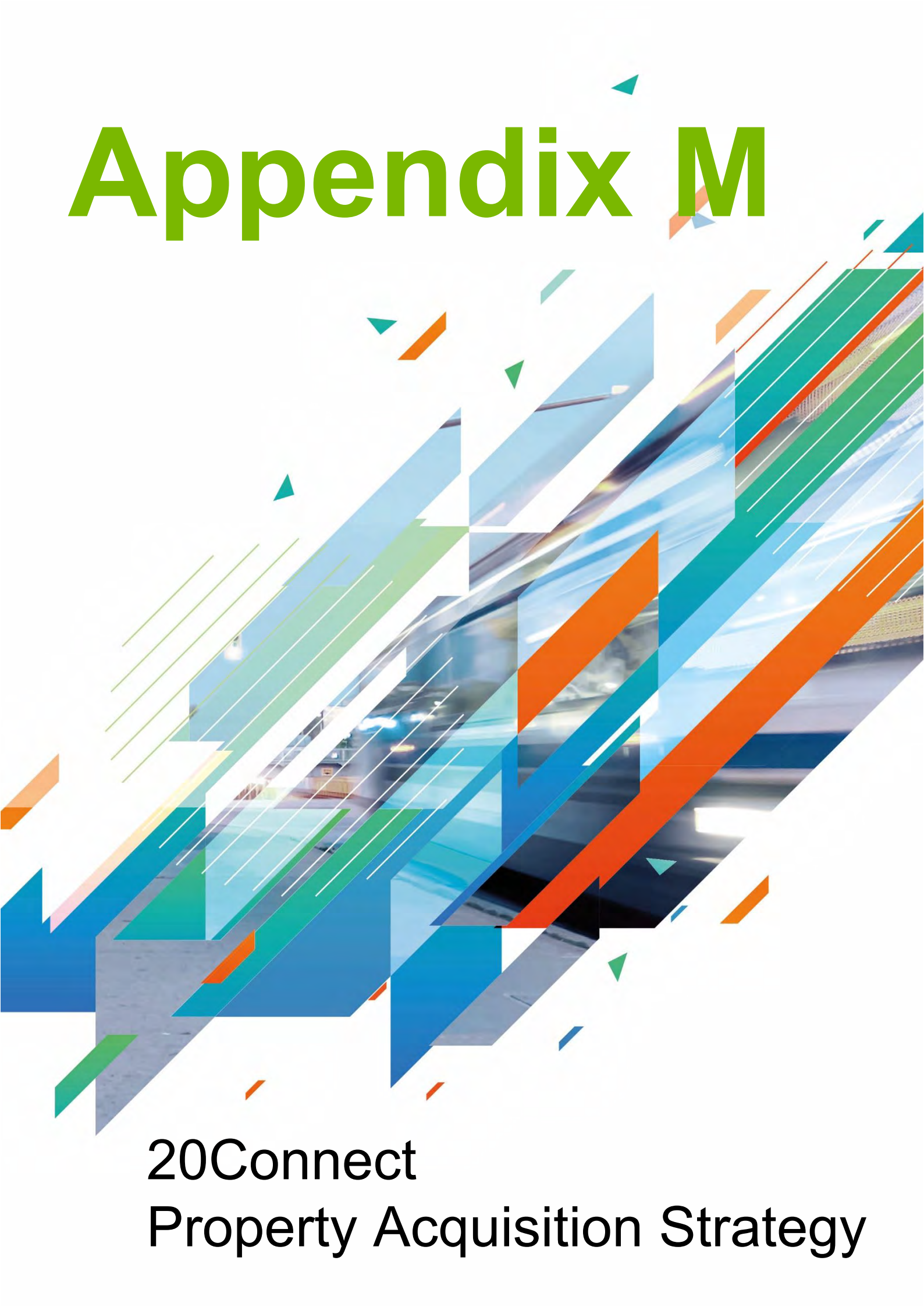


Appendix M

The background of the slide is a complex, abstract graphic. It features a blurred photograph of a multi-lane highway with traffic, viewed from an elevated perspective. Overlaid on this image are numerous semi-transparent, overlapping geometric shapes, primarily triangles and parallelograms, in shades of blue, green, and orange. These shapes are arranged in a way that suggests movement and depth, with some appearing to be layered on top of others. The overall effect is a modern, dynamic, and high-tech aesthetic.

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)

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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

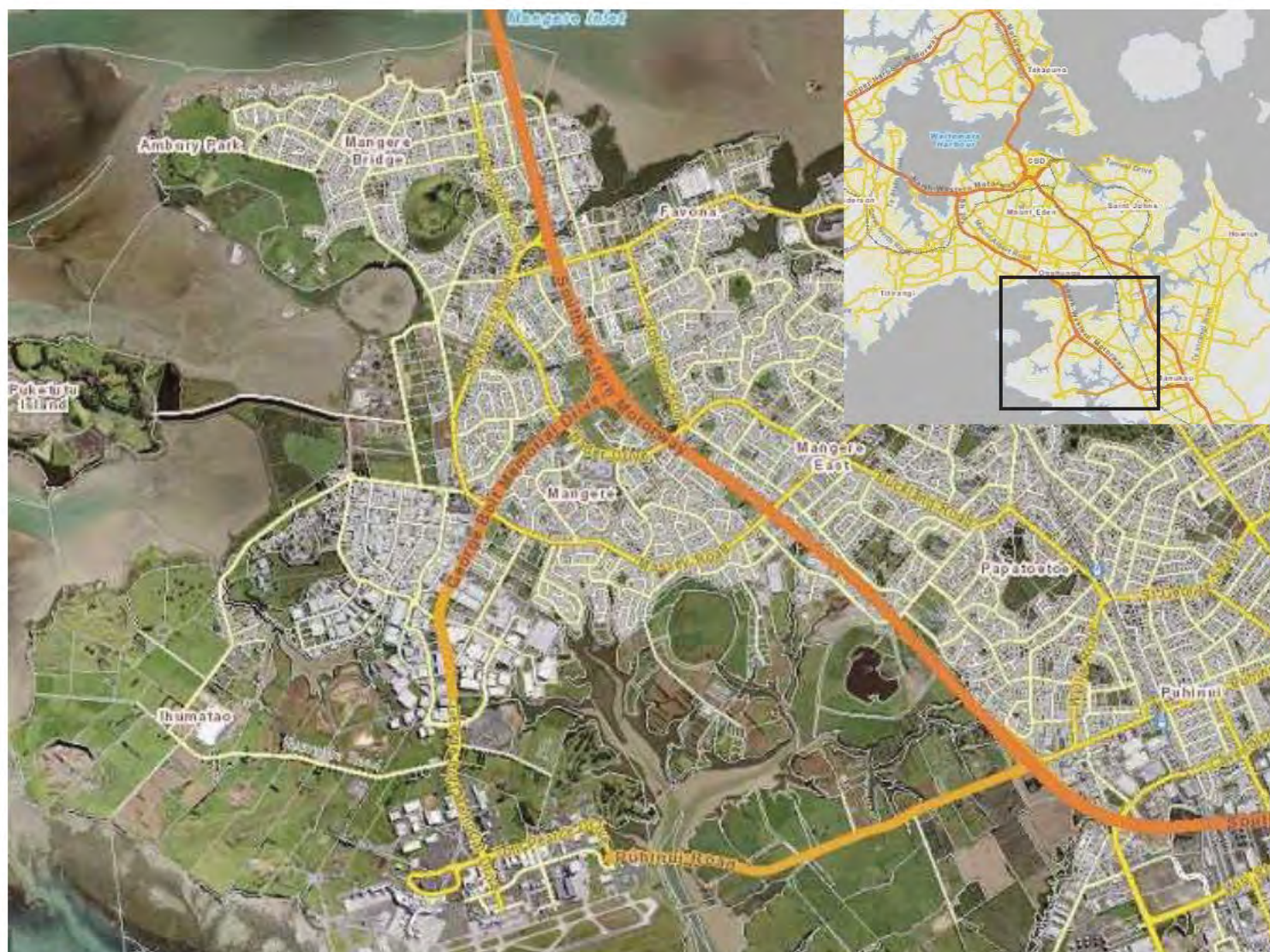
Within the Auckland Transport Alignment Project (ATAP) Indicative Package dated April 2018 “Airport-Puhinui state highway upgrade, bus/rail interchange and bus priority improvements” was included as a Discretionary project having funding allocated, with a delivery horizon of a decade. The ATAP agencies 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 [REDACTED] 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 [REDACTED] Low risk acquisitions for this Project.

Medium Risk Acquisitions

Align has assessed [REDACTED] Medium risk acquisitions, due to early construction start.

High Risk Acquisitions

Align has assessed there to be [REDACTED] 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	

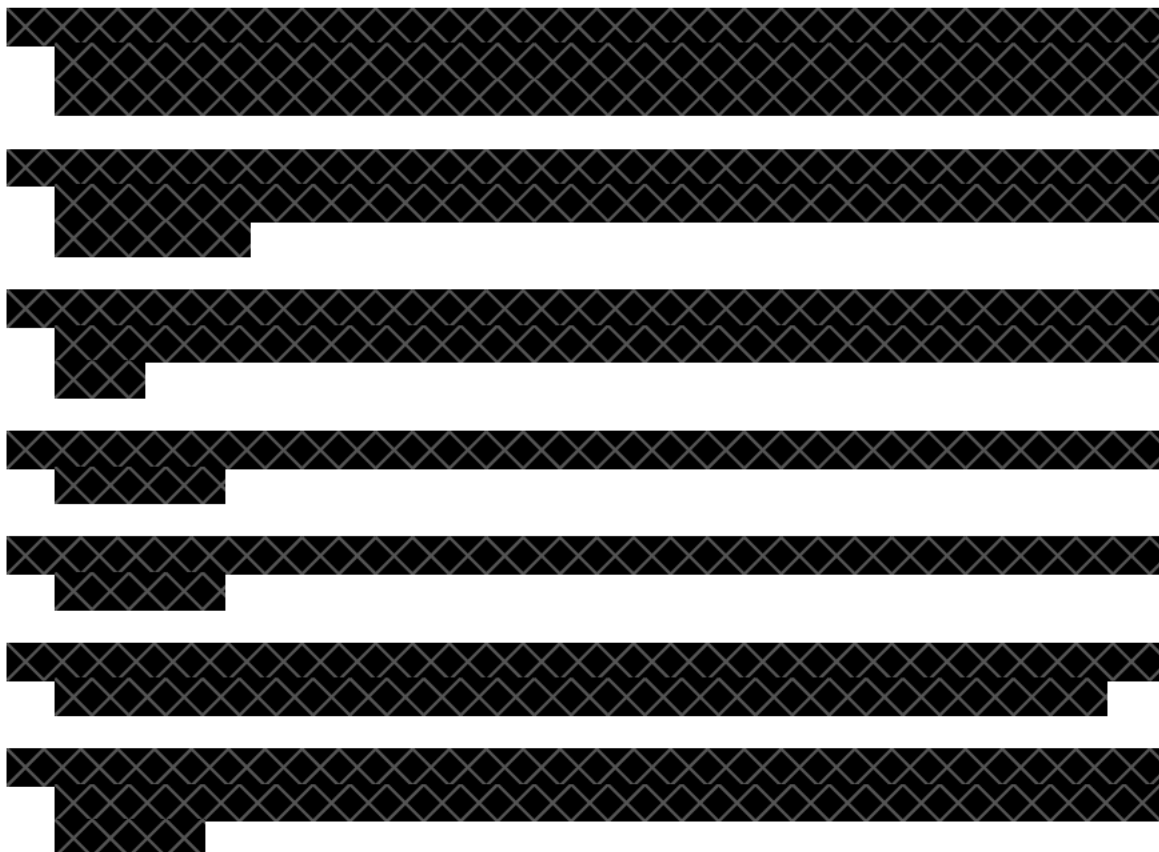
The properties affected by the route are predominantly residential zoned, either Residential Mixed Housing Suburban Zone  Residential Mixed Housing Urban Zone  and Residential Single House Zone  located in the Mangere Bridge, Favona and Mangere through to Papatoetoe areas. Properties are typically a 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]

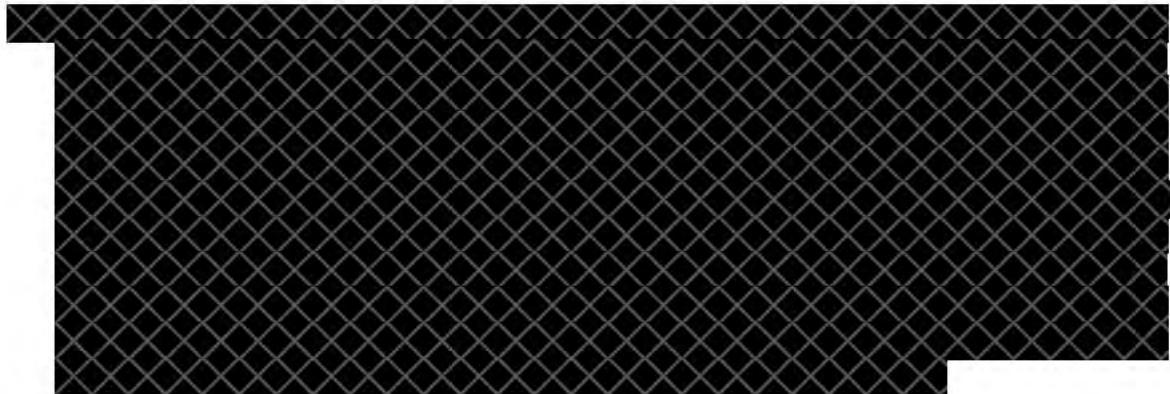
[REDACTED]

[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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[REDACTED]

[REDACTED]

[REDACTED]

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]
[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

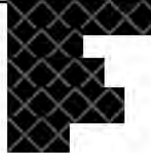
There are a number of properties impacted by a partial land requirement for which a full purchase has been determined as necessary. The reason is that the extent of works will include an area occupied by the existing improvements and this is a trigger for a full purchase because of demolition requirements. 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

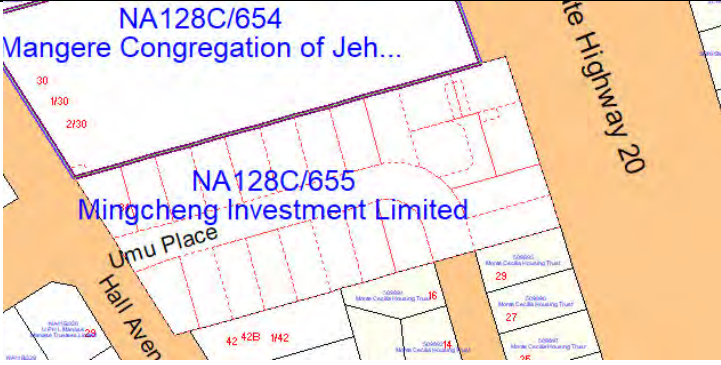
Property	Description and Risks
101R Robertson Road, Mangere	This property is Mangere Centre Park. The property features sports fields and community buildings (Whare Koa Mangere Community House). The property is impacted by way of a partial land requirement along its north eastern boundary to construct 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	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. 

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.

	
71 Hall Avenue, Mangere	This site is being marketed as a townhouse development providing 18 new dwellings. The land requirement may impact several of these proposed townhouses. Brand New Townhouses on Hall Avenue 71 Hall Avenue, Mangere, Auckland 
240 Portage Road, Papatoetoe	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.

	
9 & 13 Tanners Road, Mangere Bridge	 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.

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	Historic structure – Mangere Community House, also known as Whare koa, was built around 1926 by Percy and Mabel Margetts. 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. Note that the above are removed from the project works area.
161R Robertson Road, Mangere	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. Note that this property is not directly impacted but is adjacent to the Bader Drive SH20 offramp works.
240 Portage Road and Crown parcel adjoining 286 Portage Road, Papatoetoe	Archaeological site – Natural Features Overlay ID 22: Crater Hill 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. 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.

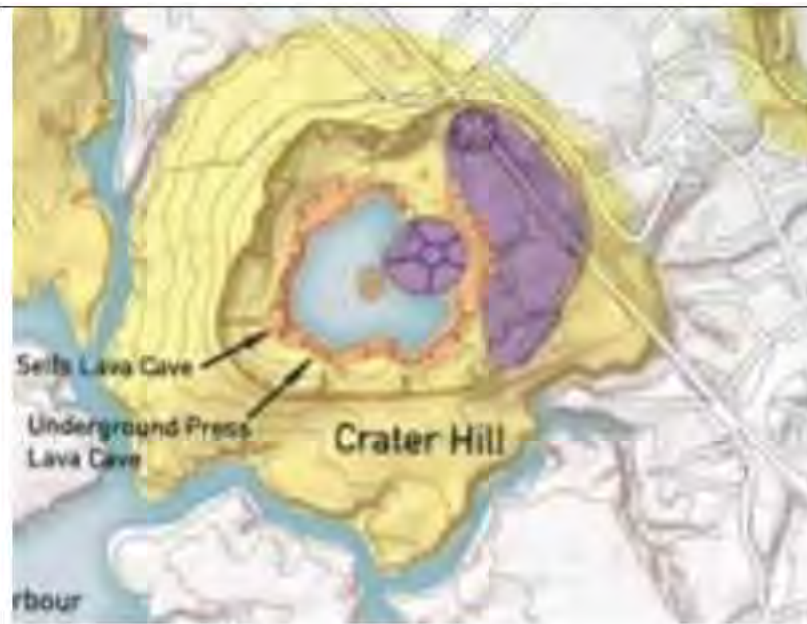


Image source: Volcanoes of Auckland: The essential guide, by B. Hayward, G. Murdoch and G. Maitland, AUP, 213

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	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. The status of the land is Maori Freehold Land. LINZ recommends that to ensure the negotiations are conducted with the appropriate people contact be made with the Maori Land Court.
30 Hall Avenue, Mangere	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. 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.
10 Hall Avenue, Mangere	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.
9 Tanners Road, Mangere Bridge	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.
137 Tidal Road, Mangere	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.
286 Portage Road, Mangere	This is [REDACTED] property which surrounds Crater Hill. Part of the property has been used for mining scoria, minerals and metals. [REDACTED] [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.
361 Puhinui Road, Wiri	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.

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	There are 14 properties impacted which are owned by Kainga Ora (formerly Housing New Zealand). <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. <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. <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. <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.

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.

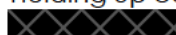
We have allowed for all land acquisitions categorised as Low, Medium and High risk to be captured on the same programme for the sake of simplicity at this stage. This shows clearly where each category of property will likely fall, with all Low Risk acquisitions being secured by early August 2023; all 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.

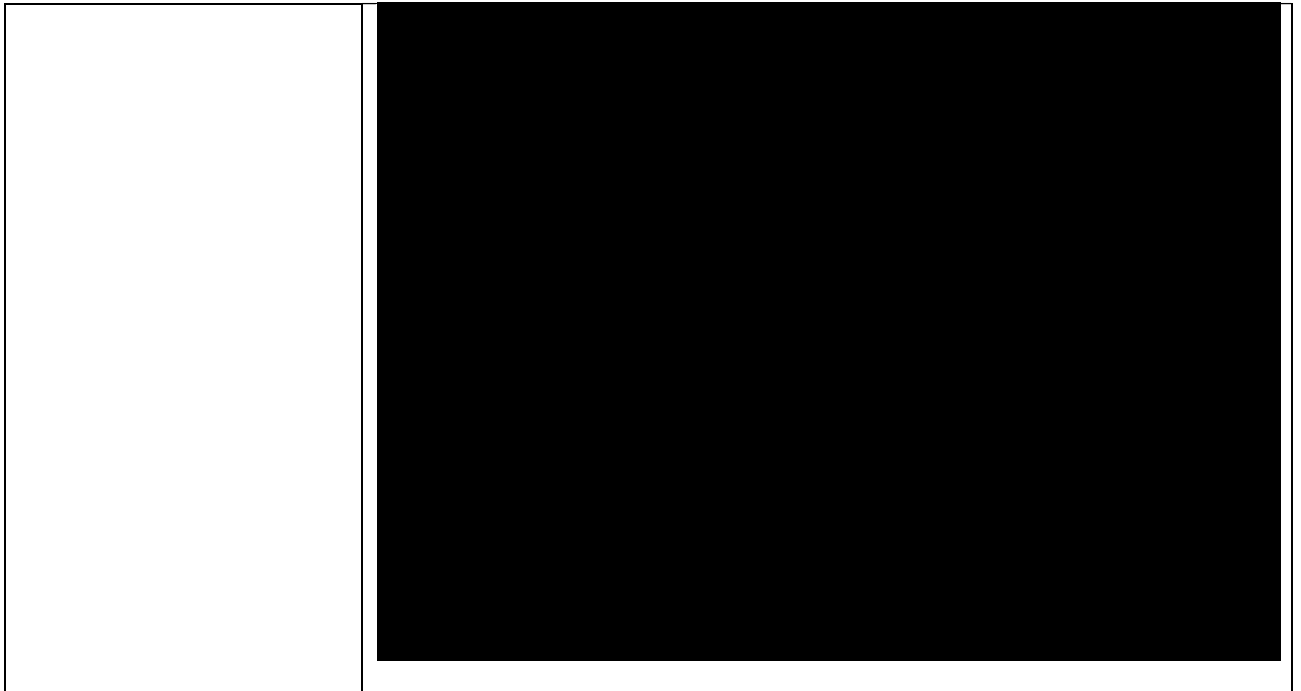
6.0 Recommendations

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	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. 
	



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

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

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



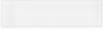
Underlying land area (m2)	Land Requirement area (m2)
1,179	

Legend

Land requirement



Property boundary



101R Roberston Road, Mangere



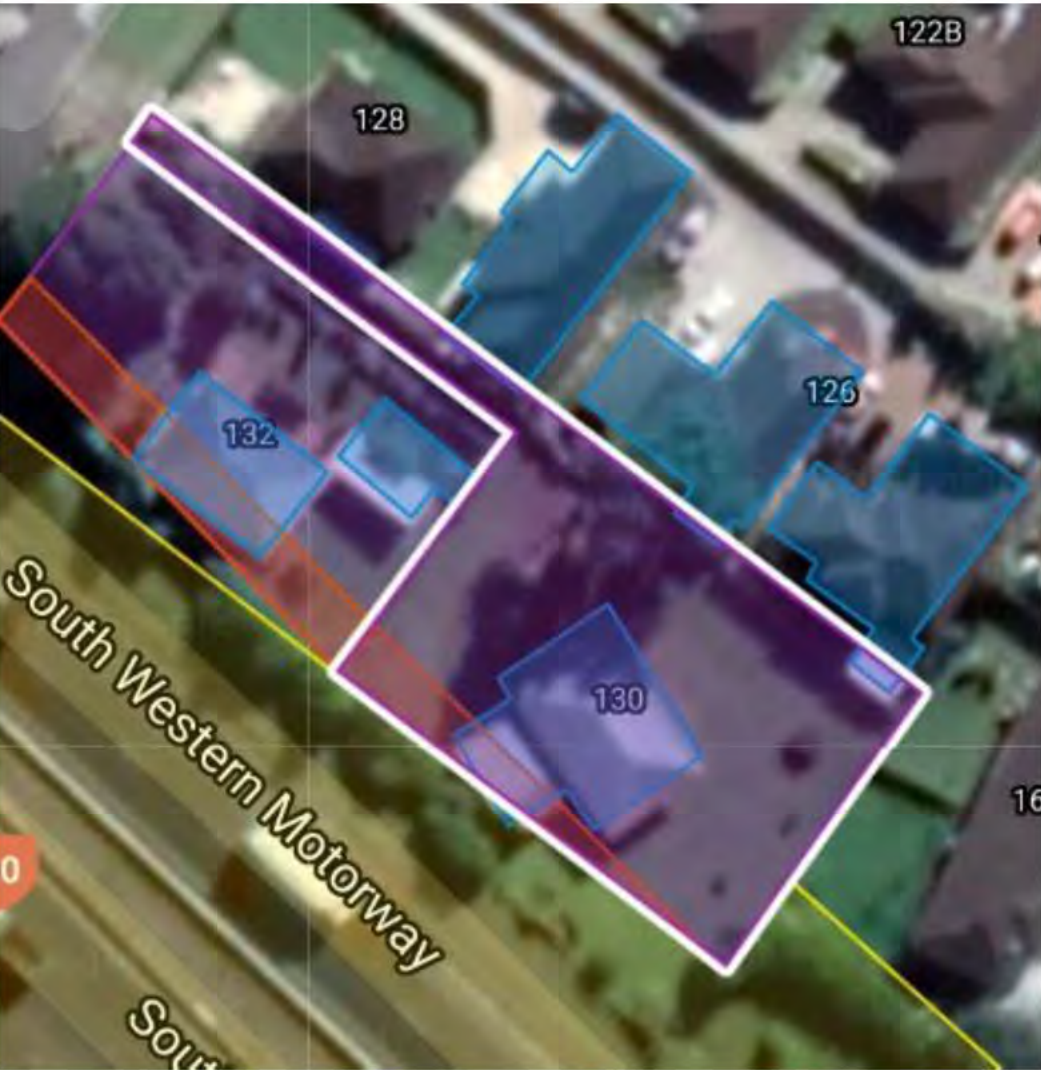
Underlying land area (m2)	Land Requirement area (m2)
150,334	4,187.61

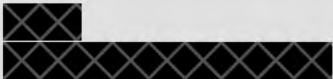
Legend

Land requirement

Property boundary

130 Pah Road, Papatoetoe



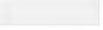
Underlying land area (m2)	Land Requirement area (m2)
1,128	

Legend

Land requirement

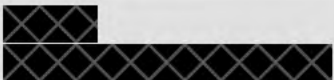
Property boundary





132 Pah Road, Papatoetoe

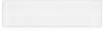


Underlying land area (m2)	Land Requirement area (m2)
782	

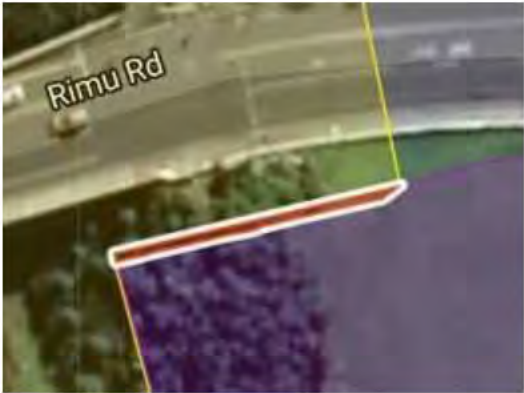
Legend

Land requirement

Property boundary



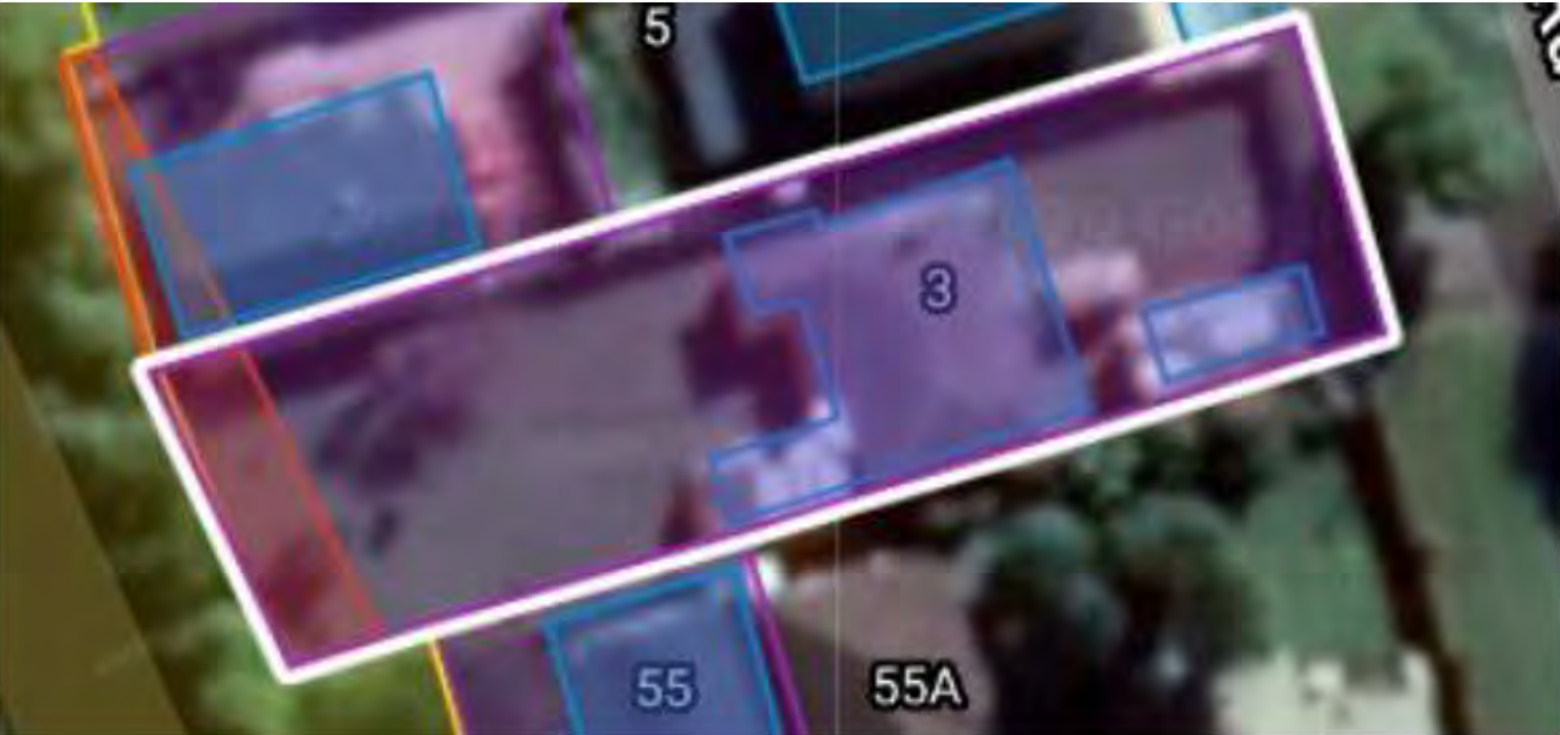
51 Miro Road, Mangere Bridge



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

Legend	
Land requirement	
Property boundary	

3 Waterview Road, Favona



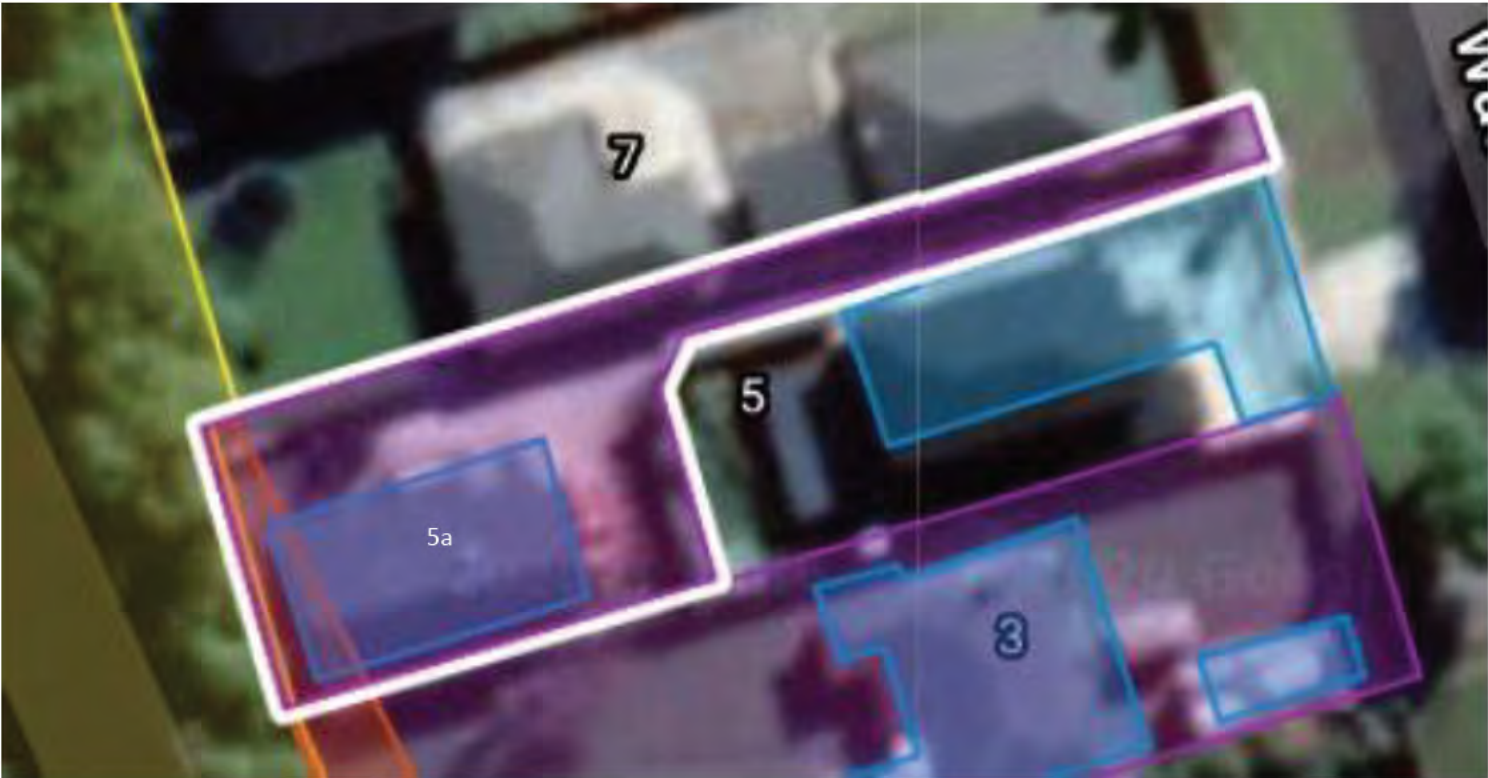
Underlying land area (m2)	Land Requirement area (m2)
838	XXXX

Legend

Land requirement

Property boundary

5A Waterview Road, Favona



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

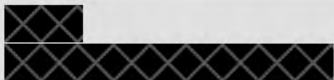
Legend

Land requirement

Property boundary

53A Walmsley Road, Favona



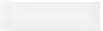
Underlying land area (m2)	Land Requirement area (m2)
429	

Legend

Land requirement



Property boundary



55 Walmsley Road, Favona



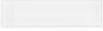
Underlying land area (m2)	Land Requirement area (m2)
320	

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

2 Mikoiko Crescent, Mangere Bridge



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

Legend

Land requirement

Property boundary

10 Hall Avenue



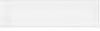
Underlying land area (m2)	Land Requirement area (m2)
10,256	

Legend

Land requirement



Property boundary



30 Hall Avenue, Mangere



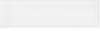
Underlying land area (m2)	Land Requirement area (m2)
9,471	

Legend

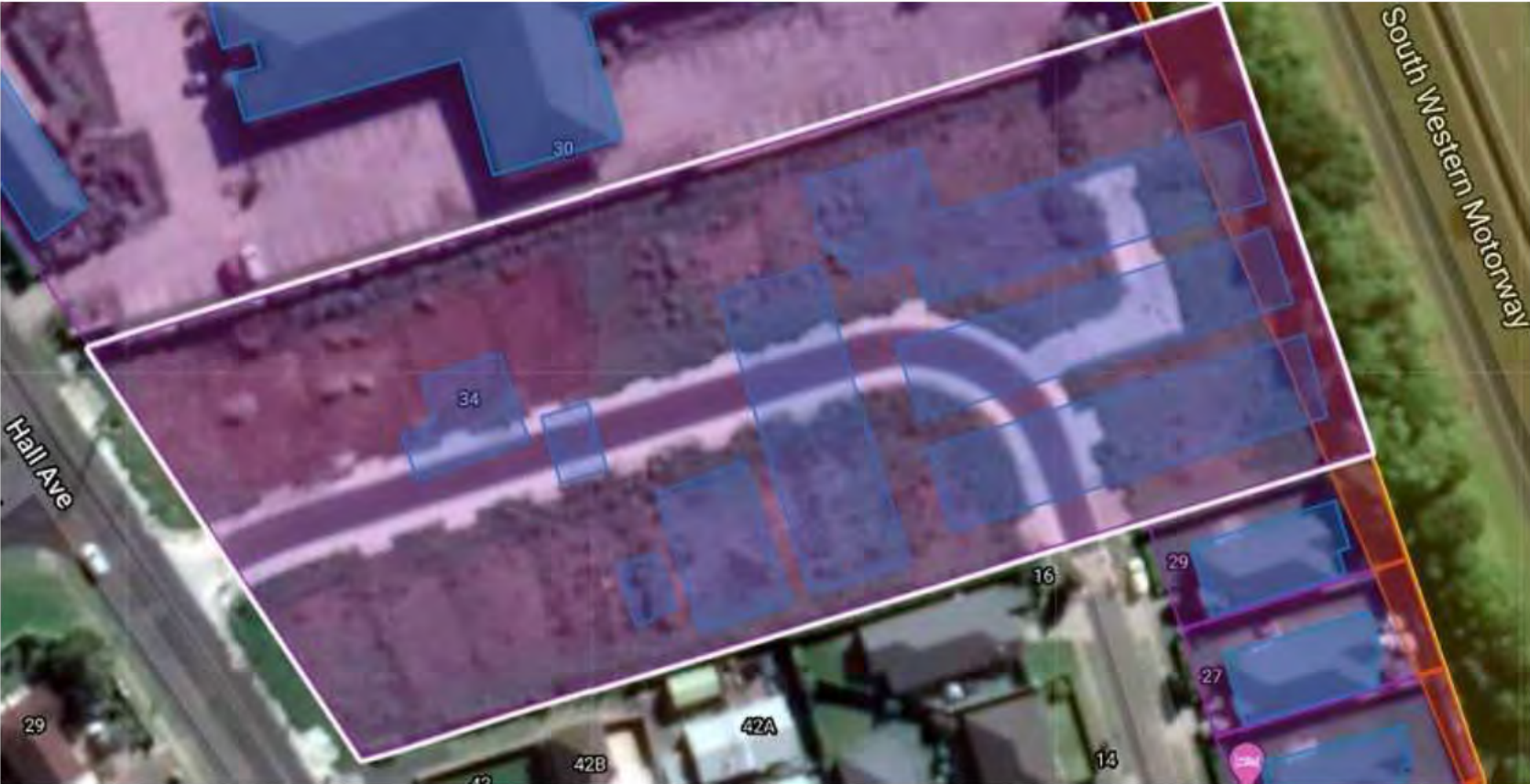
Land requirement

Property boundary





34 Hall Avenue, Mangere

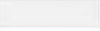


Underlying land area (m2)	Land Requirement area (m2)
9,096	

Legend

Land requirement

Property boundary



71 Hall Avenue, Mangere



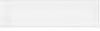
Underlying land area (m2)	Land Requirement area (m2)
2,684	

Legend

Land requirement

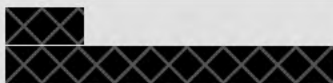


Property boundary



19 Umu Place, Mangere

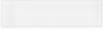


Underlying land area (m2)	Land Requirement area (m2)
400	

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

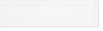


Underlying land area (m2)	Land Requirement area (m2)
489	

Legend

Land requirement

Property boundary



27 Umu Place, Mangere



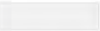
Underlying land area (m2)	Land Requirement area (m2)
470	

Legend

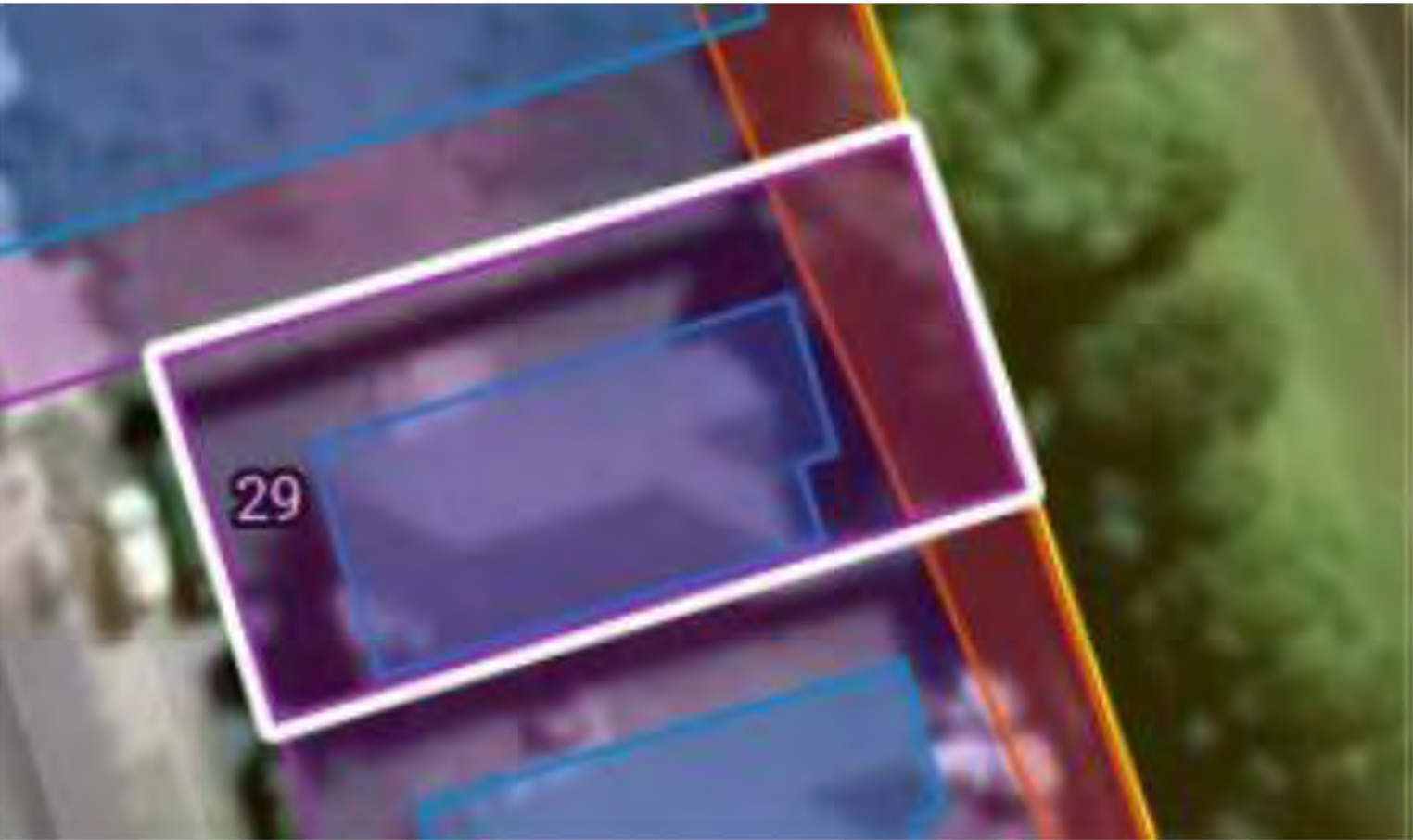
Land requirement

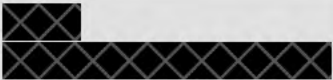


Property boundary



29 Umu Place, Mangere



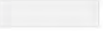
Underlying land area (m2)	Land Requirement area (m2)
466	

Legend

Land requirement



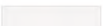
Property boundary



479R Massey Road, Mangere



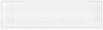
Underlying land area (m2)	Land Requirement area (m2)
4,854	

Legend	
Land requirement	
Property boundary	

6 Steven Street, Mangere

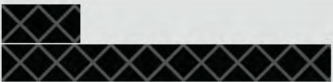


Underlying land area (m2)	Land Requirement area (m2)
789	

Legend	
Land requirement	
Property boundary	

10A Steven Street, Mangere

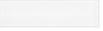


Underlying land area (m2)	Land Requirement area (m2)
362	

Legend

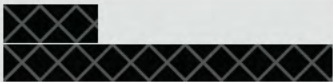
Land requirement

Property boundary



10B Steven Street, Mangere

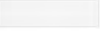


Underlying land area (m2)	Land Requirement area (m2)
345	

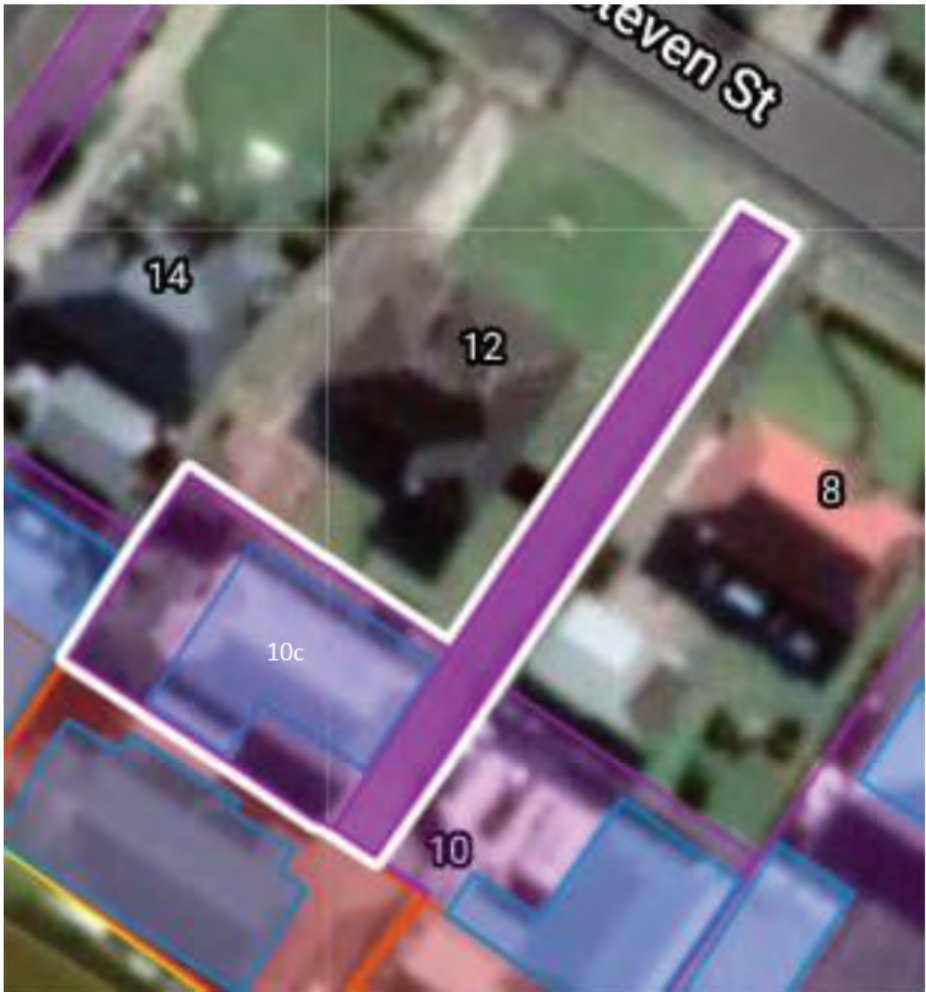
Legend

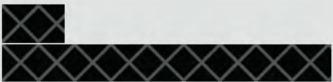
Land requirement

Property boundary



10C Steven Street, Mangere

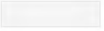


Underlying land area (m2)	Land Requirement area (m2)
283	

Legend

Land requirement

Property boundary

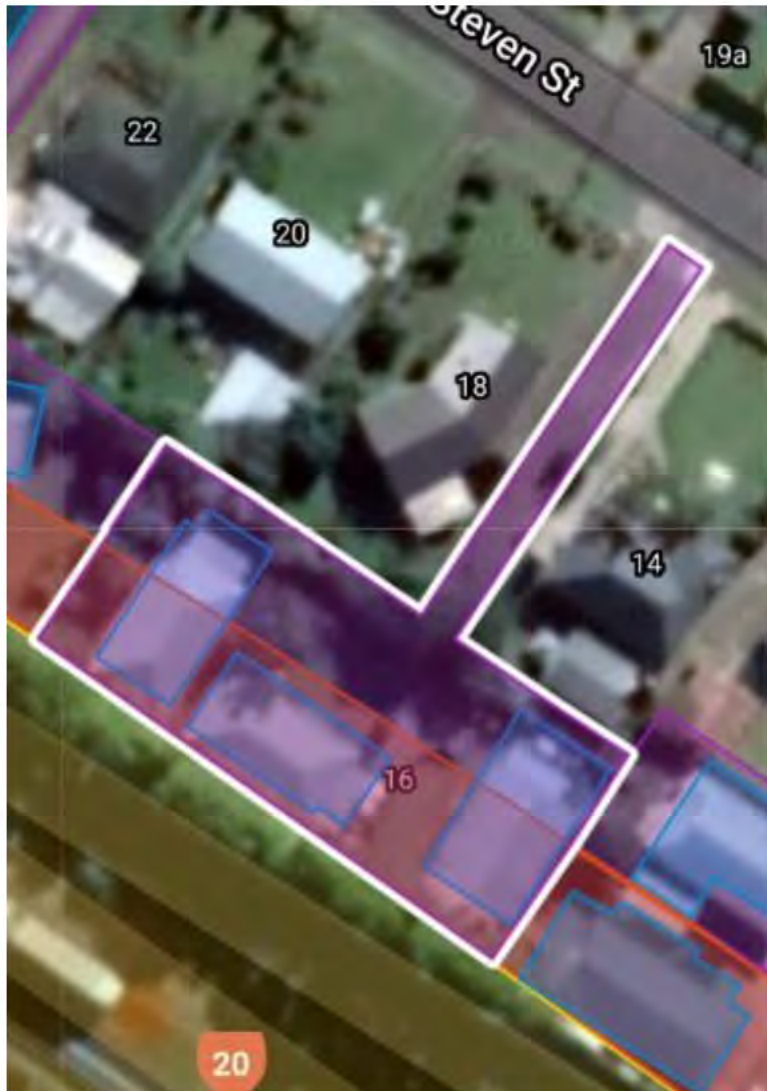


Land requirement

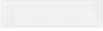
Property boundary



16 Steven Street, Mangere

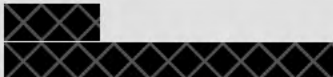


Underlying land area (m2)	Land Requirement area (m2)
1,153	

Legend	
Land requirement	
Property boundary	

24 Steven Street, Mangere

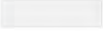


Underlying land area (m2)	Land Requirement area (m2)
1,168	

Legend

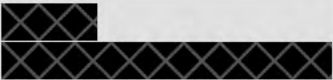
Land requirement

Property boundary



30 Steven Street, Mangere

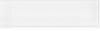


Underlying land area (m2)	Land Requirement area (m2)
1,234	

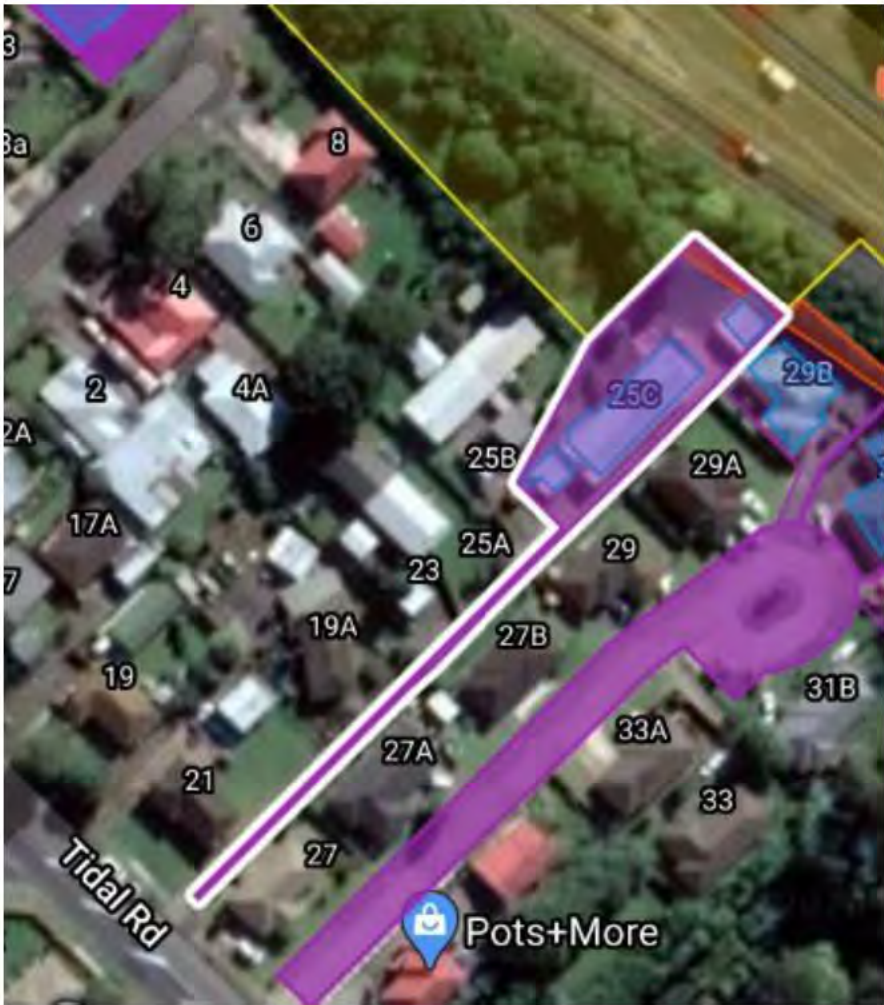
Legend

Land requirement

Property boundary



1/25 Tidal Road, Mangere



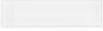
Underlying land area (m2)	Land Requirement area (m2)
1,069 (1/2 share)	

Legend

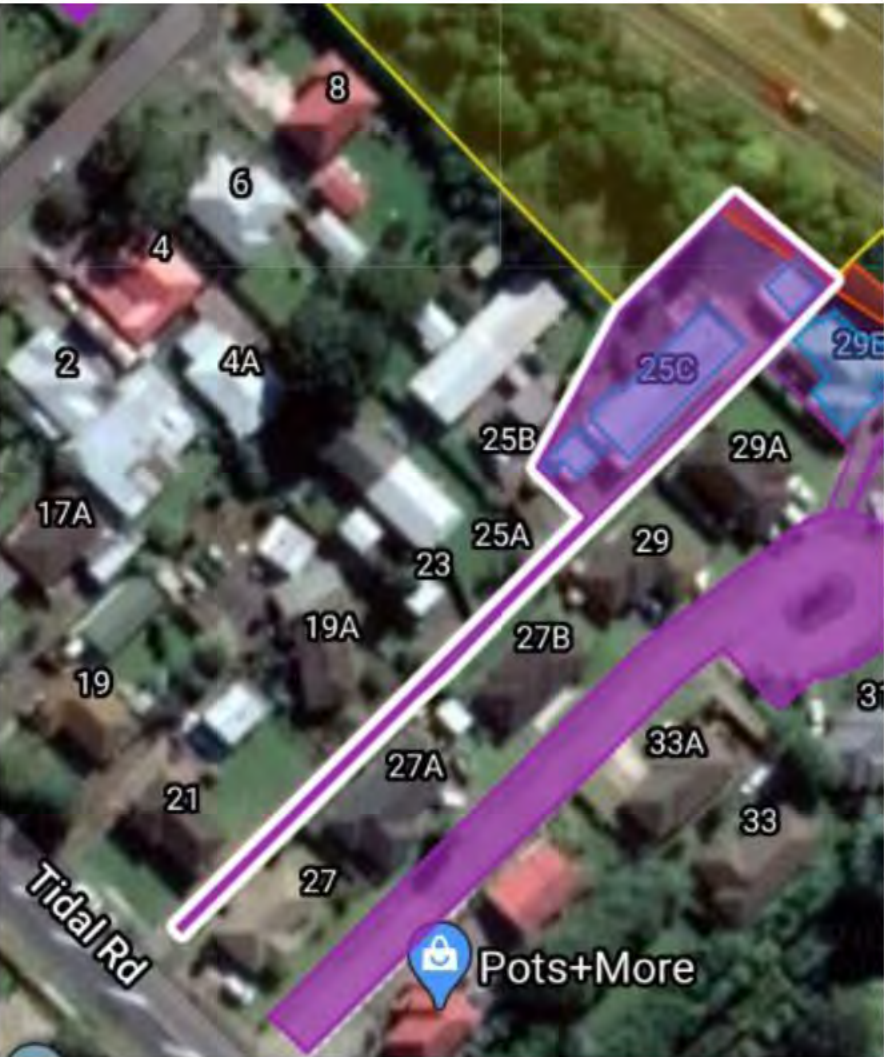
Land requirement



Property boundary



2/25 Tidal Road, Mangere



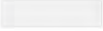
Underlying land area (m2)	Land Requirement area (m2)
1,069 (1/2 share)	

Legend

Land requirement



Property boundary



29B Tidal Road, Mangere



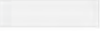
Underlying land area (m2)	Land Requirement area (m2)
514	

Legend

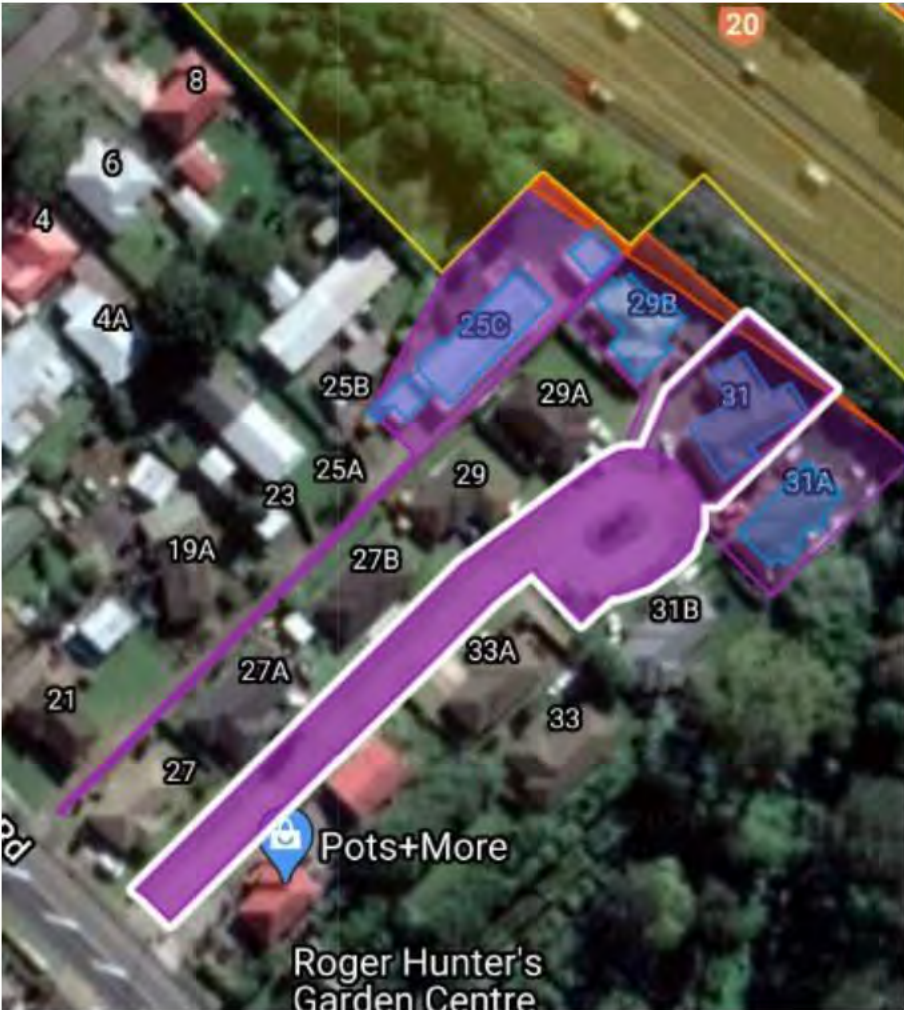
Land requirement



Property boundary



31 Tidal Road, Mangere

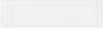


Underlying land area (m2)	Land Requirement area (m2)
556	

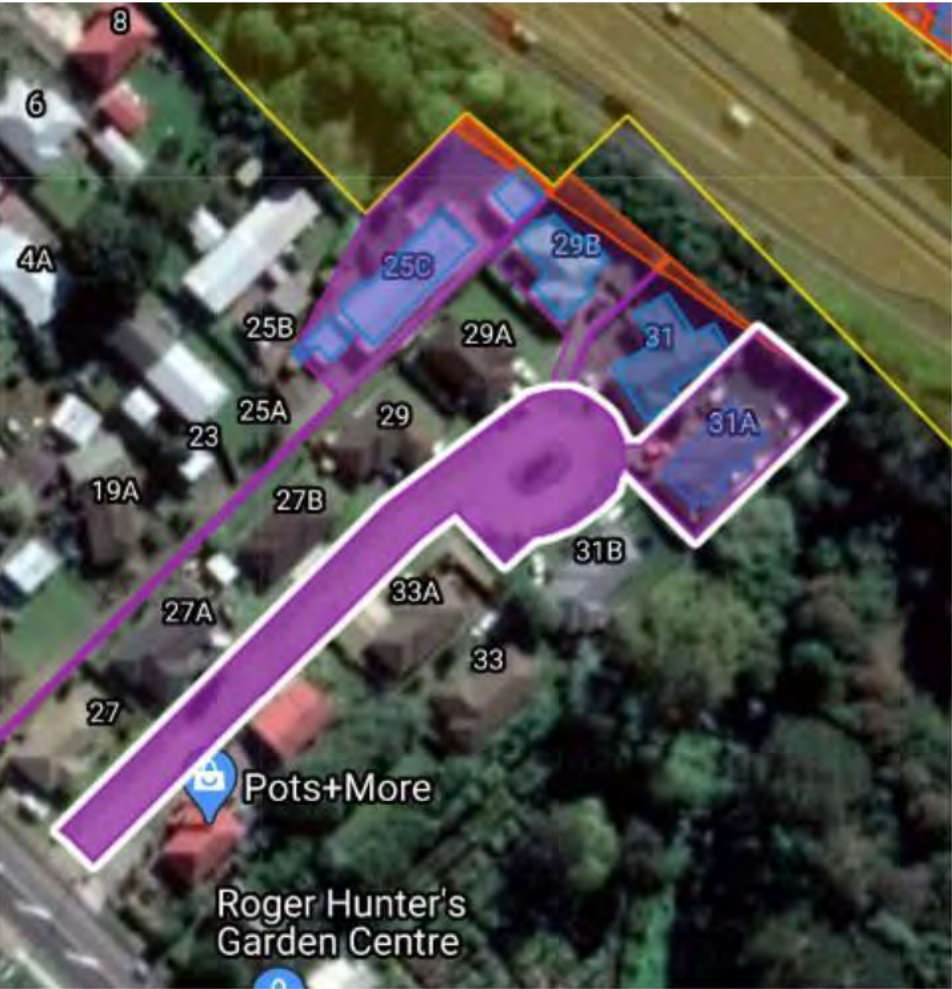
Legend

Land requirement

Property boundary



31A Tidal Road, Mangere



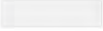
Underlying land area (m2)	Land Requirement area (m2)
644	

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

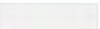


Legend

Land requirement



Property boundary



Underlying land
area (m2)

3,987 (1/8 share)

Land Requirement
area (m2)

196.98 (1/8 share)

3/7 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)

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	
Property boundary	

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



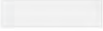
Underlying land area (m2)	Land Requirement area (m2)
983	

Legend

Land requirement



Property boundary



11 Geoffrey Place, Mangere East



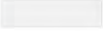
Underlying land area (m2)	Land Requirement area (m2)
1,087	

Legend

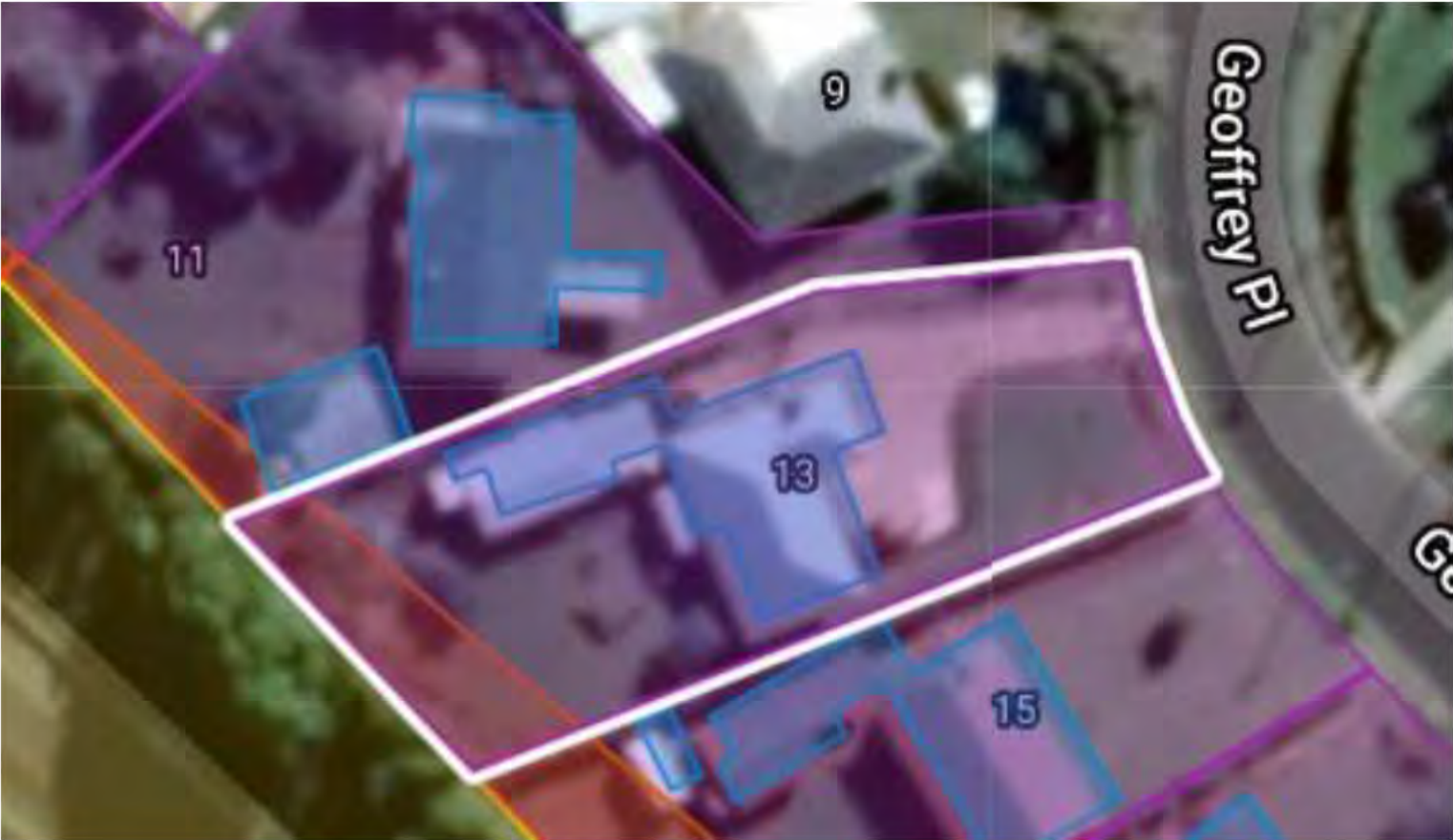
Land requirement



Property boundary



13 Geoffrey Place, Mangere East



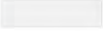
Underlying land area (m2)	Land Requirement area (m2)
994	

Legend

Land requirement



Property boundary



15 Geoffrey Place, Mangere East



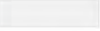
Underlying land area (m2)	Land Requirement area (m2)
883	

Legend

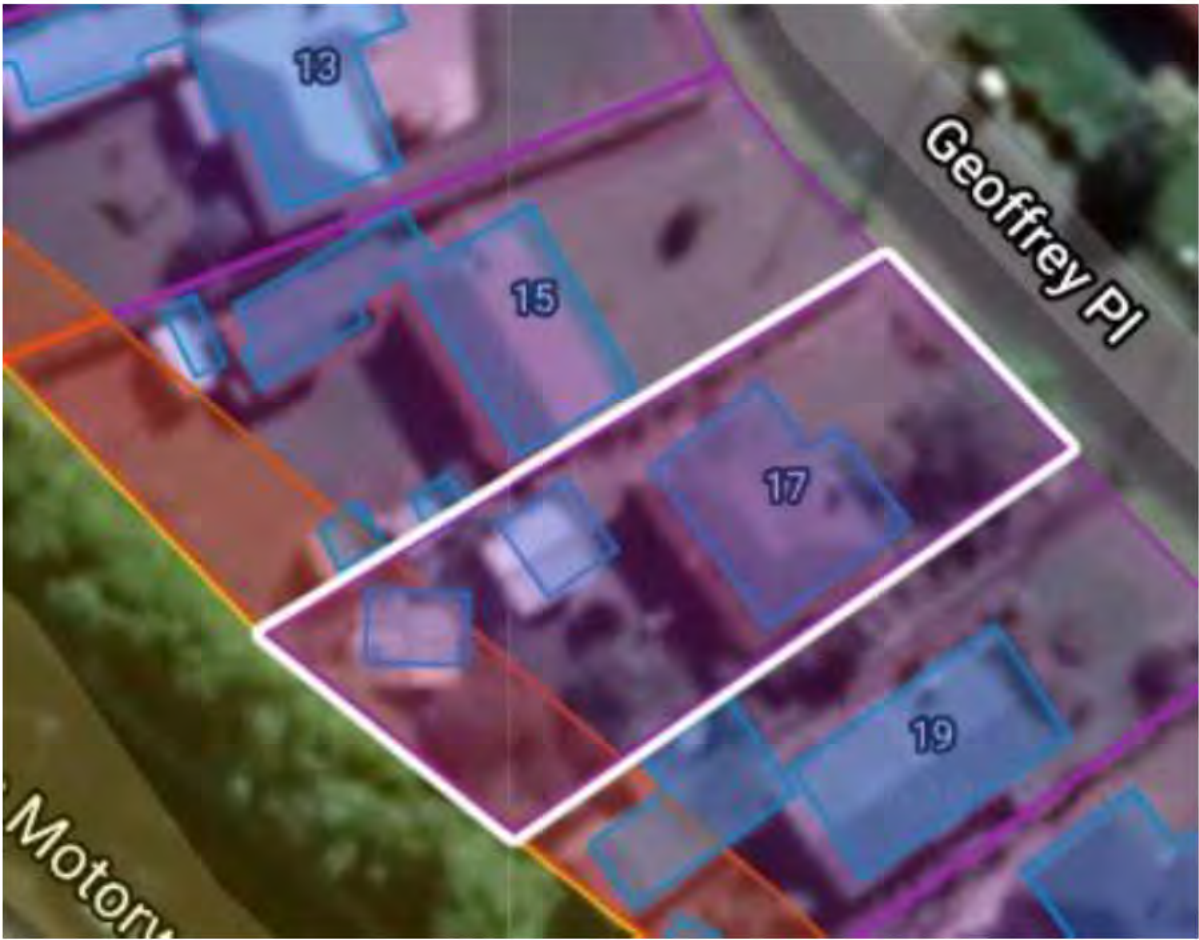
Land requirement



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



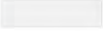
Underlying land area (m2)	Land Requirement area (m2)
708	

Legend

Land requirement



Property boundary



21 Geoffrey Place, Mangere East

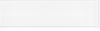


Underlying land area (m2)	Land Requirement area (m2)
708	

Legend

Land requirement

Property boundary



23 Geoffrey Place, Mangere East



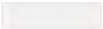
Underlying land area (m2)	Land Requirement area (m2)
749	

Legend

Land requirement



Property boundary



25 Geoffrey Place, Mangere East



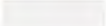
Underlying land area (m2)	Land Requirement area (m2)
756	

Legend

Land requirement



Property boundary



27 Geoffrey Place, Mangere East



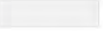
Underlying land area (m2)	Land Requirement area (m2)
1,482	

Legend

Land requirement



Property boundary



115 Tidal Road, Mangere

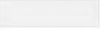


Underlying land area (m2)	Land Requirement area (m2)
1,161	

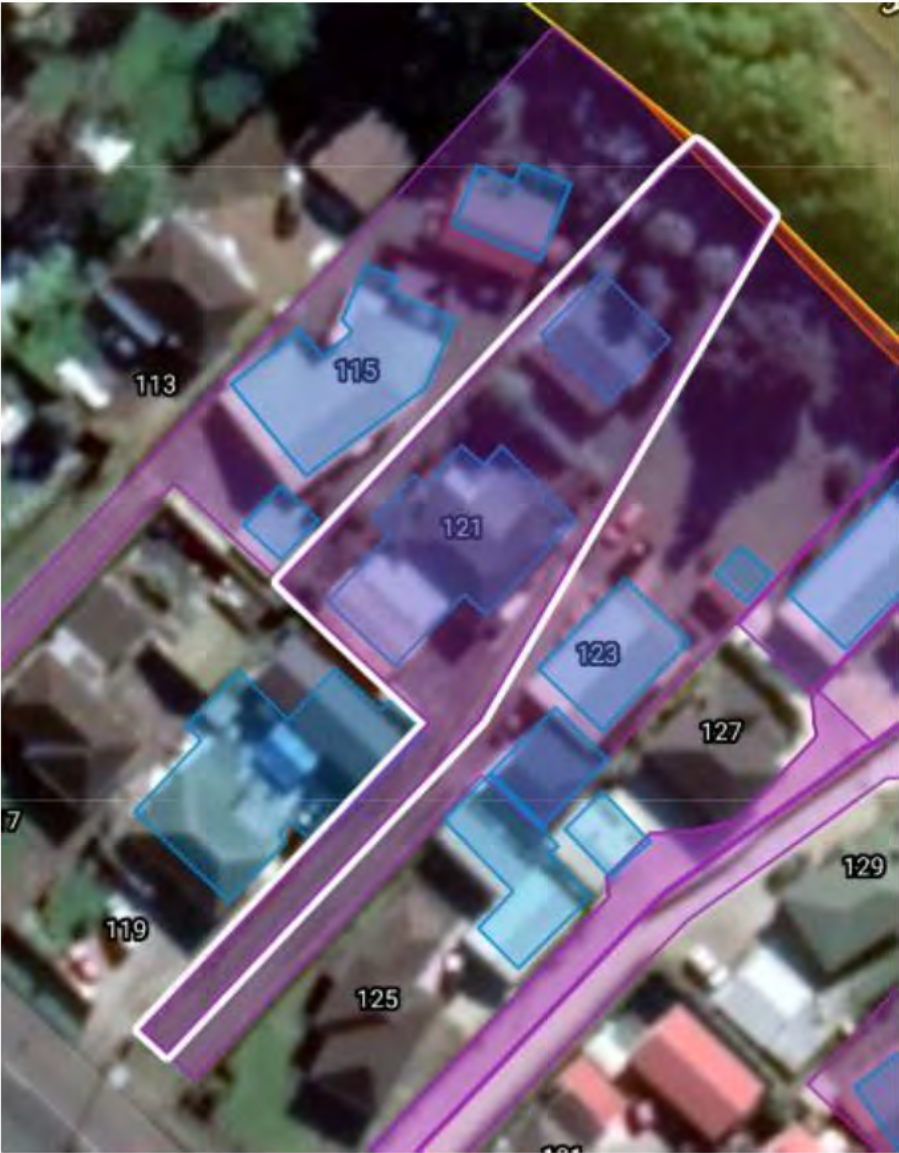
Legend

Land requirement

Property boundary



121 Tidal Road, Mangere



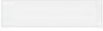
Underlying land area (m2)	Land Requirement area (m2)
1,163	

Legend

Land requirement



Property boundary



123 Tidal Road, Mangere



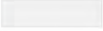
Underlying land area (m2)	Land Requirement area (m2)
1161	

Legend

Land requirement



Property boundary



127A Tidal Road, Mangere



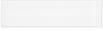
Underlying land area (m2)	Land Requirement area (m2)
284	

Legend

Land requirement

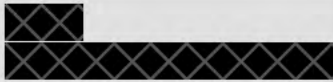


Property boundary



127B Tidal Road, Mangere

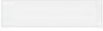


Underlying land area (m2)	Land Requirement area (m2)
317	

Legend

Land requirement

Property boundary



129 Tidal Road, Mangere



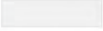
Underlying land area (m2)	Land Requirement area (m2)
673	

Legend

Land requirement



Property boundary



135 Tidal Road, Mangere



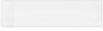
Underlying land area (m2)	Land Requirement area (m2)
1,179	

Legend

Land requirement

Property boundary





137 Tidal Road, Mangere



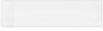
Underlying land area (m2)	Land Requirement area (m2)
1,176	

Legend

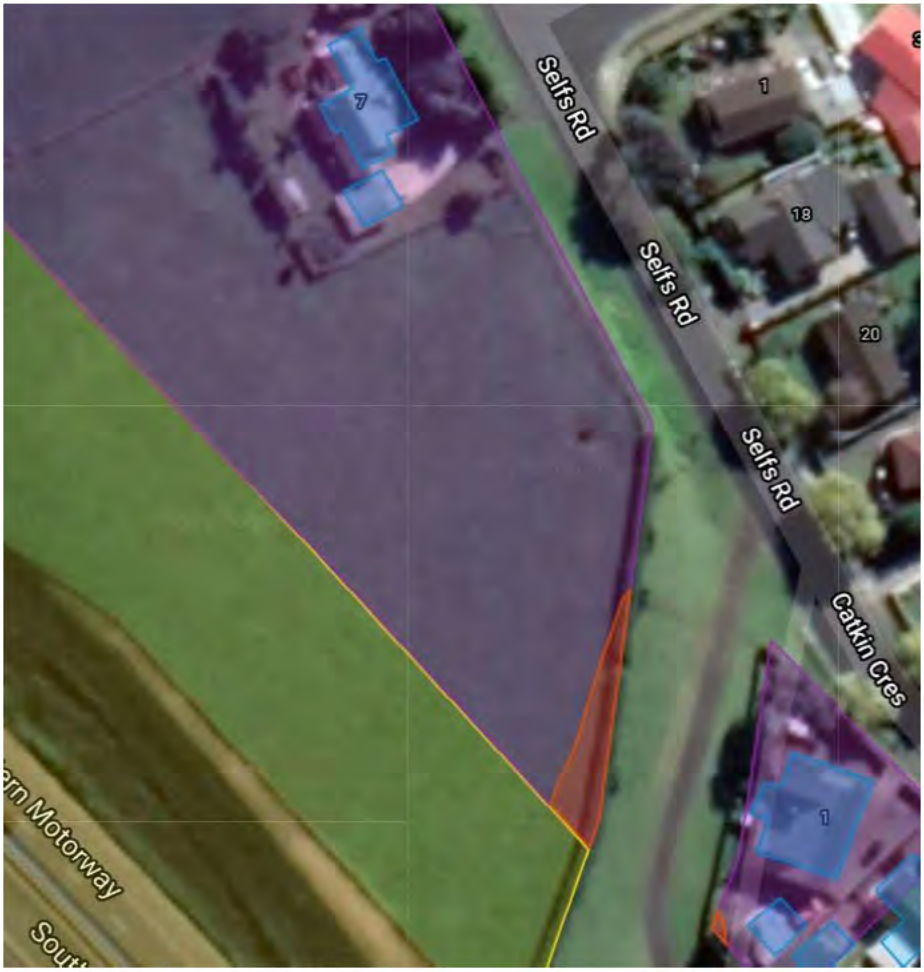
Land requirement

Property boundary

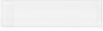




240 Portage Road, Papatoetoe (aka 1 Selfs Road)



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

Legend	
Land requirement	
Property boundary	

261 Portage Road, Mangere

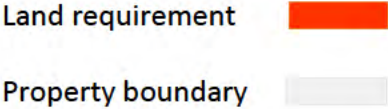


Underlying land area (m2)	Land Requirement area (m2)
716	

Legend

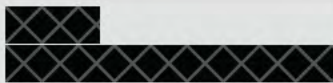
Land requirement

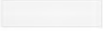
Property boundary



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	

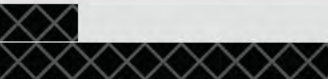
Legend

Land requirement

Property boundary

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

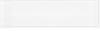


Underlying land area (m2)	Land Requirement area (m2)
276	

Legend

Land requirement

Property boundary



286 Portage Road, Mangere



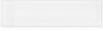
Underlying land area (m2)	Land Requirement area (m2)
758,610	

Legend

Land requirement



Property boundary



1 Catkin Crescent, Papatoetoe



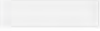
Underlying land area (m2)	Land Requirement area (m2)
774	

Legend

Land requirement



Property boundary



361 Puhinui Road, Wiri



Appendix 3 – Individual Property Summaries

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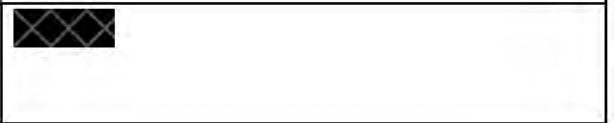
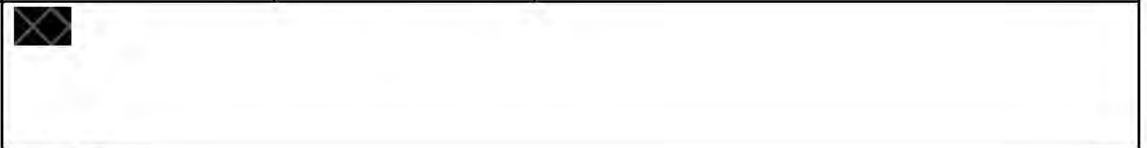
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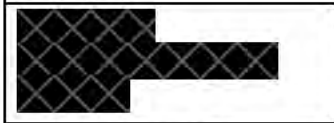
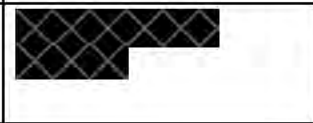
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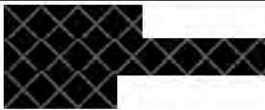
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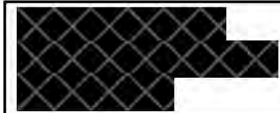
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Appendix 4 – Indicative Acquisition Programme

