

Takaanini Level Crossings Appendix I – Property Overview

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Version 1.0

Document Status

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1 Introduction

The Takaanini Level Crossing DBC follows on from the solutions and outcomes identified at both the Programme Business Case (PBC) and Indicative Business Case (IBC). It confirms the need for removal and/or replacement of the four existing level crossings in Takaanini to improve safety, improve network resilience and efficiency and enable rail improvements to promote and encourage the uptake of low carbon transport modes.

1.1 Purpose of the Property Overview

This Property Overview has been developed to outline the anticipated property requirements for the Takaanini Level Crossings Detailed Business Case (DBC).

It is important to note that whilst this has been developed for the DBC, its primary purpose is for **route protection**. Typically, there will be a subsequent Implementation Business Case to seek approval for implementation funding. Although, in this case the Auckland Network Level Crossings SSBC may determine when and how implementation occurs for the level crossings. It will also include more detailed analysis of the property issues.

The Te Tupu Ngātahi programme has developed a Programme Wide Property Strategy that outlines the principles for property acquisition for the entire programme. The Te Tupu Ngātahi programme includes both Waka Kotahi and Auckland Transport (AT) projects and both property teams have been part of the development of programme wide guidance and approaches. For this DBC, it is AT's project thus a focus on AT in this document but note that Waka Kotahi have been involved in the review of processes and approaches. These principles have guided the development of the property approach with the key points being:

- The programme is about long-term affordability and property will be generally acquired closer to implementation.
- It is recognised there will potentially be an early property acquisition liability as soon as the NoR is lodged for each project.
- The Requiring Authority will take the lead on property negotiations for that specific project, utilising the current processes of that organisation (Auckland Transport (AT)).
- AT's Early Acquisition Guideline processes will apply.
- Where there is opportunity for strategically important properties to be acquired, these should be taken.
- Opportunities for resultant value capture from residual land will be considered as part of the land use integration.

[REDACTED]. This Property Overview outlines the analysis and approach to providing as much certainty as possible to what this early property acquisition liability could be into the future.

It is a living document developed for the route protection detailed business case phase. Given the long-term timeframes envisaged for this route protection, the Property Overview will need to be revisited, reviewed and updated in the lead up to project implementation. The acquisition programme is dependent on detailed design and land requirement plans being completed.

This Property Overview is intended to sit alongside the Route Protection Strategy and a strategy to commence a dialogue with developers at resource consent subdivision pre application stage to secure additional arterial road widths.

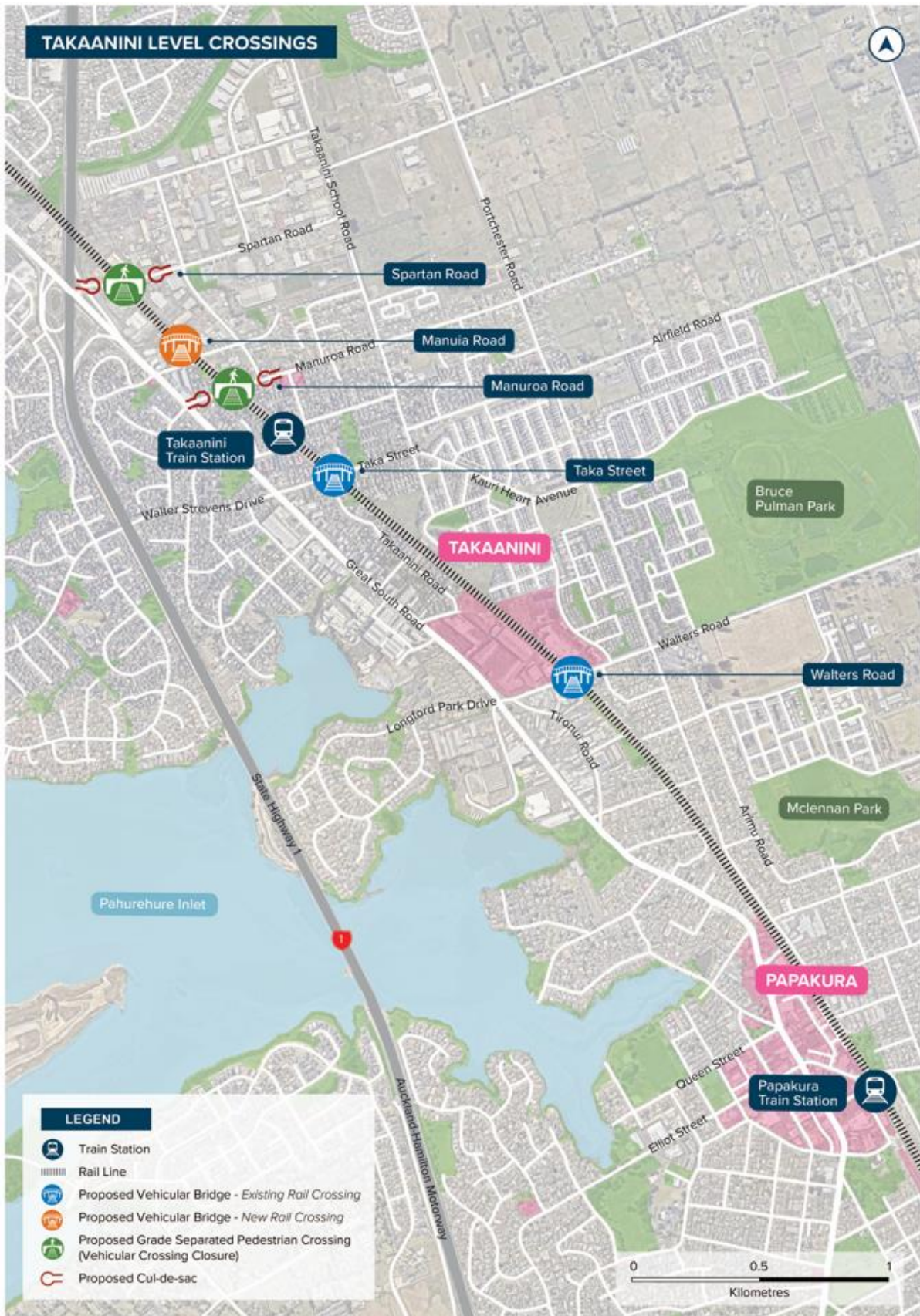
1.2 The Takaanini Level Crossings

The recommended option for the Takaanini Level Crossings is shown in **Figure 1-1**. This includes:

- **Spartan Road:** Closure of level crossings with an active mode connection provided.
- **Manuroa Road:** Closure of level crossings with an active mode connection provided.
- **Manuia Road:** New connection from Great South Road through to Oakleigh Ave.
- **Taka Street:** Grade separation via a road bridge replacing the existing level crossing.
- **Walters Road:** Grade separation via a road bridge replacing the existing level crossing.

The Route Protection Strategy has identified route protection will be delivered in 1 package for the recommended option (**Figure 1-1**). Refer to **Appendix L: Route Protection Strategy** of the DBC report for information.

Figure 1-1 : Recommended option



1.2.1 Timing

The planned date for implementation is heavily reliant on the outcomes of the Auckland Network Level Crossings SSBC and funding availability. A much more detailed project specific property assessment will be undertaken as part of the SSBC development. For the purpose of this report and the DBC, a number of different scenarios of staging and timing is assumed.

Table 1-1 summarises the staging and timing scenarios assumed as part of the DBC.

Table 1-1 : Staging and Timing Scenario for Takaanini Level Crossings

| No. | Scenario | Description |
|-----------|---|--|
| 1 | Earliest possible implementation date – FY 25/26 | <p>This assumes that instead of undertaking route protection now, the project will proceed to consenting and have the project referred via Covid Fast-Track legislation. Thus, lodgement in May 2023 and potential start date in 2025. The likelihood of this eventuating is low. However, this provides an indication of the cashflow required if implementation is to finish within 10 years.</p> <p>For this scenario, the staging assumed is as below:</p> <ol style="list-style-type: none"> 1. Walters Road and Manuia Road grade separation 2. Taka Street grade separation 3. Spartan Road and Manuroa Road closure and active mode bridge connection |
| 1b | As above but Walters and Manuia Road are staged | This assumes Walters Road is built first before Manuia Road bridge as to spread out the financial pressure. |
| 2 | 'Likely' scenario with implementation starting FY 28/29 | <p>This pushes out the implementation to a more realistic date in which all planning i.e. consenting and design etc are undertaken in the standard way. For the purpose of this document, implementation start date in FY28/29 is assumed. Noting that this will be influenced by a number of factors i.e. appeals which could mean an earlier or later start date.</p> <p>This scenario assumes the same staging as Scenario 1.</p> |
| 2b | As per Scenario 2 with different staging | <p>Given that there is limited funding under the 2021-2031 RLTP, this scenario presents what could likely be funded under this RLTP. This assumes:</p> <ul style="list-style-type: none"> • Walters Road is implemented within this RLTP • Implementation property cost and construction cost for all other corridors is pushed out to the next RLTP • Implementation will be in stages, Walters Road then Manuia Road then Taka then closures and active mode bridge connection. |

2 Affected Properties

2.1 Indicative Land Requirements

A detailed analysis of the number of properties and what type of resultant property purchase is required (full, partial, partial and temporary or temporary) has been undertaken by Auckland Transport for the project.

A total of 363 property interests have been identified for acquisition as outlined in **Table 2-1**. Once property duplications (e.g. properties that might have partial land acquisition and temporary rental charges) are taken into account this results in a total of 191 individual properties.

Table 2-1 : Property Acquisition Summary

| Corridor | Total Property Interest | Full | Partial | Temporary Occupation | Partial & Temporary Occupation | Total Individual Property Interest |
|--------------|-------------------------|-----------|------------|----------------------|--------------------------------|------------------------------------|
| Spartan Road | 20 | 0 | 11 | 8 | 19 | 12 |
| Manuia Road | 73 | 9 | 30 | 27 | 57 | 30 |
| Manuroa Road | 24 | 3 | 9 | 9 | 18 | 13 |
| Taka Street | 136 | 12 | 63 | 52 | 115 | 56 |
| Walters Road | 110 | 13 | 47 | 42 | 89 | 40 |
| Total | 363 | 37 | 160 | 138 | 298 | 191 |

The above shows that only 10% of property of interest are full purchases and most purchases are partial and/or temporary occupations. A small number of properties do not require acquisition as they are already owned e.g., road.

2.2 Development in the area

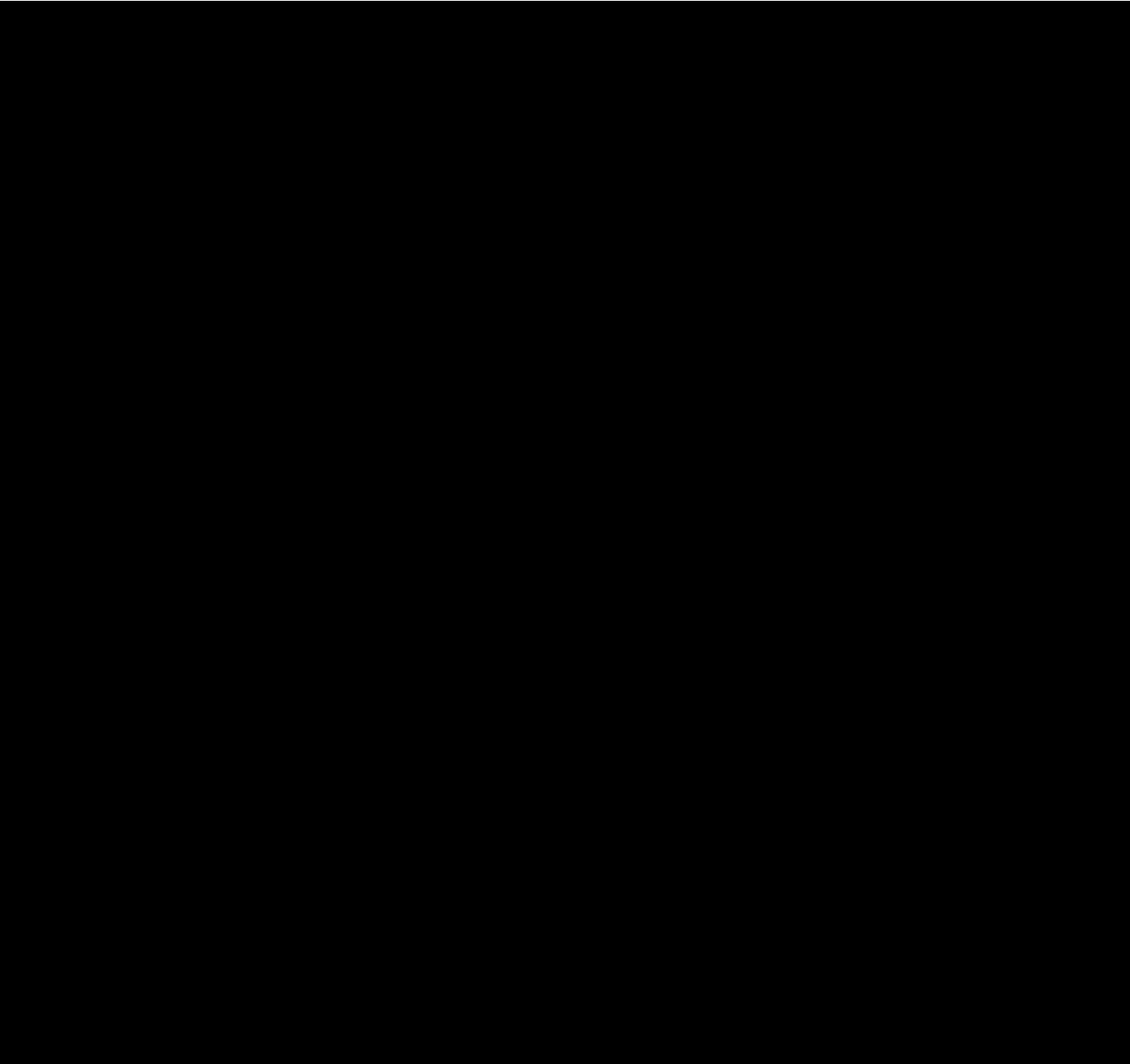
No specific development opportunities have been identified in the area. However, Plan Change 78 is currently progressing its application. This will allow more intensification within the area of interest and will impact property value.

2.3 Acquisition Issues and Risks

An assessment of the key risks has been undertaken. A three-tiered risk assessment scale has been used:

- **High** – Significant risk that will require sustained and active management.
- **Medium** – Moderate risk that will require active mitigation.
- **Low** – Minimum risk that can be appropriately managed.

Table 2-2 summarises the key risks identified for the project.



2.4 Access

All properties will retain access to the transport system, A number of properties will require their access to be modified during the acquisition process. The details of this will be worked through in the later design stages of the project. The land identified for acquisition has taken this access principle into account and is reflected in the scale of land to be acquired. Where it is unlikely that access can be maintained then the property has been identified for full acquisition.

For some of the properties, temporary access may be required and will be investigated during the project development phases in the future. It is recommended that this temporary investigative access be obtained as early as possible for any property identified for future acquisition.

2.5 Land Tenure Issues

This assessment has not been undertaken at this time due to the route protection nature of this DBC. It is anticipated that this will be considered as part of the Auckland Network Level Crossings SSBC.

3 Compensation

3.1 Base Price Methodology

The AT property team have undertaken the property cost estimate for the project on behalf of Te Tupu Ngātahi. This section of the Property Overview outlines the methodology adopted by the AT property team in developing the property cost estimate.

The level of information provided to AT to inform the base cost estimate is commensurate with the business case, which is for NoR route protection purposes.

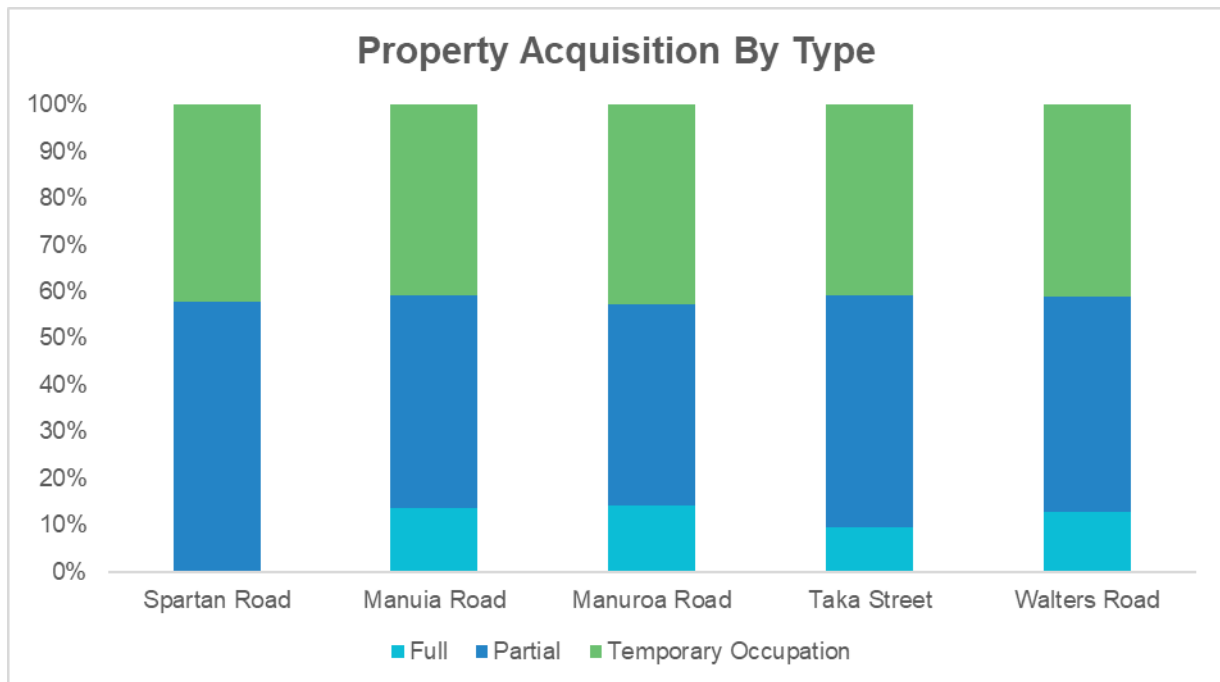
AT assessed the design files provided by Te Tupu Ngātahi for route protection which did not include detailed investigation of property impacts, for example topographical and geotechnical impacts.

Informing the base cost estimate are the following assumptions:

- The existing zoning and land use in respect of the properties has been assumed to remain the same until the time of acquisition.
- Details of the individual properties and the improvements have been predominantly assessed from 'desktop' analysis using Property Guru data, with some limited site inspections.
- No allowance has been made for demolition or removal of improvements where required, nor for other remediation works. This is typically allowed for within project construction cost estimates.
- Property access arrangements – There are some uncertainties at present on the extent of the impact of the route alignment on some property access arrangements. Evolving design detail may amend final acquisition requirements and/ or construction methodology.
- Injurious affection which is an estimate of the adverse effect that a partial acquisition of land will have on the remainder of the land. No allowance has been made and will need to be considered once the design has been further refined.
- Registered interests – review of all registered memorials on the affected titles has not been carried out. This review will inform how many more interests are required for the Project and will need to be considered during future stages.

Figure 3-1 shows the type of property acquisition by each corridor. This confirms most acquisitions are partial with very few full acquisitions envisaged. All corridors will have some full acquisitions except for Spartan Road but full acquisition only accounts for 10% of total properties to be acquired.

Figure 3-1 : Property acquisition by type by corridor



The exercise undertaken for providing the based cost estimate is as below:

| Task | Additional information |
|--|---|
| AT undertook a desktop assessment of land values expressed on a rate per square metre basis for raw (un-subdivided) Takaanini block land (i.e., land requiring earthworks, roading and servicing prior to any development) for the different zonings including Light Industry, Mixed housing suburban, Town Centre and Heavy Industry. The valuation inputs were provided by independent registered valuers. | <p>Adopted:</p> <ul style="list-style-type: none"> Light Industrial rate of [REDACTED] Heavy Industrial rate of [REDACTED] Town Centre rate of [REDACTED] Mixed housing suburban rate of [REDACTED] Mixed housing urban rate of [REDACTED] |
| Property aggregated into appropriate parcels by considering current and future environment, current and future zoning and any particular property intricacies. | The existing zoning and land use in respect of the properties has been assumed to remain the same until the time of acquisition. |
| Develop price for each parcel | A property price is identified for each parcel considering the same type of land use according to the Auckland Unitary Plan (AUP) Zones and in using the adopted rates. |
| PWA cost estimates have been assessed on a parcel-by-parcel basis. | <ul style="list-style-type: none"> Section 72 costs. Section 66 costs have been forecasted based on either a full or partial acquisition. For Temporary rent, it has been assumed that the owner's costs are captured in the partial acquisition s66 costs. The costs have been moderated where the partial acquisition area is minor. Costs of acquisition including legal and negotiator costs have been allowed for. Negotiator cost has been allowed for, an amount of \$25,000 has been assumed |

| Task | Additional information |
|---|---|
| | <p>for both full and partial acquisitions with \$10,000 allowed for minor partial acquisitions.</p> <ul style="list-style-type: none"> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> |
| <p>Stage 2 PWA compulsory acquisition and Land Valuation Tribunal (LVT) proceeding costs.</p> | <p>An allowance has been made on an aggregate basis based on the following assumptions:</p> <ul style="list-style-type: none"> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> <p>[REDACTED]</p> |

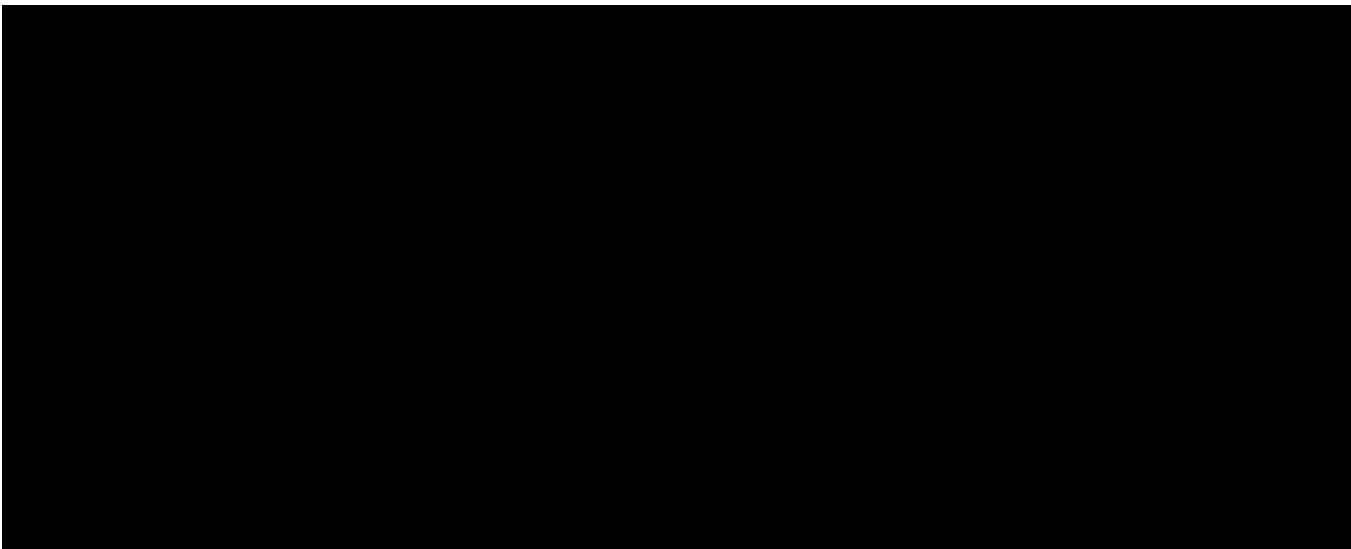
3.2 Base Property Internal Quality Assurance

The base property cost estimate was benchmarked against the current pricing and was also reviewed by senior experienced valuation experts.

3.3 Base Property Estimate

The base property estimates which includes the estimated gross costs, S66 costs, S72 costs and negotiator costs are shown in [REDACTED]

The total base property estimate, using the methodology outlined above, as at present dollar value is [REDACTED] excluding land cost contingency and PWA cost contingencies and annual temporary occupation rental. The temporary occupation costs are shown separately per annum.





3.4 Stage Two PWA and LVT Cost Estimate

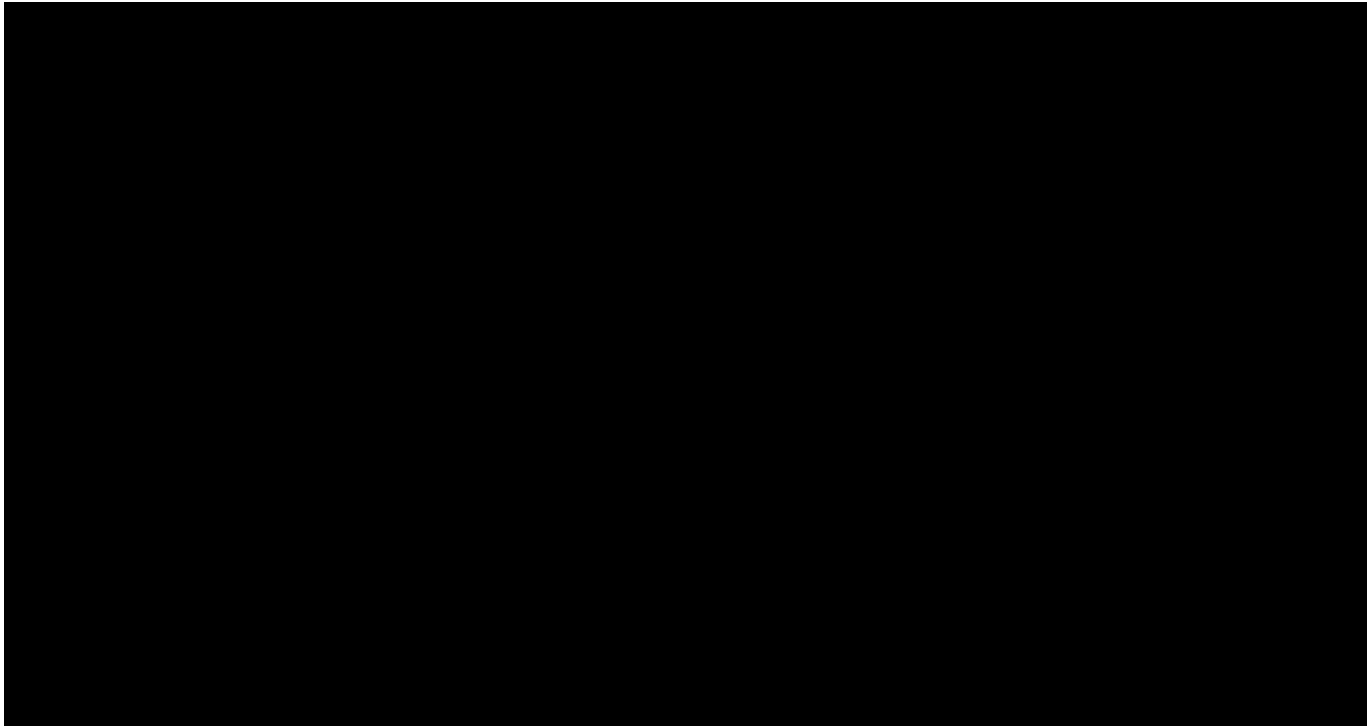
To the base property estimate above, AT then added an allowance of [REDACTED] to the overall acquisition programme for the estimated section s23 and 26 PWA and LVT proceeding costs.

3.5 Expected P50 and P95 Property Costs

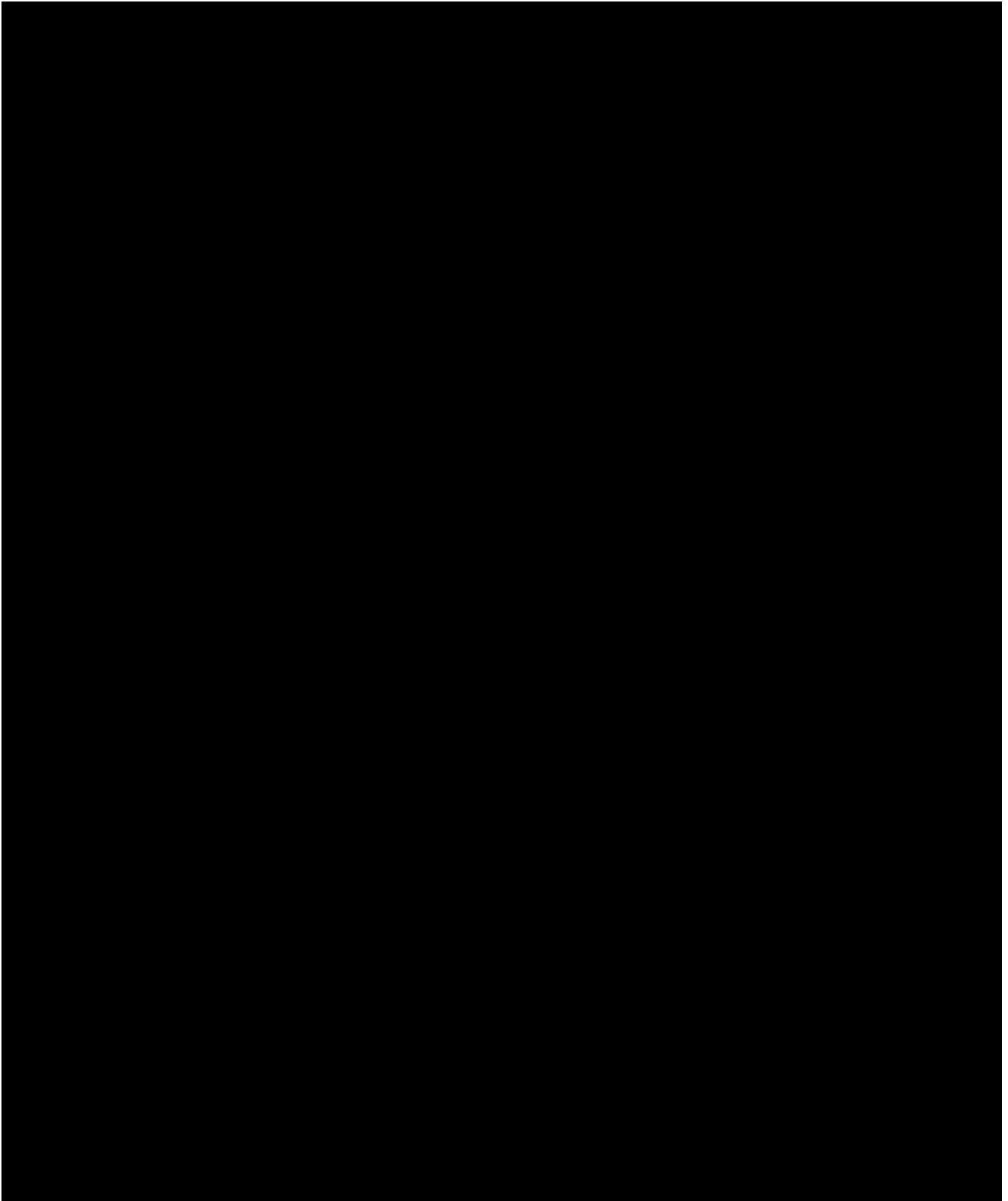
A contingency is applied to identify the expected estimate, or P50 and then a further contingency to identify the P95 cost.

A 15% contingency was applied to the base estimate to provide for uncertainty in relation to the estimate inputs and specific project threats and opportunities with a cost impact to derive the expected estimate (P50).

A further 20% was then applied as funding risk contingency to derive the (P95) which align with the physical works allowance.



4 Package property acquisition approach



¹ <https://www.infrastructureaustralia.gov.au/sites/default/files/2019-06/CorridorProtection.pdf>

5 Future Property Appreciation

5.1 Challenges of appreciation in long term growth areas

A designation prevents physical/capital development of the land the designated areas, and therefore any inflation arising from that, it does not completely freeze the value uplift. From a PWA perspective, the value of compensation paid is assessed as at the date it is purchased and is evaluated with reference to surrounding comparable market values. Given the uncertainty of when the project may be implemented, estimation of future costs is extremely unreliable. Property inflation can only sensibly be estimated three to five years into the future and even then, there is uncertainty given the current volatile macroeconomic market.

This risk is mitigated by reviewing the property estimates as part of the Auckland Network Level Crossings SSBC as well as closer to implementation date.

5.2 Risk Profile

At a macro level the dynamism of the surrounding land-use changes will have an impact as this will result in land value appreciation. Route protection will occur over a range of land zonings, each with different potential for land value inflation. Areas that have the least potential for change to a more intensive zoning will have the least potential for land value inflation. For example, those with a current urban or rural zoning that will remain the same or similar over the project period will only be subject to inflation at the rate standard for that land-use class. In contrast, areas that are transitioning from a FUZ to an urban zoning will significantly increase in value.

Although for this project, there are no FUZ zonings, there are however areas where properties are within Plan Change 78. [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

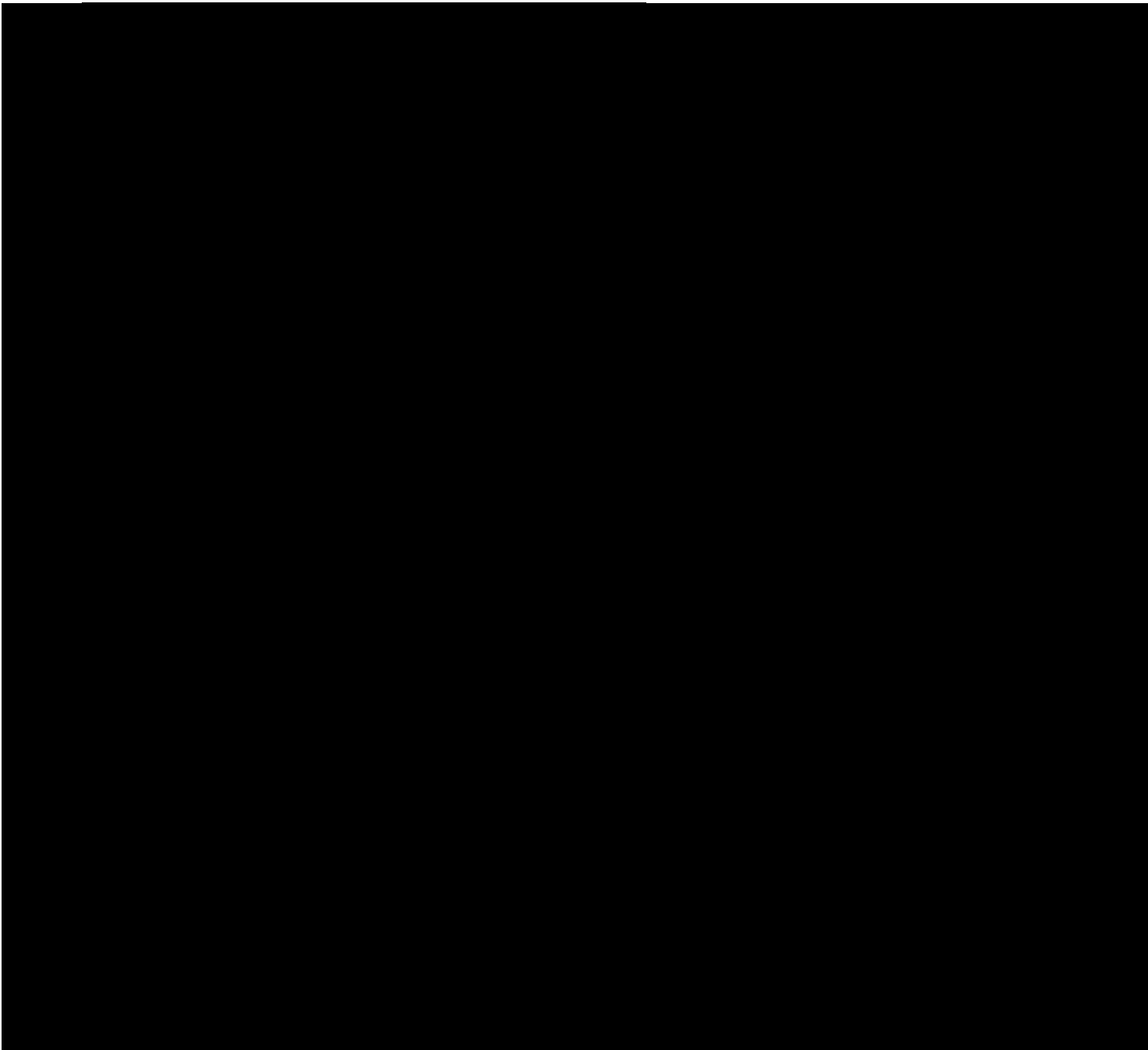
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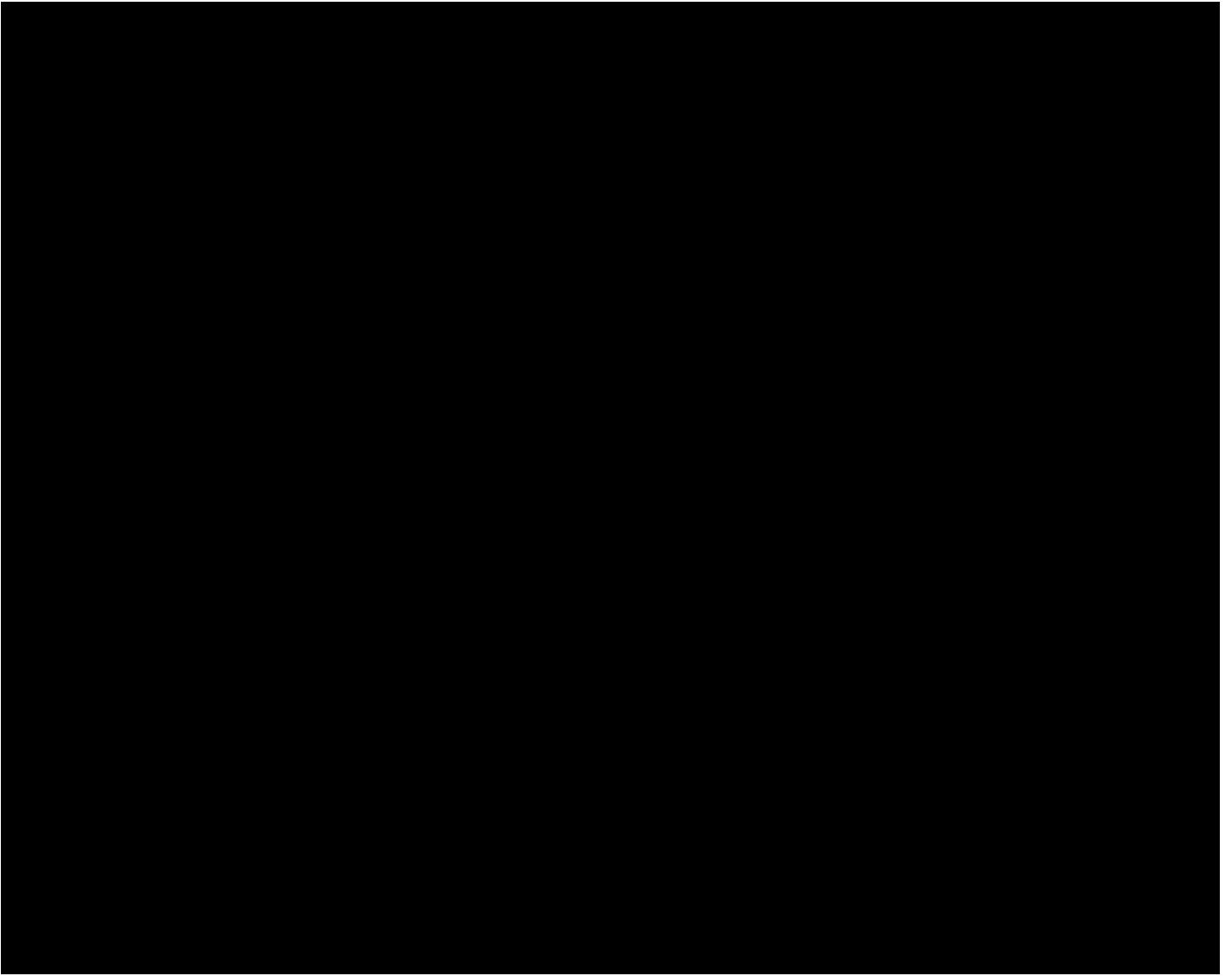
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We acknowledge this approach is simplistic. However, given the uncertainty of the timing of the project and a more detailed analysis will be undertaken as part of the Auckland Network Level Crossings SSBC, it is considered the above is appropriate as an indication for the DBC.

[REDACTED]. These are significant costs and other scenarios will only see these numbers increase over the project life cycle as appreciation continues.



6 Early Acquisition Liability

In addition to the future property appreciation risk, implementing a route protection strategy that aligns implementation of the property acquisition programme with future project delivery that is programmed in future decades, creates:

- The need for the Requiring Authority to respond to demand for early property acquisition.
- An obligation to acquire the protected land in some instances under section 185 of the RMA.

[REDACTED]

6.1 Demand for Purchase of land with NoR in place

The timing of the demand for early purchase of land within the protected route will be driven by both the individual landowners' various land-use decisions and the anticipated construction date. This assumes the NoR is in place.

The project is in a built-up brownfield environment spanning across different land uses i.e. residential and industrial. [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Again, it is noted the majority of properties of interest are partial purchases.

6.2 Section 185 RMA Purchase Obligation

Requiring Authorities can be compelled to purchase route protected land pursuant to s185 RMA. Section 185 allows an owner to apply for an order obliging the Requiring Authority to purchase the land in certain circumstances. The Environment Court is empowered to make such orders, where the owner establishes that they have been unable to sell their property at the same value they could have if the property was not subject to the NoR. If the landowner was not the owner when the NoR was placed on the property, they also have to establish the NoR prevents their reasonable use of the land.

[REDACTED]

Authority to purchase land in a limited subset of cases, where the NoR and prospect of the project undermines the value, the owner derives from the property.

6.3 Risk Analysis

[REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]
- [REDACTED]

6.4 Early Acquisition Approach

AT have guidelines for managing early acquisition of property in advance of the project implementation phase, and in particular clarify the criteria and outline decision making processes for assessing each early acquisition on a case by case basis.

These guidelines anticipate the s185 process but are a less formal negotiated process. The process takes into account personal circumstances and recognises the NoR may have a blighting impact on property.

[REDACTED]

[Redacted text block]

[Redacted text block]

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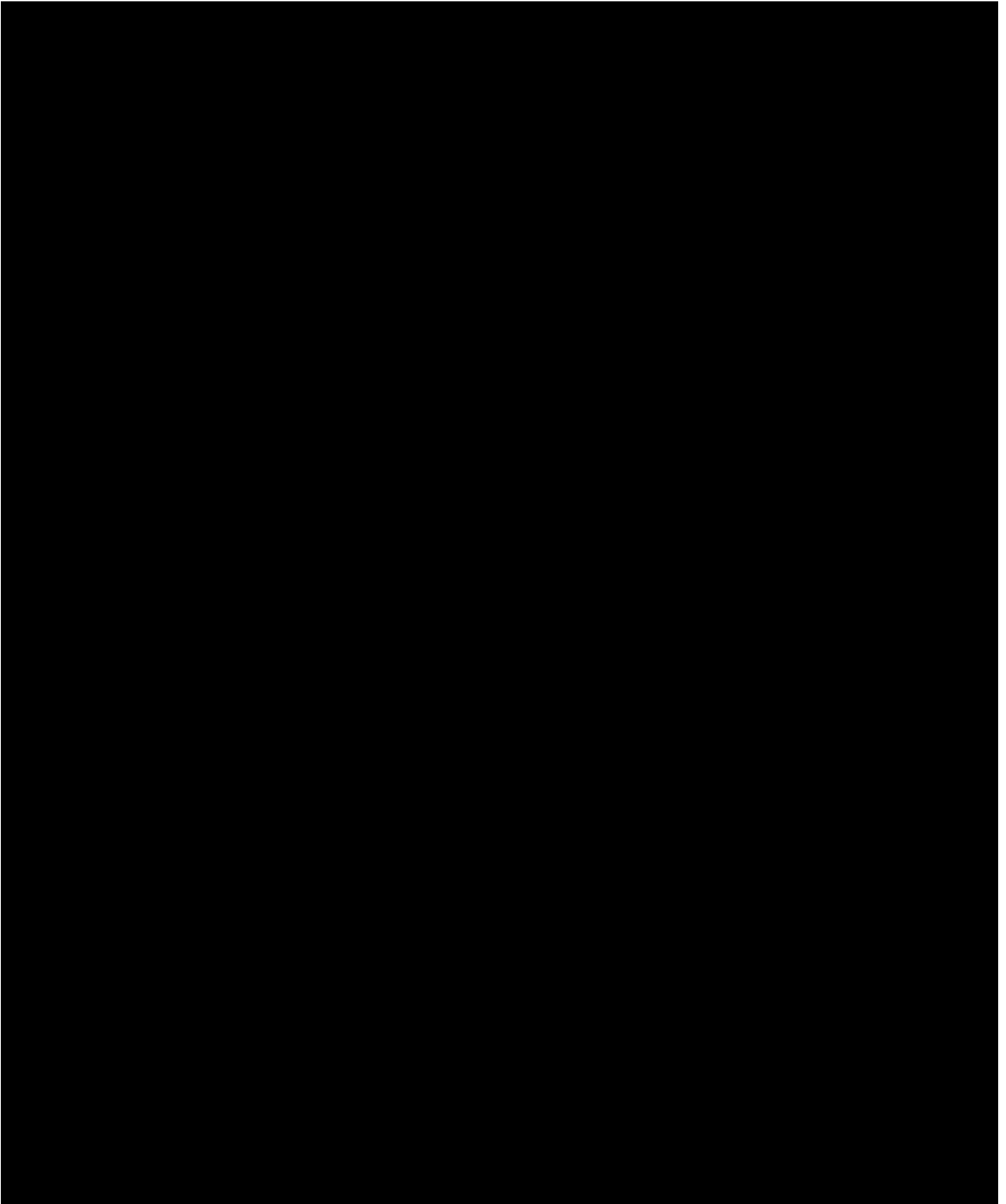
7 Potential Implications on Acquisition Cashflow

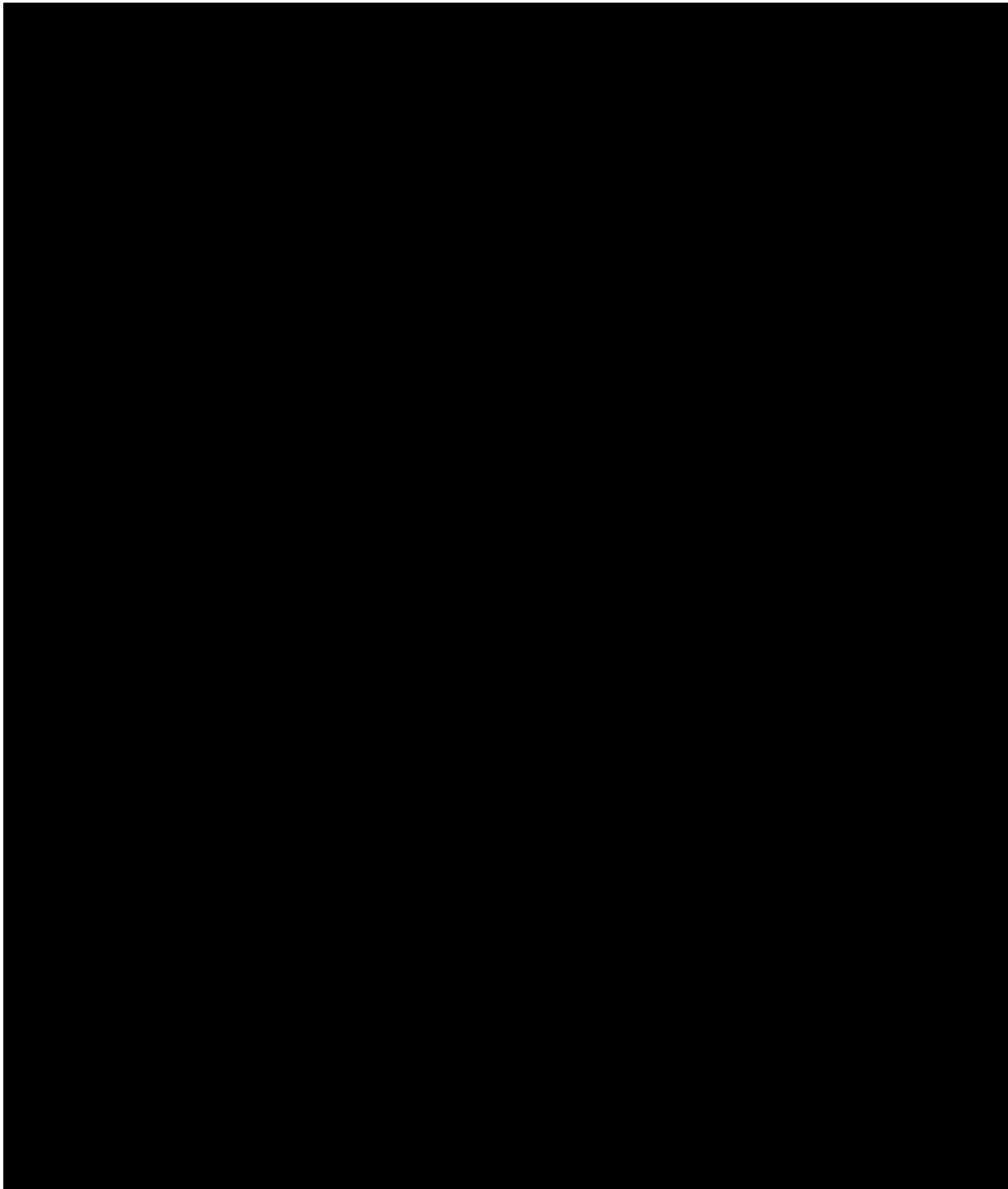
This section outlines the estimated annual property cashflow forecast between commencing the RMA designation processes and when the future project is programmed for delivery.

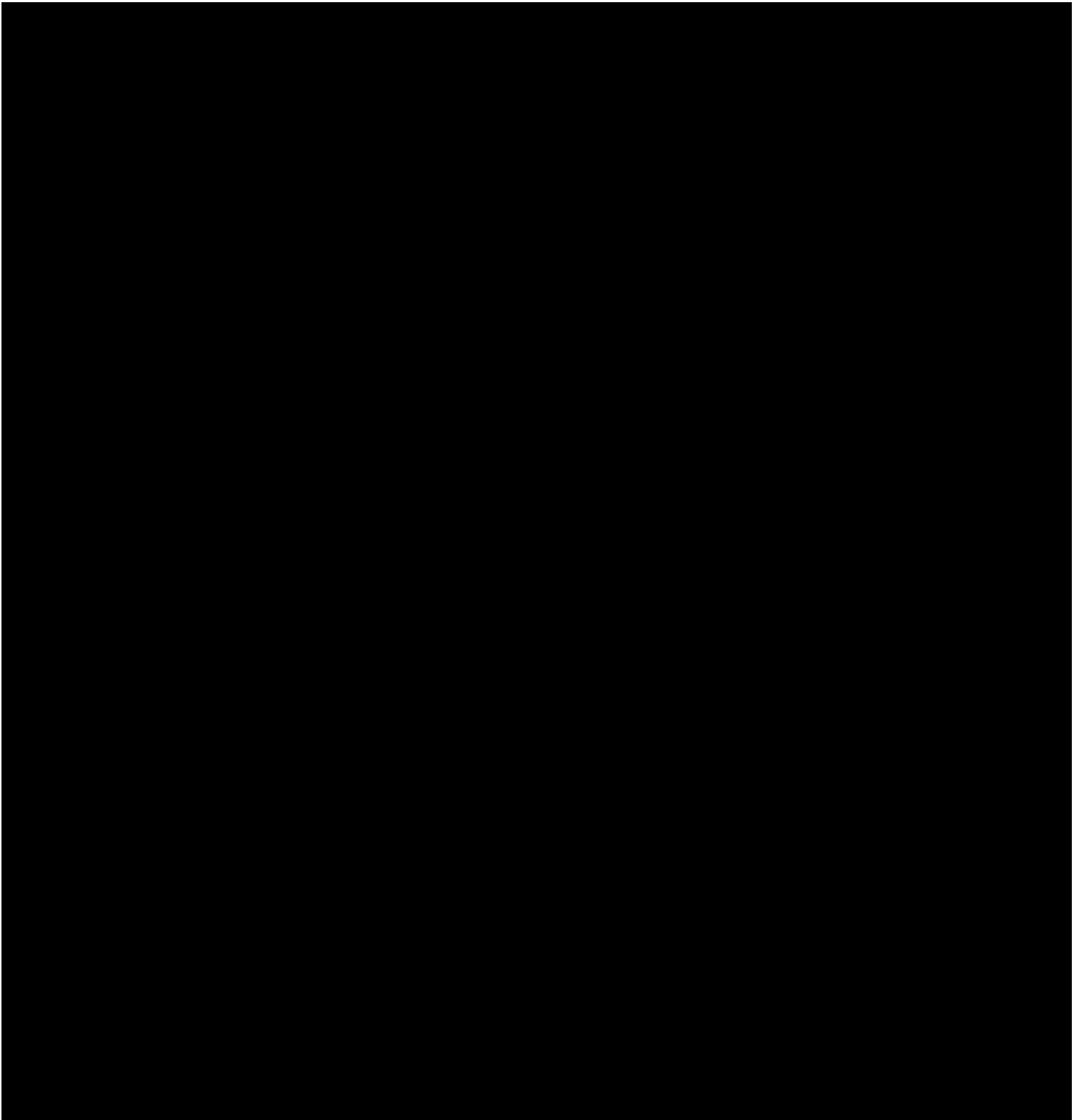
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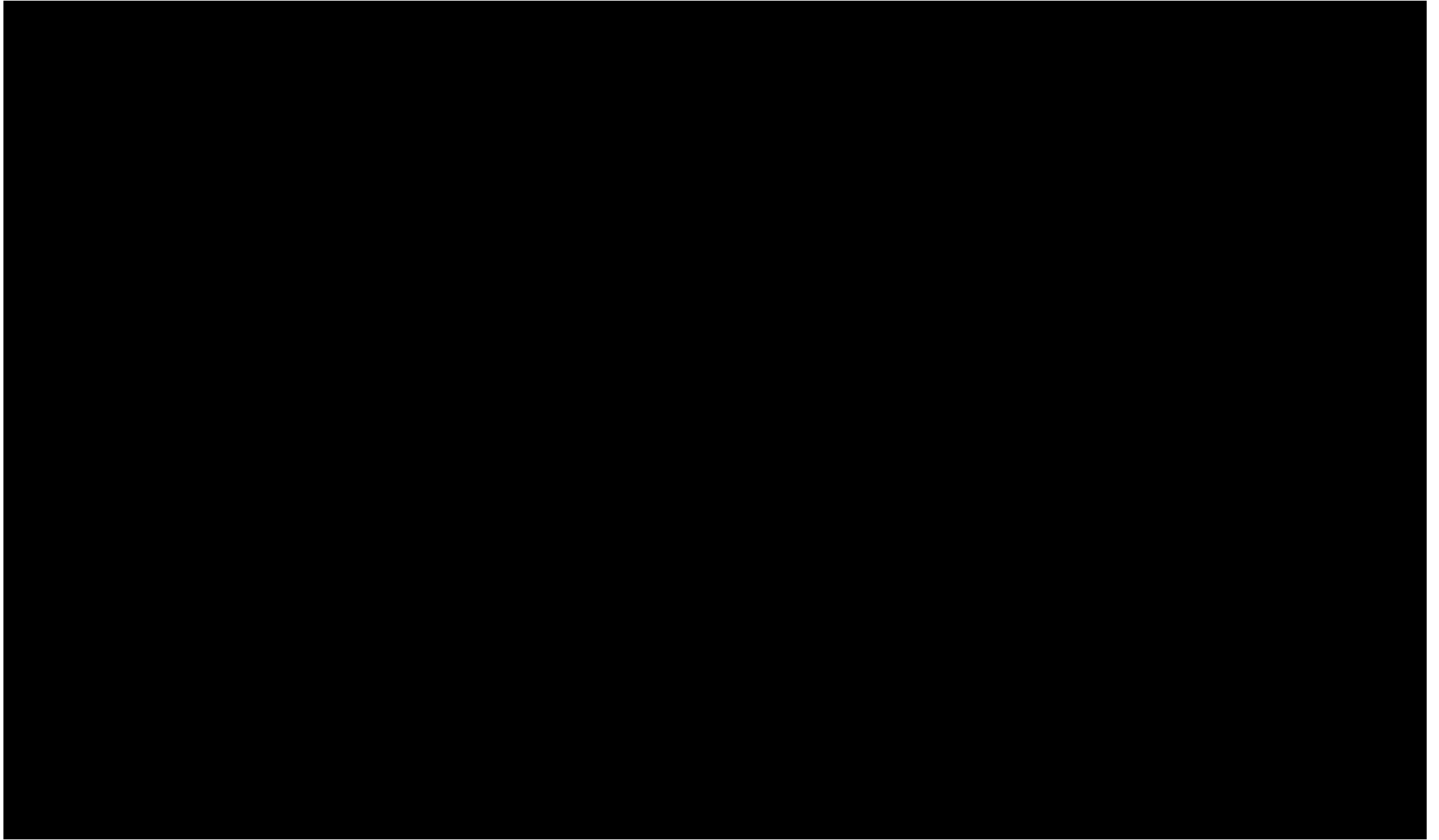
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8 Ongoing Management

8.1 Ongoing property management

Both Agencies have comprehensive processes and teams dedicated to the ongoing management of properties once purchased. It is assumed that these existing processes will be used to manage properties, where required. With only 10% of the total acquisition plan being full purchases the ongoing management is somewhat reduced.

Potential issues from an ongoing management perspective that have been considered and that will need more focus include:

- [REDACTED]
- **Healthy Homes** – There will likely be a need to comply with the latest legislative requirements for rental properties, including insulation, heating and draft (windows) management.
- **Asbestos** – There maybe asbestos in some of the properties that will require removal.

The standard approach of the Agencies in the testing, implementation and ongoing management of these issues (and any others) would be used. [REDACTED]

8.2 Disposal

This has not been addressed in this document as it is envisioned that the Auckland Network Level Crossings SSBC will provide a more comprehensive property approach as more details becomes available.

9 Contingent Project Liability

Various other cost elements, that are a cost to the physical works budget have also been identified including:

- [REDACTED]
- An annual temporary occupation rental, subject to adjustment by the project team to reflect the assumed construction duration.
- The risk of potential business relocation and business loss PWA claims. [REDACTED]
- Cost of reinstatement works.
- [REDACTED]
- Mitigation, where possible, of the potential effects of road construction, noise, dust and privacy issues etc.

10 Key Initiatives

The Te Tupu Ngātahi Programme gives consideration to improving ways of doing things including that of property acquisition. A Programme Wide Strategy sets out a number of initiatives to effectively manage the significant acquisition programme of the route protection approach. Key considerations include:

- Governance.
- Resourcing.
- Developer agreements.
- Strategic Property Acquisition Fund.

This is further detailed in **Appendix C: Key Initiatives**

11 Resource Consent and Public Consultation

11.1 Engagement

As part of this DBC's development, engagement has been undertaken with the community so there is an awareness of the project. Some affected property owners have been spoken to following individual requests for meeting. A summary of the outcomes of the engagement so far can be found within the engagement section of the DBC as well as in Appendix E: Engagement Summary. The next stage is for the designation to be sought. This will require further community engagement, and in particular, discussion and engagement with the affected property owners. The NoR development of documentation is currently underway.

11.2 Consents

Route protection for this project will be sought through the application of a designation for the new roads/ bridges and widening identified. Date for lodgement is scheduled for mid-2023. Resource consents will not be sought at this time.

12 Recommendations

The DBC is focussed on route protection. There remains uncertainty as to the exact timing of the property acquisition needs until the staging and implementation date is confirmed by the Auckland Network Level Crossings SSBC. [REDACTED]

To manage this risk and uncertainty appropriately and proactively, it is recommended that during the next phases of the project the following occurs:

- The Auckland Network Level Crossings SSBC reconfirm the property cost and requirements as design confidence is further developed.
- Any changes in design avoid the need for minor land requirements, where possible
- Value engineering is undertaken to minimise the land required
- Detailed property valuations are undertaken closer to implementation.

Appendix C: Key Initiatives

General

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

- [REDACTED]
- [REDACTED]

Governance

It is recommended that a joint property focussed decision making group be set up with a representative from each partner organisation. The purpose of this is that whilst individual property acquisitions will be managed on a day to day basis by the appropriate road controlling authority, overall joint governance is required to ensure that consistency of approach and priorities is maintained.

This joined up approach will provide increased certainty of outcome for all and a consistent approach across the programme.

Resourcing

There needs to be a dedicated resource of at least one person from each partner organisation who are focussed on the identification, acquisition and enhancement of strategic properties. There is a real risk that without this dedicated resourcing that a property specific approach in isolation is taken rather than an all of programme view. This will ensure that there is consistency in approach and issues will be addressed early and hopefully this will result in acquisitions only occurring when absolutely necessary.

The wider Te Tupu Ngātahi programme is also seeking a dedicated resource from each organisation and the role would be part of this overall programme resourcing rather than additional resourcing.

Developer Agreements

Focussing on getting alignment of various plan changes will assist in identifying infrastructure priorities. This will clarify the need for early and comprehensive developer agreements, particularly with the significant developers in the area, to assist an acquisition programme and cashflow phasing.

Wider Te Tupu Ngātahi Property Management

It is also important to outline that the Te Tupu Ngātahi Programme Wide Property Strategy sets out a number of initiatives to effectively manage the significant acquisition programme of the route protection approach. These are currently being considered and this Property Strategy is consistent with the aspirations of these wider approaches if successful.

At the heart of these initiatives is a Strategic Property Acquisition Fund.

In order to capture the transport and land use outcomes and to best address cashflow phasing it is proposed that a Strategic Property fund is ring fenced to facilitate the purchase of property that meets the criteria for early acquisition.

This approach is not new, however, to ensure the effectiveness of this Strategic Property fund, other changes to current practise in this area are also recommended.

