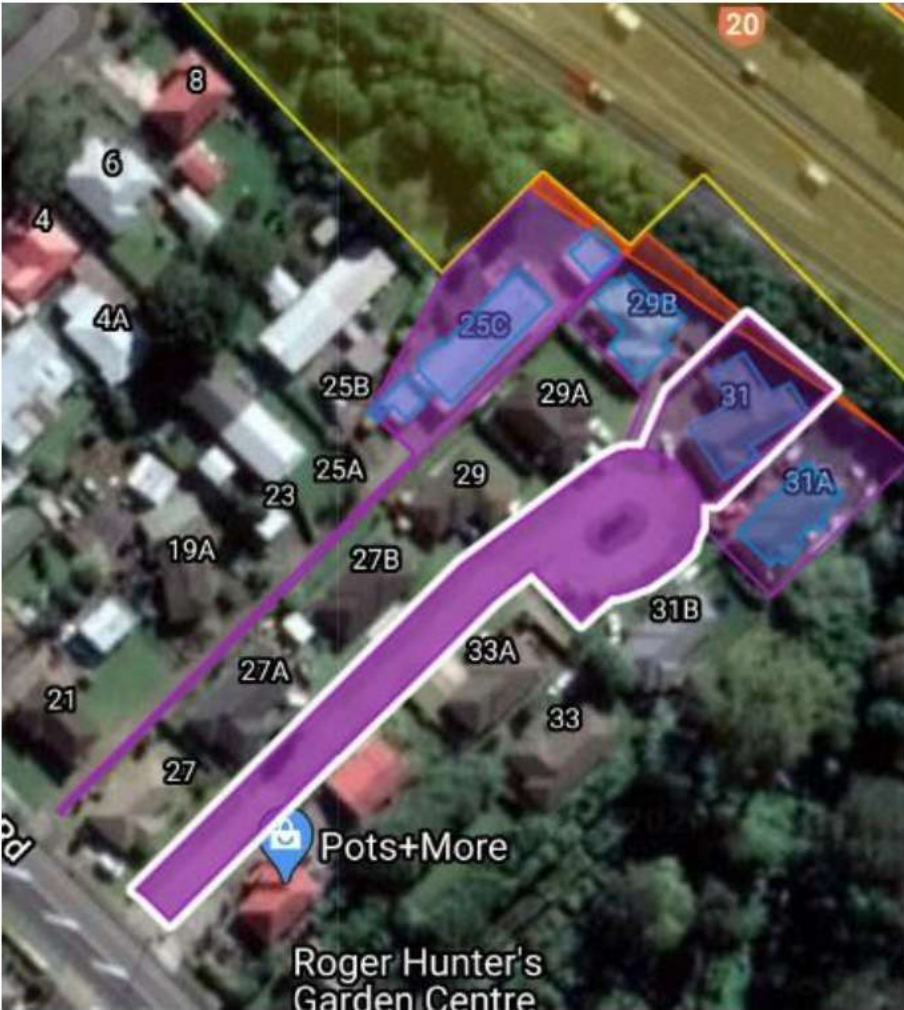
Land requirement



Property boundary



31 Tidal Road, Mangere



Underlying land area (m2)	Land Requirement area (m2)
556	

Legend

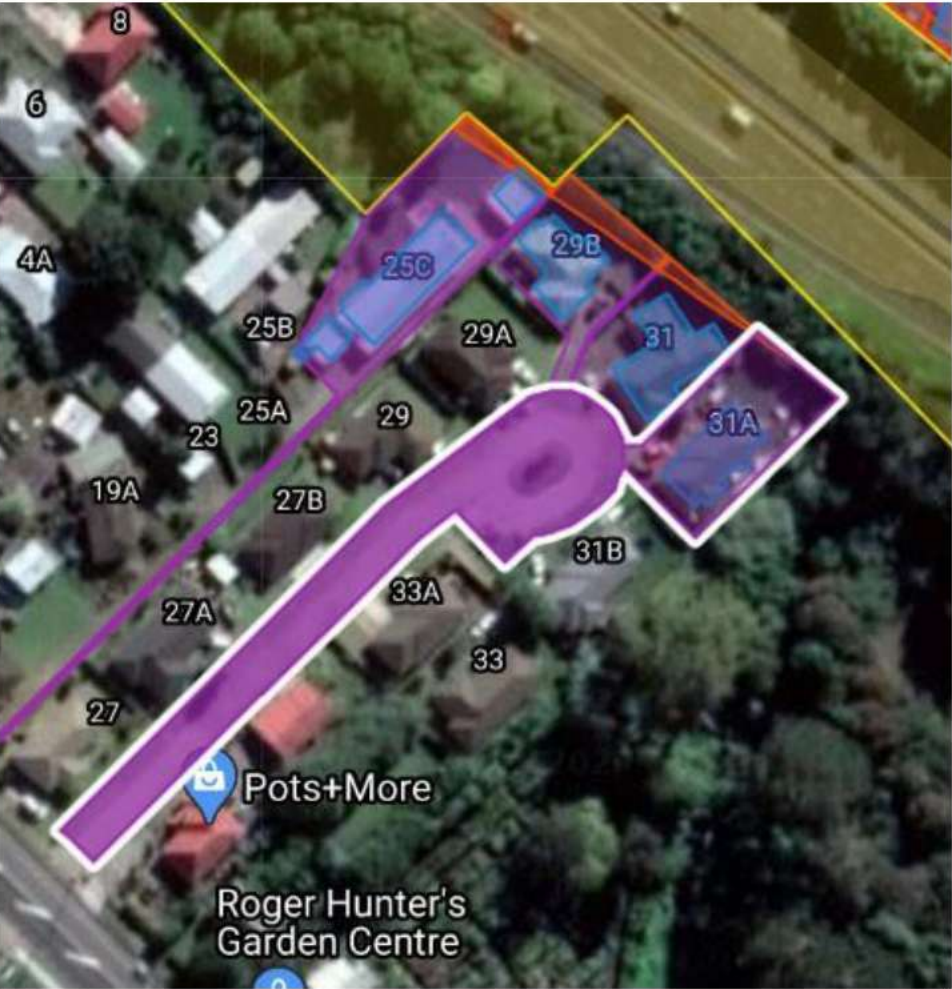
Land requirement



Property boundary



31A Tidal Road, Mangere



Underlying land area (m2)	Land Requirement area (m2)
644	

Legend

Land requirement



Property boundary



1/7 Colin Street, Mangere



Legend

Land requirement

Property boundary

Underlying land area (m2)	Land Requirement area (m2)
3,987 (1/8 share)	196.98 (1/8 share)

2/7 Colin Street, Mangere



Legend

Land requirement

Property boundary

Underlying land area (m2)	Land Requirement area (m2)
3,987 (1/8 share)	196.98 (1/8 share)

3/7 Colin Street, Mangere



Legend	
Land requirement	<div></div>
Property boundary	<div></div>

Underlying land area (m2)	Land Requirement area (m2)
3,987 (1/8 share)	196.98 (1/8 share)

4/7 Colin Street, Mangere



Legend

Land requirement

Property boundary

Underlying land area (m2)	Land Requirement area (m2)
3,987 (1/8 share)	196.98 (1/8 share)

5/7 Colin Street, Mangere



Legend	
Land requirement	<div></div>
Property boundary	<div></div>

Underlying land area (m2)	Land Requirement area (m2)
3,987 (1/8 share)	196.98 (1/8 share)

6/7 Colin Street, Mangere



Legend	
Land requirement	
Property boundary	

Underlying land area (m2)	Land Requirement area (m2)
3,987 (1/8 share)	196.98 (1/8 share)

7/7 Colin Street, Mangere



Legend

Land requirement

Property boundary

Underlying land area (m2)	Land Requirement area (m2)
3,987 (1/8 share)	196.98 (1/8 share)

8/7 Colin Street, Mangere



Legend

Land requirement

Property boundary

Underlying land area (m2)	Land Requirement area (m2)
3,987 (1/8 share)	196.98 (1/8 share)
Total Purchase of 8/7 Colin St Required	

5 Ensor Place, Mangere East



Underlying land area (m2)	Land Requirement area (m2)
983	

Legend

Land requirement



Property boundary



11 Geoffrey Place, Mangere East



Underlying land area (m2)	Land Requirement area (m2)
1,087	

Legend

Land requirement



Property boundary



13 Geoffrey Place, Mangere East



Underlying land area (m2)	Land Requirement area (m2)
994	

Legend

Land requirement



Property boundary



15 Geoffrey Place, Mangere East



Underlying land area (m2)	Land Requirement area (m2)
883	

Legend

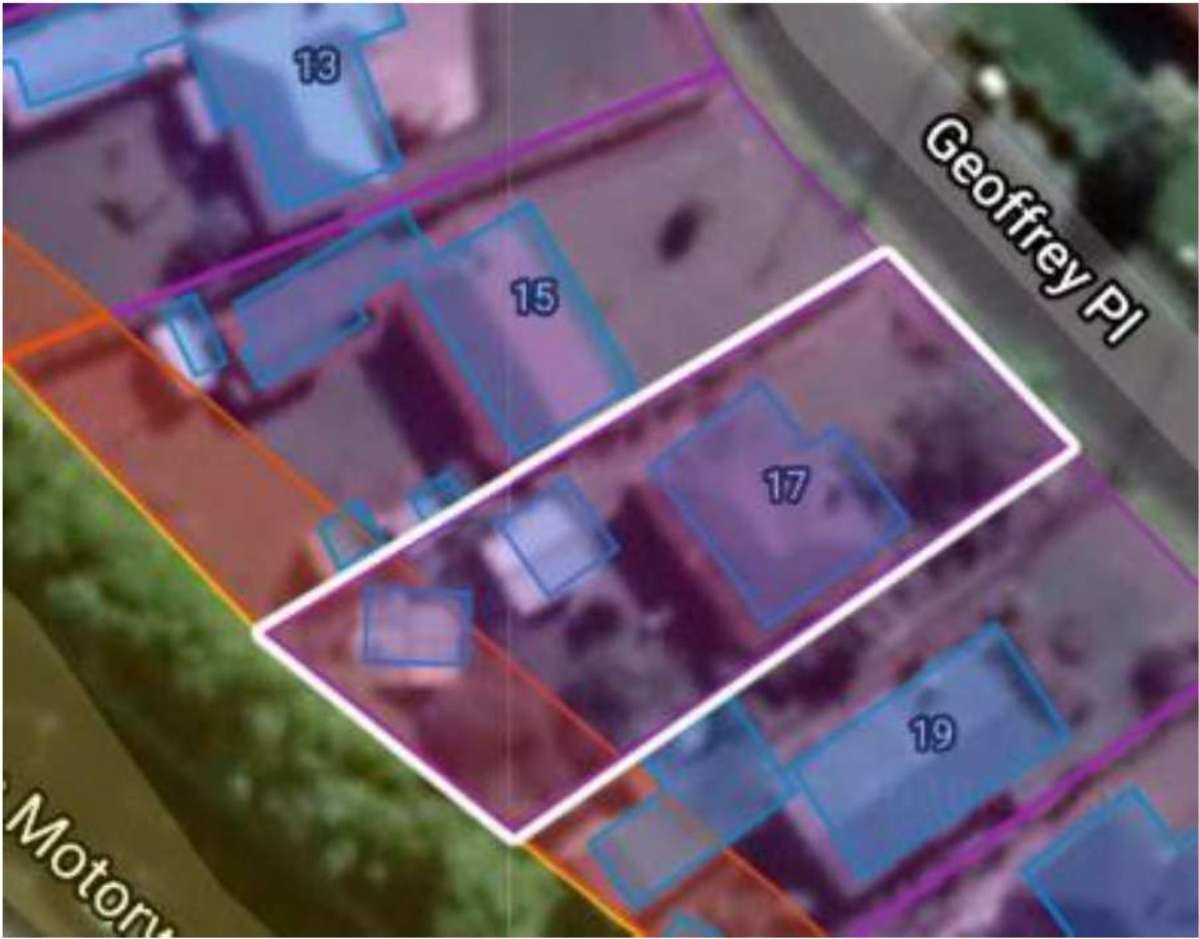
Land requirement





Property boundary



17 Geoffrey Place, Mangere East



Underlying land area (m2)	Land Requirement area (m2)
781	

Legend	
Land requirement	
Property boundary	

19 Geoffrey Place, Mangere East



Underlying land area (m2)	Land Requirement area (m2)
708	

Legend

Land requirement



Property boundary



21 Geoffrey Place, Mangere East

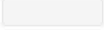



Underlying land area (m2)	Land Requirement area (m2)
708	

Legend

Land requirement

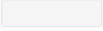
Property boundary



Legend

Land requirement

Property boundary



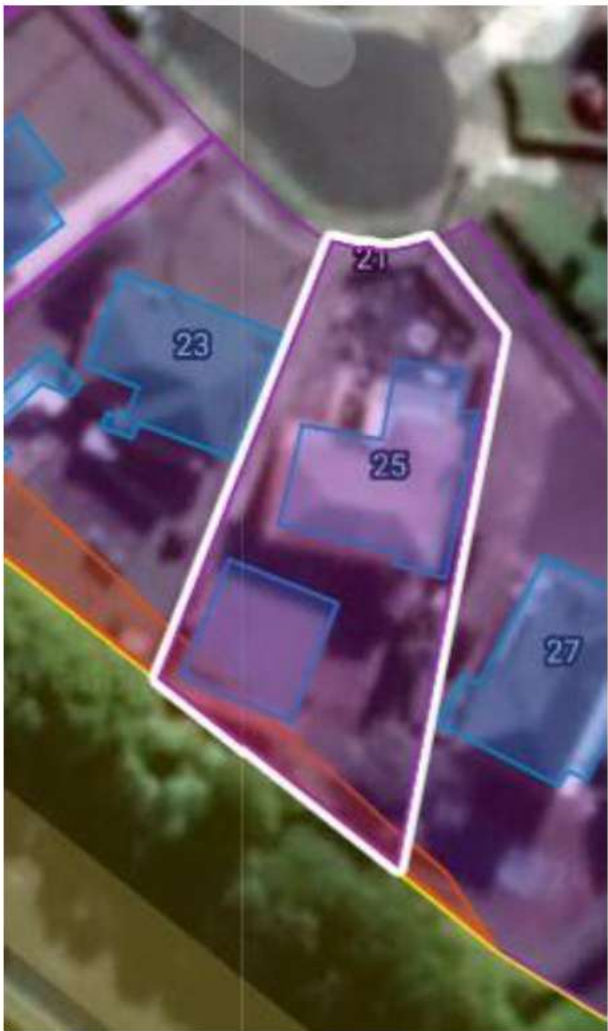
23 Geoffrey Place, Mangere East



Underlying land area (m2)	Land Requirement area (m2)
749	

Legend	
Land requirement	
Property boundary	

25 Geoffrey Place, Mangere East



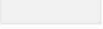
Underlying land area (m2)	Land Requirement area (m2)
756	

Legend

Land requirement



Property boundary



27 Geoffrey Place, Mangere East



Underlying land area (m2)	Land Requirement area (m2)
1,482	

Legend

Land requirement



Property boundary



115 Tidal Road, Mangere



Underlying land area (m2)	Land Requirement area (m2)
1,161	

Legend

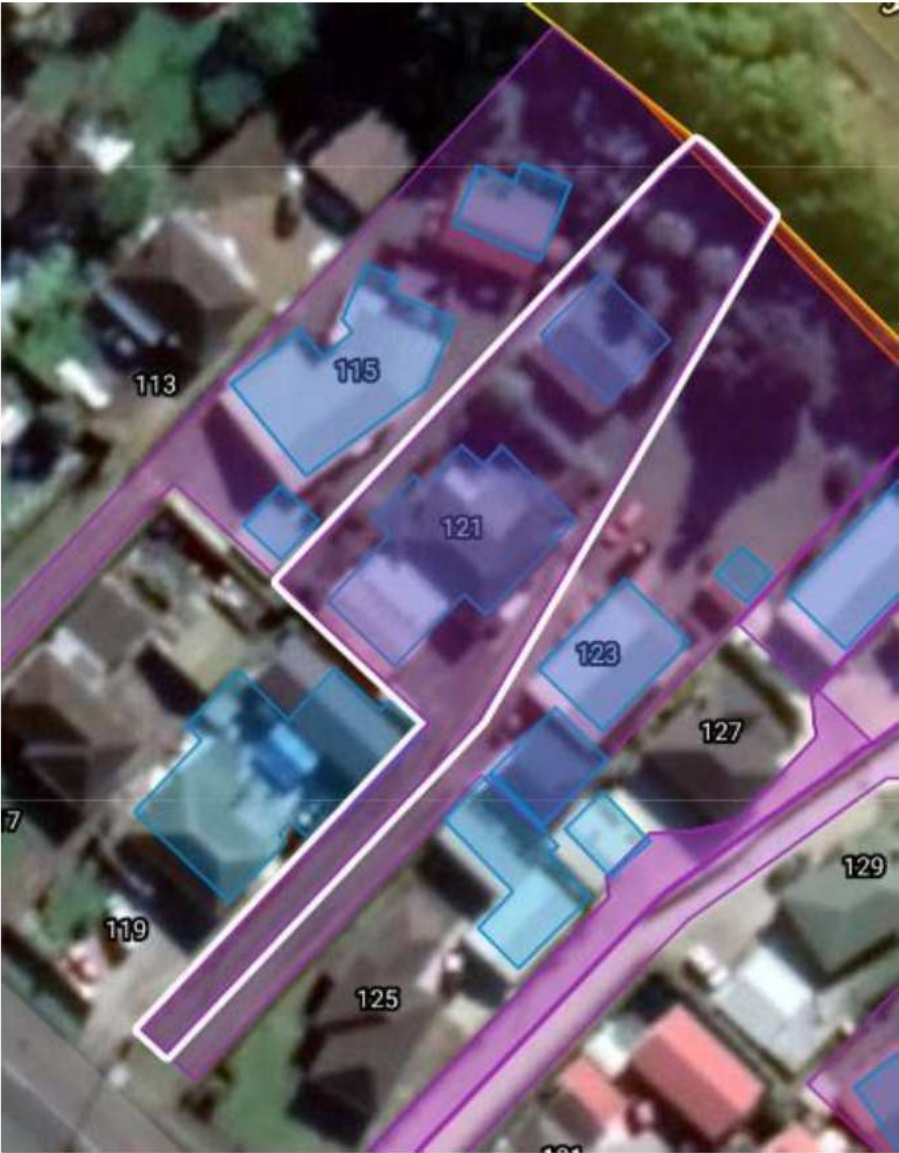
Land requirement



Property boundary



121 Tidal Road, Mangere



Underlying land area (m2)	Land Requirement area (m2)
1,163	

Legend

Land requirement

Property boundary



123 Tidal Road, Mangere



Underlying land area (m2)	Land Requirement area (m2)
1161	

Legend

Land requirement



Property boundary



127A Tidal Road, Mangere



Underlying land area (m2)	Land Requirement area (m2)
284	

Legend

Land requirement



Property boundary



127B Tidal Road, Mangere



Underlying land area (m2)	Land Requirement area (m2)
317	

Legend

Land requirement

Property boundary



129 Tidal Road, Mangere



Underlying land area (m2)	Land Requirement area (m2)
673	

Legend

Land requirement

Property boundary





135 Tidal Road, Mangere



Underlying land area (m2)	Land Requirement area (m2)
1,179	

Legend

Land requirement

Property boundary



137 Tidal Road, Mangere



Underlying land area (m2)	Land Requirement area (m2)
1,176	

Legend

Land requirement

Property boundary



240 Portage Road, Papatoetoe (aka 1 Selfs Road)



Underlying land area (m2)	Land Requirement area (m2)
36,413	154.19

Legend

Land requirement

Property boundary

261 Portage Road, Mangere



Underlying land area (m2)	Land Requirement area (m2)
716	

Legend

Land requirement

Property boundary



265A Portage Road, Mangere (aka 3 Te Hiko Way)



Underlying land area (m2)	Land Requirement area (m2)
407	

Legend

Land requirement

Property boundary





265B Portage Road, Mangere (aka 5 Te Hiko Way)



Underlying land area (m2)	Land Requirement area (m2)
287	

Legend

Land requirement

Property boundary



265C Portage Road, Mangere (aka 7 Te Hiko Way)



Underlying land area (m2)	Land Requirement area (m2)
276	

Legend

Land requirement

Property boundary





286 Portage Road, Mangere



Underlying land area (m2)	Land Requirement area (m2)
758,610	

Legend

Land requirement



Property boundary



1 Catkin Crescent, Papatoetoe



Underlying land area (m2)	Land Requirement area (m2)
774	

Legend


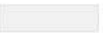
Land requirement

Property boundary




361 Puhinui Road, Wiri



Legend	
Land requirement	
Property boundary	


Underlying land area (m2)	Land Requirement area (m2)
2,799	68.64

Appendix 3 – Individual Property Summaries

[REDACTED]			
[REDACTED]			
[REDACTED]	[REDACTED]		
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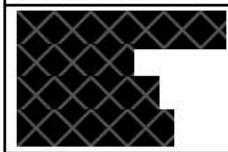



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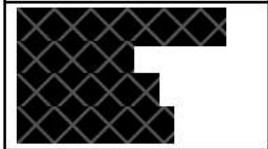



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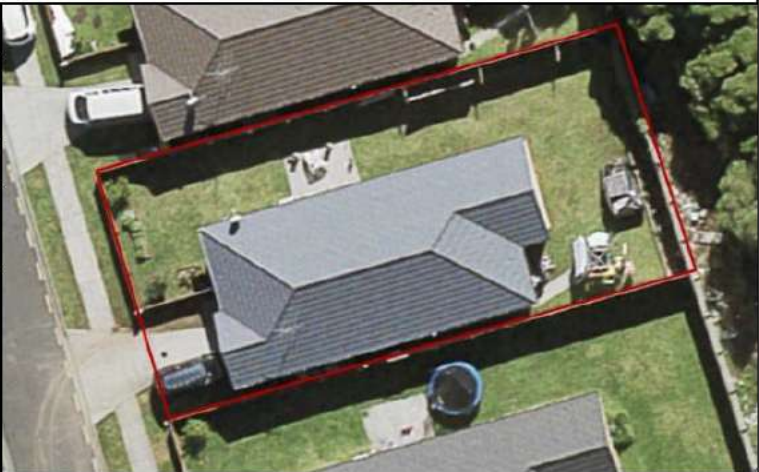
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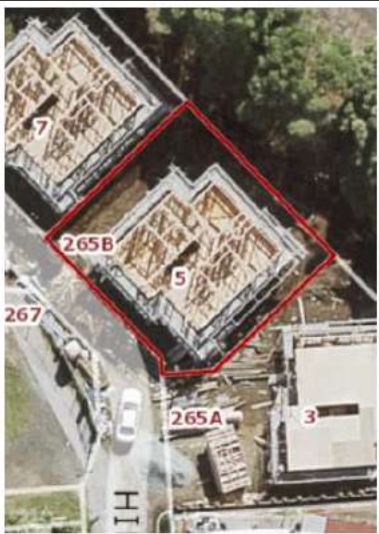
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Appendix 4 – Indicative Acquisition Programme

ID	Task Name	SAP Milestone	Duration	Start	Finish	% Complete	Predecessors	1984			
								2004	2014	2024	2034
1	Overall Acquisition Gantt Chart		994 days	Fri 14/10/22	Wed 5/06/26	0%					
2	Southwest Gateway - 20Connect		859 days	Fri 14/10/22	Wed 28/01/26	0%					
3	Southwest Gateway - 20Connect		724 days	Fri 14/10/22	Wed 23/07/25	0%					
4	Indicative Acquisition Programme - All Required Properties		589 days	Fri 14/10/22	Wed 15/01/25	0%					
5	Section 17 ('Standard' Acquisition)		189 days	Fri 14/10/22	Wed 5/07/23	0%					
6	Receive Instructions		1 day	Fri 14/10/22	Fri 14/10/22	0%					
7	Receive Approved Land Requirement Plan		1 day	Mon 17/10/22	Mon 17/10/22	0%	6				
8	Receive Necessary Project Information		1 day	Tue 18/10/22	Tue 18/10/22	0%	7				
9	Prepare Acquisition Strategy for Each Acquisition for NZTA Approval		5 days	Wed 19/10/22	Tue 25/10/22	0%	8				
10	Initial Landowner meeting	A100	10 days	Wed 26/10/22	Tue 8/11/22	0%	9				
11	Crown Valuation	A127	30 days	Wed 9/11/22	Tue 20/12/22	0%	10				
12	Owner Valuation		50 days	Wed 9/11/22	Tue 17/01/23	0%	10				
13	Negotiation Period		3 mons	Wed 18/01/23	Tue 11/04/23	0%	11,12				
14	Section 18 - NZTA Decision to Proceed		1 day	Wed 15/02/23	Wed 15/02/23	0%	13FS-40 days				
15	Agreement signed by Landowner		1 day	Wed 12/04/23	Wed 12/04/23	0%	13				
16	NZTA Financial Approval		5 days	Thu 13/04/23	Wed 19/04/23	0%	15				
17	R&C /LINZ Approval	A145	25 days	Thu 20/04/23	Wed 24/05/23	0%	16				
18	Settlement	A155	30 days	Thu 25/05/23	Wed 5/07/23	0%	17				
19	Compensation	A152	0 days	Wed 5/07/23	Wed 5/07/23	0%	18				
20	Section 18 (Notice of Desire)		192 days	Thu 16/02/23	Fri 10/11/23	0%					
21	Section 18 Action Paper & Instruction		15 days	Thu 16/02/23	Wed 8/03/23	0%	14				
22	Prepare s18 and S110 documentation		10 days	Thu 9/03/23	Wed 22/03/23	0%	21				
23	Submit s18 & s110 to LINZ for approval		30 days	Thu 23/03/23	Wed 3/05/23	0%	22				
24	Serve S18 and S110 Notice on Landowner	A130, A190	10 days	Thu 4/05/23	Wed 17/05/23	0%	23				
25	Agreement signed by Landowner		1 day	Thu 18/05/23	Thu 18/05/23	0%	24				
26	NZTA Financial Approval		5 days	Fri 19/05/23	Thu 25/05/23	0%	25				
27	R&C /LINZ Approval		25 days	Fri 26/05/23	Thu 29/06/23	0%	26				
28	Settlement		30 days	Fri 30/06/23	Thu 10/08/23	0%	27				
29	Compensation		0 days	Thu 10/08/23	Thu 10/08/23	0%	28				
30	Land Access Available - Low Risk Properties		0 days	Thu 10/08/23	Thu 10/08/23	0%	29				
31	Prepare & Lodge Survey Plan and Lodge with LINZ		60 days	Thu 18/05/23	Wed 9/06/23	0%					
32	Obtain Costs Estimate and Issue Instruction to Surveyor		10 days	Thu 18/05/23	Wed 31/05/23	0%	24				
33	Undertake Cadastral Survey and Peg Boundaries		30 days	Thu 1/06/23	Wed 12/07/23	0%	32				
34	Lodge Plan with LINZ		0 days	Wed 12/07/23	Wed 12/07/23	0%	33				
35	LINZ Process and Approve		20 days	Thu 13/07/23	Wed 9/08/23	0%	34				
36	Survey Plan (Proclamation) Approved		0 days	Wed 9/08/23	Wed 9/08/23	0%	35				
37	Statutory Negotiation Period		13 wks	Thu 18/05/23	Wed 16/08/23	0%	24				
38	Section 23 Decision		1 day	Thu 17/08/23	Thu 17/08/23	0%	37				
39	Agreement signed by Landowner		1 day	Fri 18/08/23	Fri 18/08/23	0%	38				
40	NZTA Financial Approval		5 days	Mon 21/08/23	Fri 25/08/23	0%	39				
41	R& C / LINZ Approval		25 days	Mon 28/08/23	Fri 29/09/23	0%	40				
42	Settlement	A155	30 days	Mon 2/10/23	Fri 10/11/23	0%	41				
43	Compensation	A152	0 days	Fri 10/11/23	Fri 10/11/23	0%	42				
44	Land Access Available - Medium Risk Properties		0 days	Fri 10/11/23	Fri 10/11/23	0%	42				
45	Section 23 (Notice of Intent)		170 days	Fri 18/08/23	Thu 11/04/24	0%					
46	Section 23 Action Paper & Instruction		15 days	Fri 18/08/23	Thu 7/09/23	0%	38				
47	Prepare s23 documentation		10 days	Fri 8/09/23	Thu 21/09/23	0%	31,46				
48	Submit s23 to LINZ for approval		40 days	Fri 22/09/23	Thu 16/11/23	0%	47				
49	Serve s23 Notice on landowner	A135	10 days	Fri 17/11/23	Thu 30/11/23	0%	48				
50	Objection Period	A136	20 days	Fri 1/12/23	Thu 28/12/23	0%	49				
51	Confirm objections/ no objections with Environment Court	A180	5 days	Fri 29/12/23	Thu 4/01/24	0%	50				
52	EC hearing		60 days	Fri 5/01/24	Thu 28/03/24	0%	51				
53	Decision to proceed to s26		10 days	Fri 29/03/24	Thu 11/04/24	0%	62				
54	Section 26 (Proclamation)		65 days	Fri 12/04/24	Thu 11/07/24	0%					
55	Submission of Proclamation to LINZ	A139	15 days	Fri 12/04/24	Thu 2/05/24	0%	53				
56	LINZ/Minister/Governor General Approval		30 days	Fri 3/05/24	Thu 13/06/24	0%	55				
57	Proclamation published in NZ Gazette	A140	10 days	Fri 14/06/24	Thu 27/06/24	0%	56				
58	Land Access Available - High Risk Properties - all land secured and project construction can commence		10 days	Fri 28/06/24	Thu 11/07/24	0%	57				
Project: DRAFT Acquisition Programm Date: Thu 30/04/20								Task Split Milestone			
								Summary Project Summary External Tasks			
								External Milestone Inactive Task			
								Inactive Milestone Inactive Summary Manual Task			
								Duration-only Manual Summary Rollup Manual Summary			
								Start-only Finish-only Progress			
								Deadline			
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