

OTAKI TO NORTH OF LEVIN
SUMMARY REPORT ON PROPERTY DEGREE OF DIFFICULTY -
PHASE 1 MULTI CRITERIA ANALYSIS
May 2020



Summary report on property degree of difficulty – Phase 1 Multi criteria analysis

Waka Kotahi NZ Transport Agency (Waka Kotahi) has requested The Property Group Limited (TPG) to provide an evaluation of property issues and risks relating to the SH1 Ōtaki to North of Levin Project (Project). The purpose of this report is to summarise TPG's analysis of the degree of difficulty as it relates to property, based on the alignment options set out in the Ōtaki to North of Levin Detailed Business Case - Initial Alignment Review report prepared by Stantec dated 12 May 2020 (Initial Alignment Review), to assist with the initial Multi Criteria Assessment (MCA) process and development of a Detailed Business Case (DBC).

1. Project summary

In 2017, Waka Kotahi investigated a number of potential route options for the Project, split into 17 Northern and Southern sections. There were various route options on both the western and eastern sides of the existing State Highway 1, extending from Taylors Road at the southern (Ōtaki) end to north of Levin.

In 2018, an Indicative Business (IBC) case was approved for an offline expressway and recommended a 300m wide corridor on the eastern side of State Highway 1 and 57 for further investigation.

Waka Kotahi's Project design team, with assistance from technical specialists has assessed a range alignment options within the 300m wide preferred corridor. They have now advised on emerging preferred alignment options for further analysis. The alignment options are set out in the Initial Alignment Review and split into 10 zones along the full length of the Project preferred corridor. Favoured options within each zone range from two to four alignment scenarios.

1.1 Assumptions

We have made the following assumptions in relation to the Project:

- The findings in this report are based on the shortlisted alignment options set out in the Initial Alignment Review report. These will be subject to change as design for the chosen option is progressed with further analysis and input by the various technical specialists.
- The options for location, layout of interchanges and local road connections are still being assessed and will be considered at a future MCA workshop.
- This is a high-level assessment prepared for the purpose of assisting the Project team and technical specialists in determining the likely property effects of all alignment options and to identify high level risks.
- It is expected that a Property Strategy will be prepared once the final alignment has been identified. This will further identify and seek to mitigate risks in relation to individual properties affected by the alignment adopted. Detailed individual property investigations and title searches will be undertaken at that time.

- The findings in this report have been informed by our knowledge of O2NL property issues and risks that were identified during the wider MCA exercise undertaken in 2017, and subsequent consultation with a range of potentially affected landowners, iwi and the wider community. Whilst all potentially affected landowners have been apprised of the Project progress and developments, not all landowners have been personally consulted, as the opportunity to meet was not taken up by all landowners.
- We understand that the Gladstone Green masterplan and proposed development incorporates consideration of the Project requirements and consultation with Horowhenua District council will be ongoing as Project design is progressed.
- The various alignment options within the preferred corridor have been reviewed against the MCA criteria relating to property degree of difficulty, including consideration of impacts on dwellings, businesses and potential effects on land holdings and access.

1.2 Proposed alignment options

A five-point scoring system has been adopted to enable numeric evaluations and application of different weighting systems for the MCA evaluation. The scoring scale is as follows:

Score	Description
1.	The option presents few difficulties based on the criterion being evaluated and may provide significant benefits in terms of the attribute.
2.	The option presents only minor aspects of difficulties based on the criterion being evaluated and may provide some benefits in terms of the attribute.
3.	The option presents some aspects of reasonable difficulty in terms of the criterion being evaluated and problems cannot be completely avoided. There are a few apparent benefits in terms of the criterion.
4.	The option includes clear aspects of difficulty in terms of the criterion being evaluated, and very limited perceived benefits.
5.	The option includes significant difficulty in terms of the criterion being evaluated, and no apparent benefits.

Refer Appendix I for TPG's scoring assessment of property degree of difficulty.

Further analysis and comment on property issues and risks for alignments within each zone identified in the Initial Alignment Review is provided at Appendix II

2. Property degree of difficulty

Projects undertaken by Waka Kotahi pursuant to the Public Works Act 1981 generally require active property negotiations to commence at least 18 months prior to requirement (and preferably three years). This timeframe is required to allow good faith negotiations to take

place for the acquisition of required land. If negotiations prove to be unsuccessful this allows for the implementation of the compulsory provisions of the Public Works Act 1981. These compulsory provisions of the Public Works Act 1981 allow for the required property to be taken by way of proclamation and remove some of the uncertainty and risk associated with when property will be available for the start of construction.

At this time, it is envisaged that the likely construction corridor associated with the Project will affect in the region of 200 individual properties. The exact number will be further quantified once the proposed alignment is confirmed and a property strategy is completed. The estimated property number does not include property interests that may need to be varied or extinguished or any further properties affected.

In some cases, one owner could own several affected properties. To date the Crown has acquired some fifteen properties within the preferred corridor.

The degree of difficulty assessment for each alignment identified in the Initial Alignment Review has been considered at a high level based on several factors listed below:

- Effects on property configuration and large farming severance
- Affected large commercial businesses
- Effects on farming and market garden holdings (productive land)
- Effects on areas of lifestyle holdings
- Effects on Māori Freehold Land.

The Horowhenua lifestyle and rural markets make up most potentially affected properties impacted by the Project alignment options. These markets have shown strong growth over recent years, with demand putting increased pressure on prices. Development has continued, with subdivision of productive lands into lifestyle properties and more intensive residential developments.

In addition to the significant number of lifestyle holdings and dwellings that will be impacted by the Project, our assessment has also identified a number of properties that from an acquisition perspective will present a high level of difficulty and complexity, including commercial businesses potentially affected by the Project that may require either relocation or redevelopment on their current sites, plus a number of Māori Freehold properties that are likely to present challenges from both a legal and cultural perspective.

Further comment on specific property matters are provided later in this report.

2.1 Severance and access issues

There are a significant number of land parcels which are severed by the emerging preferred alignment options. All alignments will to varying degrees have similar effects in relation to severance of land and impacts on legal and practicable access options. If these Owners are not able to directly access the State Highway network, then a new access providing connectivity to local roads/interchanges will need to be provided to give owners access to otherwise severed or land-locked property. Alternatively, these landlocked areas will need to be acquired in full and disposed of or amalgamated with adjoining properties.

Various options for location and layout of interchanges and local road connections have been considered and potential property implications separately reported on following MCA workshops on those project components.

2.2 Effects on Māori Freehold Land

The acquisition of Māori Freehold Land is significantly more complicated than the acquisition of land held in fee simple title. This is due to a combination of factors, including the potential need to appoint agents or trustees in the event that the land is not held in trust, the fact that the trustees will act for the benefit of multiple owners (and quite commonly a large number of beneficial owners), the fact that owners are likely to attach special significance to the land that introduces factors outside of standard commercial negotiations, and the fact that the land will ultimately need to be confirmed to be alienated by order of the Māori Land Court following agreement. The analysis in this report considers the legal process of purchasing Māori Freehold land and does not examine the cultural effects of land acquisition, which will be separately addressed by the relevant project specialists.

Our experience from previous Horowhenua projects and research in the area has confirmed a significant amount of Māori Freehold Land is located within the emerging preferred corridor. Due to the number of parcels affected, and the need to check each title to confirm the Māori Freehold status, we have relied on data from previous investigations and more recent property searches to identify those properties that have a Māori Freehold Land status.

The requirement for surrender of easements associated with Māori Freehold Land is also likely to have an additional impact due to the potential severing of access. This is yet to be investigated.

There is also the potential risk that as consultation progresses landowners of Māori descent whose properties are general freehold title may provide feedback in relation to their property's cultural and/or spiritual value which cannot be verified prior to landowner engagement.

2.3 Statutory Easements associated with utility operators

We are still to assess whether any significant Transpower Transmission Lines are affected by the route options. There are also potentially local transmission lines that will need to be relocated because of the ultimate alignment. This will be considered as part of the property strategy to assess whether there are any Seaton issues (under which Supreme Court decision the Waka Kotahi NZ Transport Agency is unable to acquire easement interests for a third party).

We are similarly unaware at this stage of any main water supply or gas pipeline issues that may be encountered. Again, these will be considered as part of the property strategy to assess whether there are any Seaton issues here.

3. Lesser interests

The affect to properties in respect of land either burdened or benefitted by registered easement interests or other encumbrances/memorials will be considered as part of a detailed property acquisition strategy to be completed at a future date. This will include properties that are not directly affected by the O2NL alignment, but will have appurtenant interests that will require extinguishment, variation, or reinstatement.

4. Attachments

Appendix I: Scoring Assessment – Property Degree of Difficulty

Appendix II: Analysis of Property Issues and Risks

Appendix III: Alignment Option Plans (per Zone)

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Appendix I: MCA Scoring Assessment – Property Degree of Difficulty

Zone	Alignment option	Property degree of difficulty
A	Green	5
	White	5
B	Cyan	4
	Green	4
	White	3
C	Green	4
	Purple	4
	White	4
D	Cyan	5
	Dark Blue	5
E	Cyan	3
	Green	3
F	Orange	3
	Purple	4
	White	3
G	Cyan	3
	Purple	3
	White	3
H	Cyan	3
	Purple	4
K	Cyan	4
	Dark Blue	4

L	Yellow	4
	Green	3
	Black	N/A
	Orange	N/A
	Purple	3

Appendix II: Property Issues and Risks

Zone A

Both alignment options here appear to have a similar affect overall on dwellings. There may be a possible impact on a business that fronts the existing State Highway (property has a dwelling and café/picnic area).

It is noted there are a number of potentially difficult acquisitions due to Māori Land and cultural implications.

It is noted that cut and fill areas outside of these alignments will require more land from several properties.

Some property has already been acquired by Waka Kotahi – refer plans at Appendix III.

Zone B

Both Cyan and Green alignments appear to have similar property impacts, however Green option would appear to have slightly more effect on lifestyle/residential holdings - one dwelling on eastern side of corridor is impacted and would likely require full acquisition.

The White alignment to northern end cuts through horticultural land but has less impact on lifestyle blocks and dwellings, but we note cut/fill areas extend outside of preferred corridor boundary.

Some properties within this zone have already been acquired by Waka Kotahi – refer plans at Appendix III.

Zone C

These three alignments run along on the eastern side of Manakau township. It is considered that there are similar property impacts for all alignments.

The Purple alignment appears to be best placed to avoid the historic house situated at 101 North Manakau Road and the house at 76 North Manakau Road located to the northern extent of Zone C, but earthworks would appear to extend outside the preferred corridor boundary.

It is noted that the favoured alignments will affect multiple lifestyle and forestry blocks in that existing access to Manakau/SH 1 will be severed. Access for these land holdings and connections to local roads/interchanges will need to be considered.

Some properties in this locality have already been acquired by Waka Kotahi – refer plans at Appendix III.

Zone D

These two alignments will require land from six Māori Freehold Land titles and are unavoidable. As noted earlier, the acquisition of Māori land presents a higher degree of difficulty/complexity and accordingly we have scored both alignment options as 5.

Property requirements through this section of the corridor generally impact horticultural and farmland.

The Cyan alignment avoids the quarry site at the northern end so is probably the best option in terms of potential acquisition cost implications (all other factors being equal).

Zone E

The two alignments within this zone appear to have similar property impact/difficulties. Affected land is mainly rural/horticultural. Appears one dwelling is potentially impacted.

Some properties in this locality have already been acquired by Waka Kotahi – refer plans at Appendix III.

Zone F

The Purple and White alignments impact more dwellings and the Purple alignment impacts a business within this zone (avoid if possible as business relocation is difficult and expensive).

The Orange option extends outside preferred corridor boundary however we understand that this option is no longer being considered, with the white alignment now being the emerging preferred alignment. The White option also appears to avoid the business referred to above.

There are a number of properties in this location that are already owned by Waka Kotahi – refer plan at Appendix III.

Zone G

Three alignments that appear to have similar property impacts and degree of difficulty. Mainly impacts rural/lifestyle holdings.

The Purple alignment takes out an additional residential dwelling.

Zone H

These two alignments affect a mix of rural/Horticultural land and lifestyle holdings. Cyan Alignment affects two less dwellings so preferred from property perspective.

Purple alignment affects an additional two dwelling sites and presents an increased likelihood of argument around injurious affection.

Zone K

All three alignments impact many properties/dwellings and accordingly have been scored a 4.

There is potential for Cyan to change to a 3 if moved further east to avoid/minimise the impact on businesses in this location.

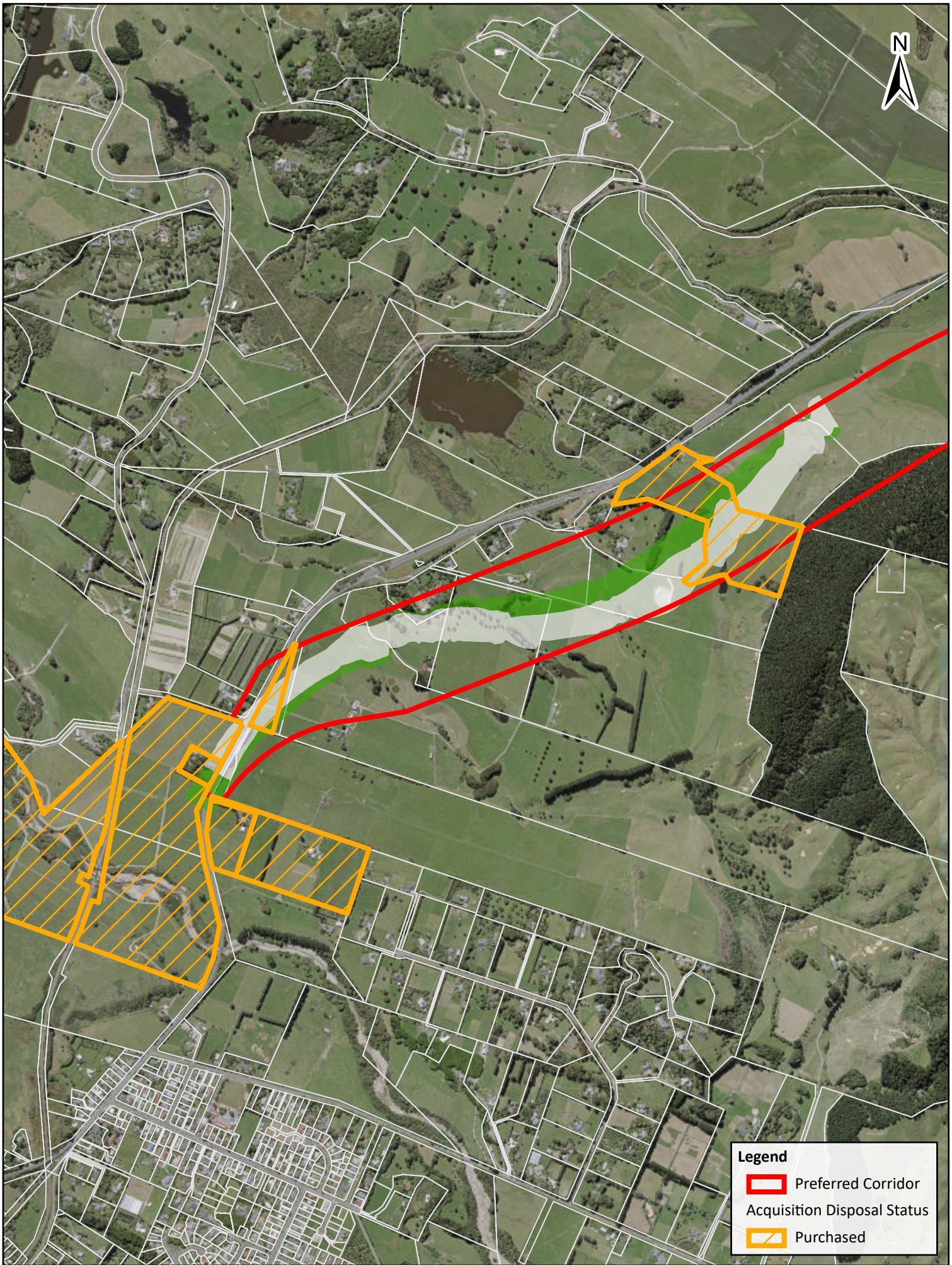
Zone L

The Orange and Black alignment options are partly outside the existing 300m preferred corridor. We are now advised that following review by the Project team these options are no longer considered as preferred.

The Green and Purple alignment options affect a number of dwellings and lifestyle holdings, however we note that three properties within these alignments have been approved for early purchase by Waka Kotahi and acquisition negotiations are underway.

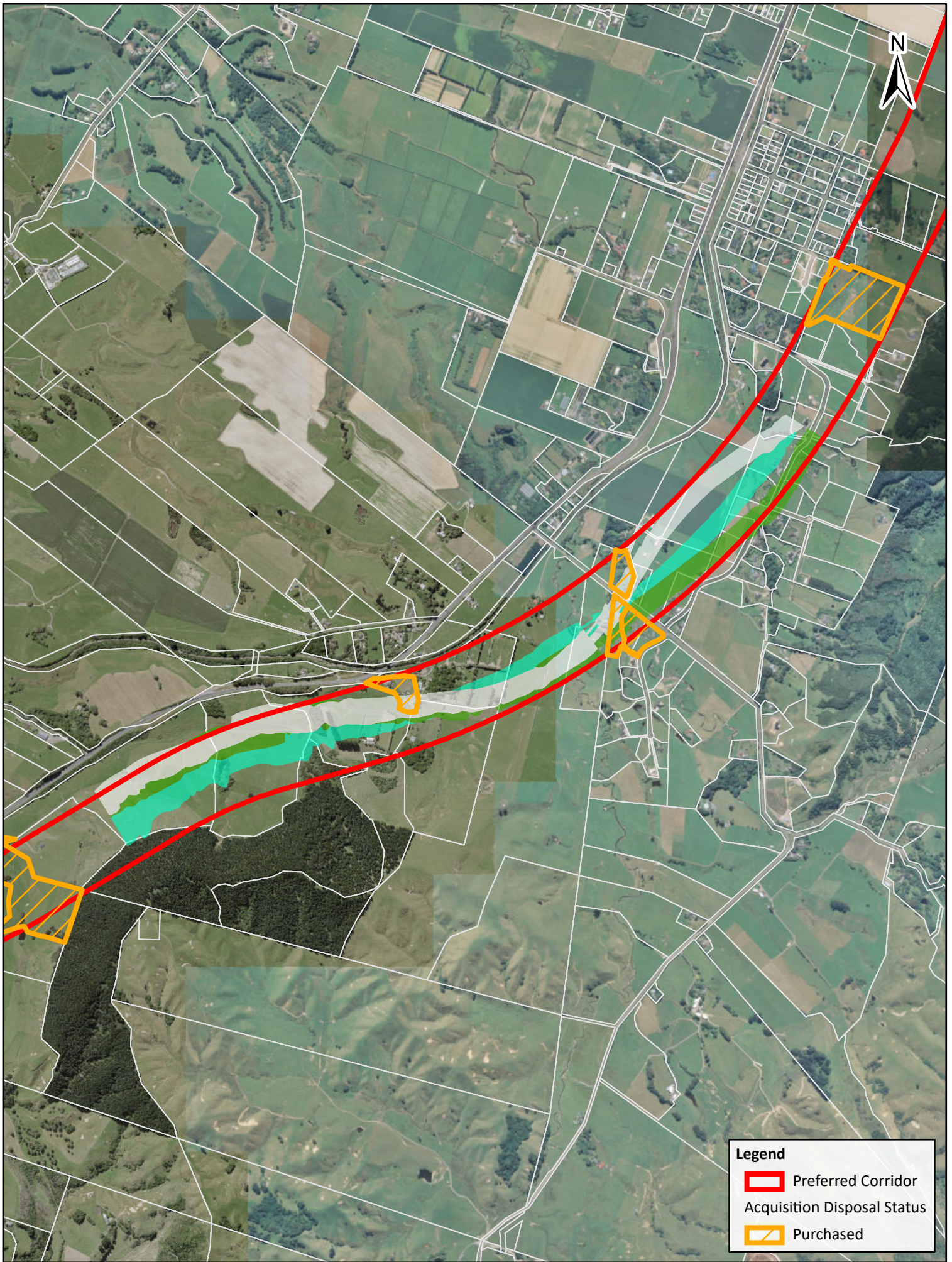
Appendix III: Alignment Option Plans (per Zone)





Legend

- Preferred Corridor
- Acquisition Disposal Status
- Purchased






Legend

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- Acquisition Disposal Status
- Purchased






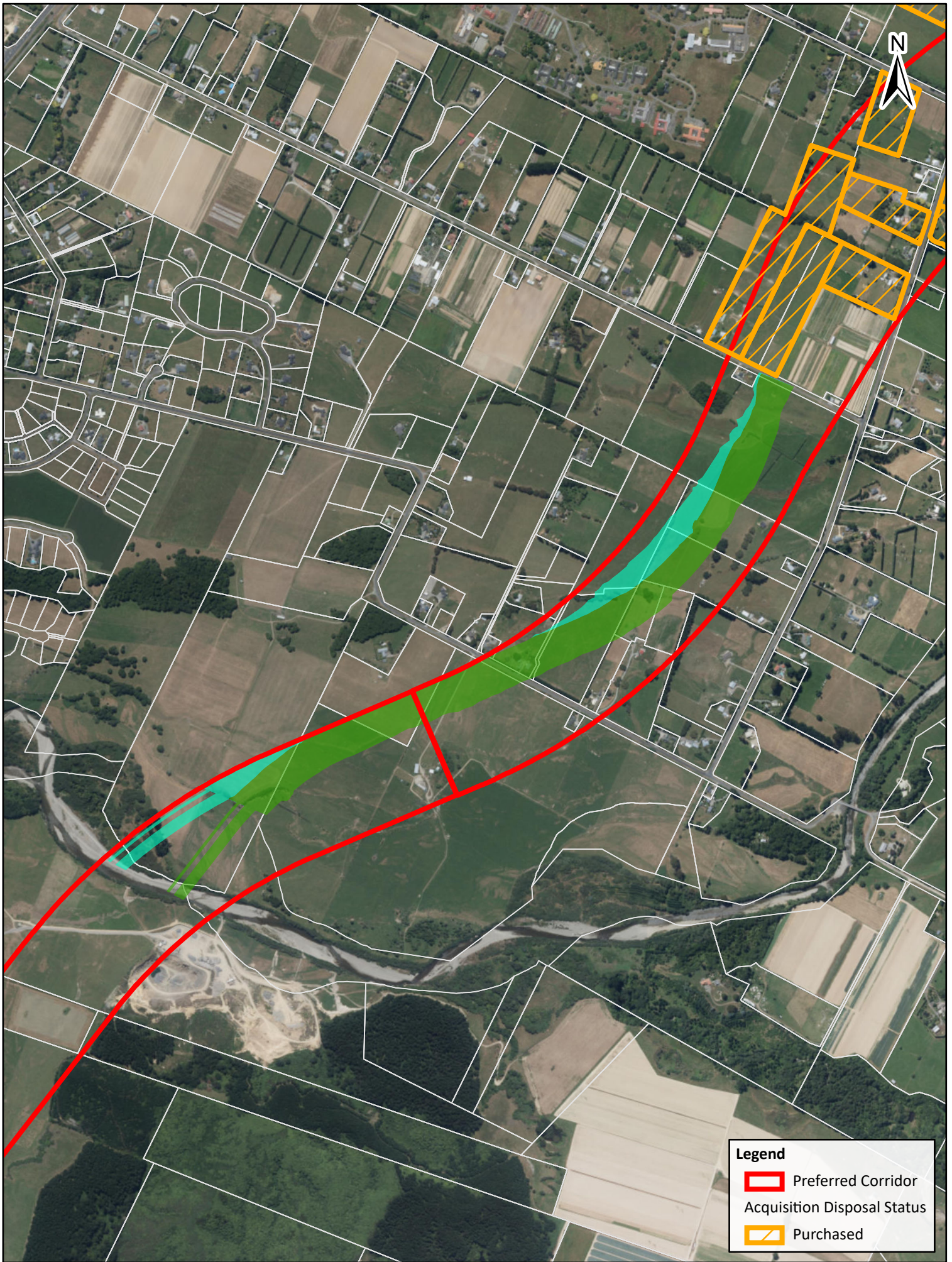
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-  Preferred Corridor
-  Acquisition Disposal Status
-  Purchased






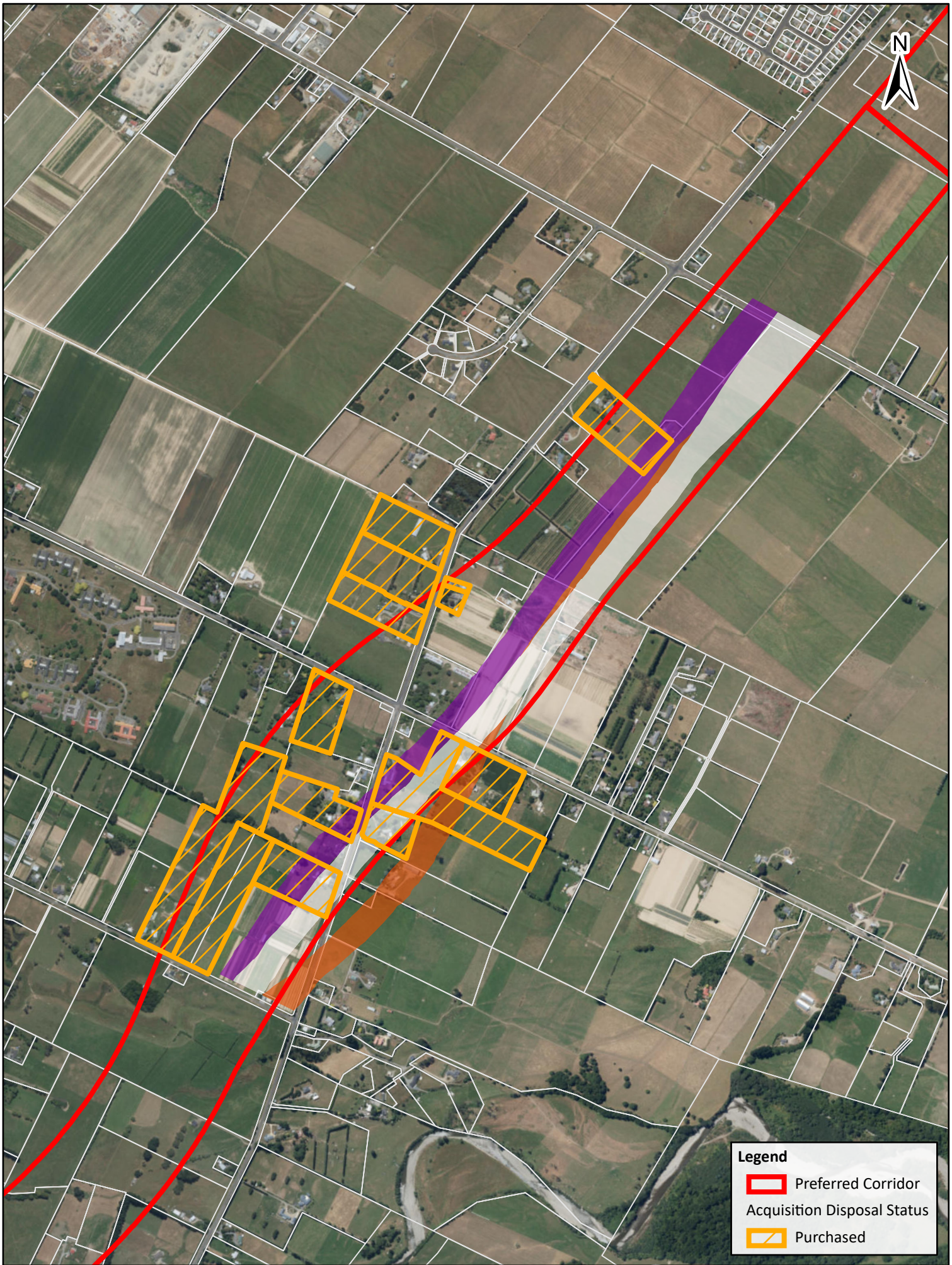
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



Legend

-  Preferred Corridor
-  Acquisition Disposal Status
-  Purchased






Legend

-  Preferred Corridor
-  Acquisition Disposal Status
-  Purchased



Legend

-  Preferred Corridor
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Corporate Property Advisors and Negotiators®

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 Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/-1m in urban areas, +/-30m in rural areas.
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).

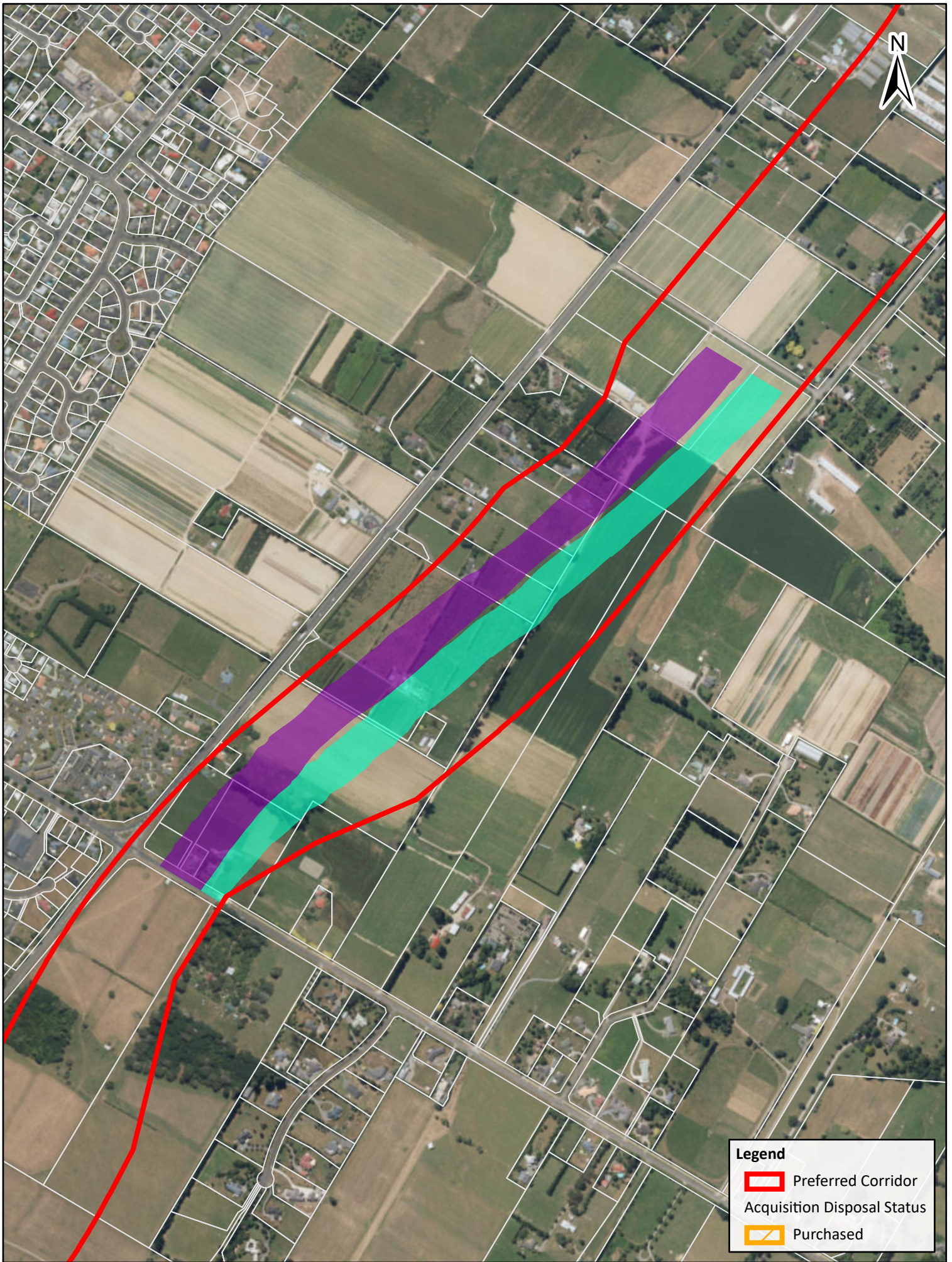
PREPARED BY **Conor McIntosh** DATE **7/08/2020**

O2NL - MCA Alignment Options
 Corridor Zone: G

SHEET 7 of 10 TPG REF 52087 A4 Scale 1:10,500

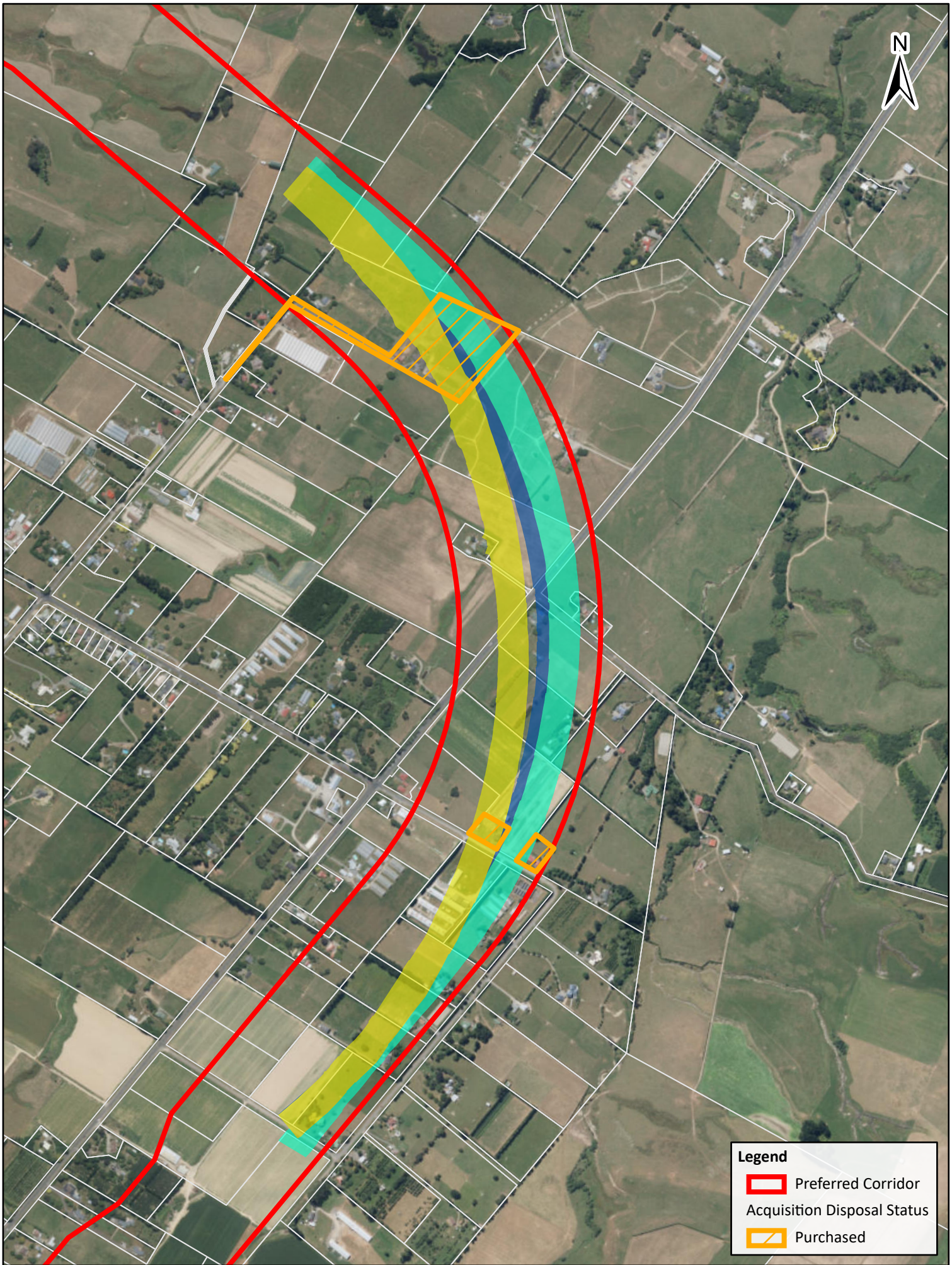


240 Metres



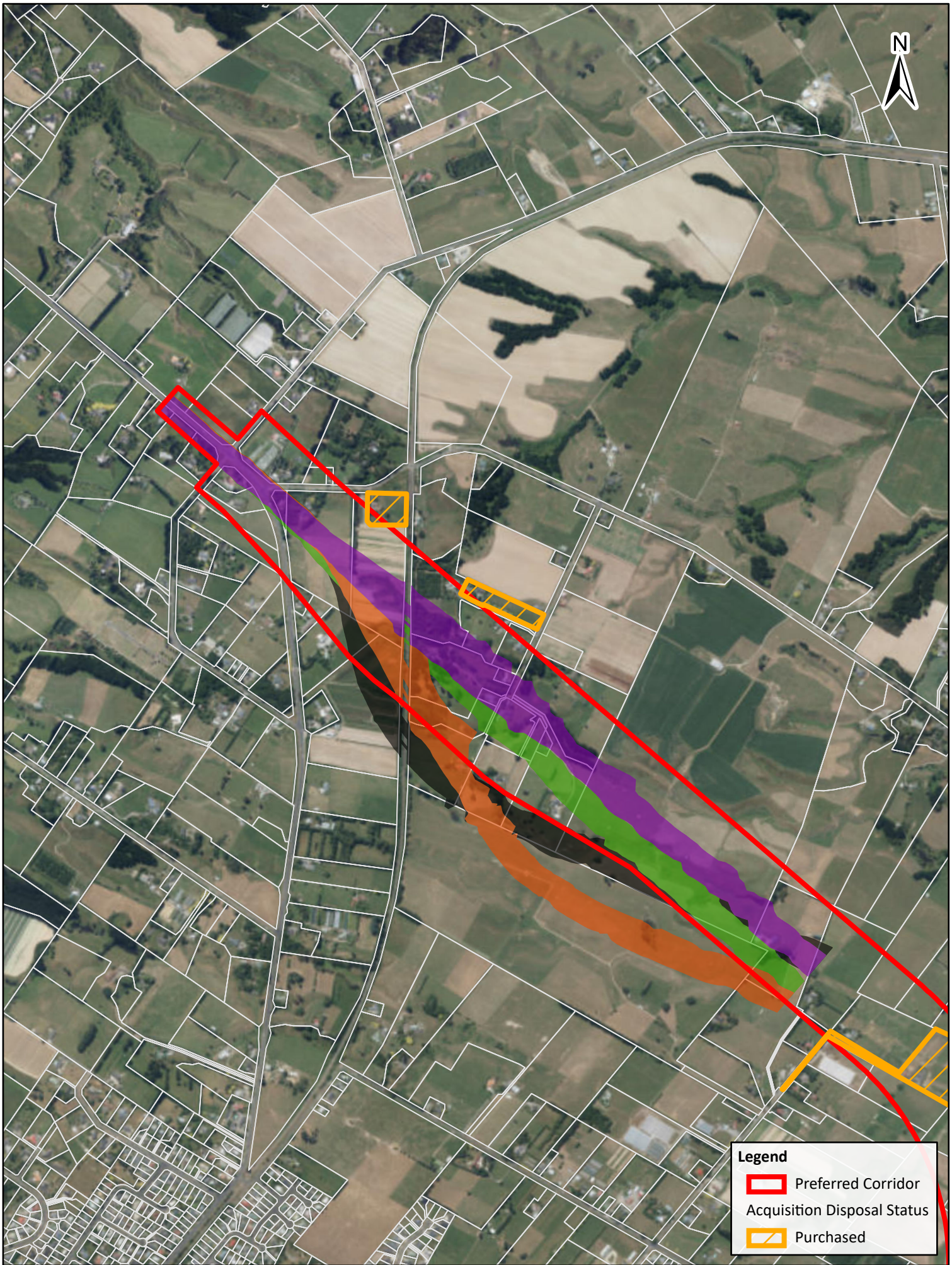
Legend

- Preferred Corridor
- Acquisition Disposal Status
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Legend

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Legend

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OTAKI TO NORTH OF LEVIN
SUMMARY REPORT ON PROPERTY DEGREE OF DIFFICULTY -
PHASE 1 MULTI CRITERIA ANALYSIS
INTERCHANGE OPTIONS

June 2020



Summary report on property degree of difficulty – Phase 1 Multi criteria analysis: interchanges and roundabouts

Waka Kotahi NZ Transport Agency (Waka Kotahi) has requested The Property Group Limited (TPG) to provide an evaluation of property issues and risks relating to the interchanges associated with the SH1 North Ōtaki to North of Levin Project (the Project). The purpose of this report is to summarise TPG's analysis of the property degree of difficulty based on the options set out in the Ōtaki to North of Levin Detailed Business Case – Interchange Option Review reports prepared by Stantec dated 8 May and 27 May 2020, to assist with the initial Multi Criteria Assessment (MCA) process and development of a Detailed Business Case (DBC).

1. Project summary

In 2017, Waka Kotahi investigated several potential route options for the Project, split into 17 Northern and Southern sections. There were various route options on both the western and eastern sides of the existing State Highway 1, extending from Taylors Road at the southern (Ōtaki) end to north of Levin.

In 2018, an Indicative Business (IBC) case was approved for an offline expressway and recommended a 300m wide corridor on the eastern side of State Highway 1 and 57 for further investigation.

Waka Kotahi's Project design team, with assistance from technical specialists has assessed a range of interchange options within the 300m wide preferred corridor. They have now advised on emerging preferred alignment options for further analysis. These are set out in the Initial Alignment Review and split into 10 zones along the full length of the O2NL preferred corridor and the Interchange Option Review reports.

1.1 Assumptions

We have made the following assumptions in relation to the Project:

- The findings in this report are based on the interchange options set out in the Interchange Option Review reports. These will be subject to change as design for the chosen option is progressed with further analysis and input by the various technical specialists.
- The options for the local road connections are still being assessed and will be considered upon receipt of further advice from the Project.
- This is a high-level assessment prepared for the purpose of assisting the Project team and technical specialists in determining the likely property effects of all options and to identify high level risks.
- It is expected that a Property Strategy will be prepared once the final alignment, interchange, roundabout and local road options have been identified. This will further identify and seek to mitigate risks in relation to individual properties affected. Detailed individual property investigations and title searches will be undertaken at that time.

- The findings in this report have been informed by our knowledge of O2NL property issues and risks that were identified during the wider MCA exercise undertaken in 2017, and subsequent consultation with a range of potentially affected landowners, iwi and the wider community. Whilst all potentially affected landowners have been apprised of the Project progress and developments, not all landowners have been personally consulted, as the opportunity to meet was not taken up by all landowners.
- The various interchange options within the preferred corridor have been reviewed against the MCA criteria relating to property degree of difficulty, including consideration of impacts on dwellings, businesses and potential effects on land holdings and access.

1.2 Proposed interchange options

A five-point scoring system has been adopted to enable numeric evaluations and application of different weighting systems for the MCA evaluation. The scoring scale is as follows:

Score	Description
1.	The option presents few difficulties based on the criterion being evaluated and may provide significant benefits in terms of the attribute.
2.	The option presents only minor aspects of difficulties based on the criterion being evaluated and may provide some benefits in terms of the attribute.
3.	The option presents some aspects of reasonable difficulty in terms of the criterion being evaluated and problems cannot be completely avoided. There are a few apparent benefits in terms of the criterion.
4.	The option includes clear aspects of difficulty in terms of the criterion being evaluated, and very limited perceived benefits.
5.	The option includes significant difficulty in terms of the criterion being evaluated, and no apparent benefits.

Refer Appendix I for TPG's scoring assessment of property degree of difficulty.

Further analysis and comment on property issues and risks for interchange options within each zone identified in the Interchange Option Review reports provided at Appendix II.

2. Property degree of difficulty

Projects undertaken by Waka Kotahi pursuant to the Public Works Act 1981 generally require active property negotiations to commence at least 18 months prior to requirement (and preferably three years). This timeframe is required to allow good faith negotiations to take place for the acquisition of required land. If negotiations prove to be unsuccessful this allows for the implementation of the compulsory provisions of the Public Works Act 1981.

These compulsory provisions of the Public Works Act 1981 allow for the required property to be taken by way of proclamation and remove some of the uncertainty and risk associated with when property will be available for the start of construction.

The degree of difficulty assessment for each interchange options identified in the Interchange Option Review reports has been considered at a high level based on several factors, listed below:

- Effects on property configuration and large farming severance
- Affected large commercial businesses
- Effects on farming and market garden holdings (productive land)
- Effects on areas of lifestyle holdings
- Effects on Māori Freehold Land.

The Horowhenua lifestyle and rural markets make up most potentially affected properties impacted by the Project alignment and interchange options. These markets have shown strong growth over recent years, with demand putting increased pressure on prices. Development has continued, with subdivision of productive lands into lifestyle properties and more intensive residential developments.

In addition to the significant number of lifestyle holdings and dwellings that will be impacted by the Project, our assessment has also identified a number of properties that from an acquisition perspective will present a high level of difficulty and complexity, including commercial businesses potentially affected by the Project that may require either relocation or redevelopment on their current sites, plus a number of Māori Freehold properties that are likely to present challenges from both a legal and cultural perspective.

Further comment on specific property matters are provided later in this report.

2.1 Severance and access issues

There are a significant number of parcels which are severed by the emerging preferred alignment options. All alignments will to varying degrees have similar effects in relation to severance of land and impacts on legal and practicable access options. If these Owners are not able to directly access the State Highway network, then a new access providing connectivity to local roads/interchanges will need to be provided to give owners access to otherwise severed or land-locked property. Alternatively, these landlocked areas will need to be acquired in full and disposed of or amalgamated with adjoining properties.

The access to severed land will be influenced not only by the chosen alignment but also by the configuration of the associated interchanges together with associated connections to local authority roads. The local access road connections are still being assessed and will be considered upon receipt of further advice from the Project.

2.2 Effects on Māori Freehold Land

The acquisition of Māori Freehold Land is significantly more complicated than the acquisition of land held in fee simple title. This is due to a combination of factors, including the potential need to appoint agents or trustees in the event that the land is not held in trust, the fact that the trustees will act for the benefit of multiple owners (and quite commonly a large number of beneficial owners), the fact that owners are likely to attach special significance to the land that introduces factors outside of standard commercial negotiations, and the fact that the land will ultimately need to be confirmed to be alienated by order of the Māori Land Court following agreement. The analysis in this report considers the legal process of purchasing Māori Freehold Land and does not examine the cultural effects of land acquisition, which will be separately addressed by the relevant project specialists.

Our experience from previous Horowhenua projects and research in the area has confirmed a significant amount of Māori Freehold Land is located within the emerging preferred corridor. Due to the number of parcels affected, and the need to check each title to confirm the Māori Freehold status, we have relied on data from previous investigations and more recent property searches to identify those properties that have a Māori Freehold Land status.

The requirement for surrender of easements associated with Māori Freehold Land is also likely to have an additional impact due to the potential severing of access. This is yet to be investigated.

There is also the potential risk that as consultation progresses landowners of Māori descent whose properties are general freehold title may provide feedback in relation to their property's cultural and/or spiritual value which cannot be verified prior to landowner engagement.

2.3 Statutory Easements associated with utility operators

We are still to assess whether any significant Transpower Transmission Lines are affected by the route options. There are also potentially local transmission lines that will need to be relocated because of the ultimate alignment. This will be considered as part of the property strategy to assess whether there are any Seaton issues (under which Supreme Court decision the Waka Kotahi NZ Transport Agency is unable to acquire easement interests for a third party).

We are similarly unaware at this stage of any main water supply or gas pipeline issues that may be encountered. Again, these will be considered as part of the property strategy to assess whether there are any Seaton issues here.

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The affect to properties in respect of land either burdened or benefitted by registered easement interests or other encumbrances/memorials will be considered as part of a detailed property acquisition strategy to be completed at a future date. This will include properties that are not directly affected by the O2NL alignment, but will have appurtenant interests that will require extinguishment, variation or reinstatement.

4. Attachments

Appendix I: Scoring for Interchange Options – Property Degree of Difficulty

Appendix II: Interchange Option Plans (per Zone)

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Appendix I: Scoring for Interchange Options – Property Degree of Difficulty

South Manakau

At Grade Roundabout

Less affected owners when compared to a Service Interchange.

Score: **2**

Grade Separation

Appears to affect a further six landowners, some of which will be high value lifestyle properties.

Score: **3**

South Kuku

At Grade Roundabout

Score: **1**

Grade Separation

Could perhaps be a larger area of Māori Freehold Land required but it is not a new owner and the property is already affected. No new additional owners are affected.

Score: **2**

No Connection (No Plan Necessary)

Score: **1**

Kimberley Road

At Grade Roundabout

It appears this option will impact a business located on the corner Kimberley Road and SH 57 and so would likely require purchase/relocation. Our rank for this option assumes that this business cannot be avoided. Our rank would be lower if this business could be avoided.

Score: **4**

Grade Separation

Appears to affect a further five landowners most of which are lifestyle properties. Our rank again assumes that the business noted above cannot be avoided.

Score: **4**

Tararua Road

Grade Separation

Appears to affect a further two landowners than the preferred alignment options identified in the alignment options report.

Score: **2**

At Grade Roundabout

This option also appears to affect a further two landowners.

Score: **2**

State Highway One/State Highway 57 Split

Bifurcation

Appears to affect a further two landowners than the preferred alignment options identified in the alignment options report.

Score: **2**

At Grade Roundabout

Appears to also affect a further two landowners.

Score: **2**

Grade Separation

Slightly increased effects and the possibility of affecting a business in this location (recommend avoid if possible as business relocation is difficult and expensive).

Score: **3**

North Levin

At Grade Roundabout

One additional property affected than the preferred alignment options identified in the alignment options report.

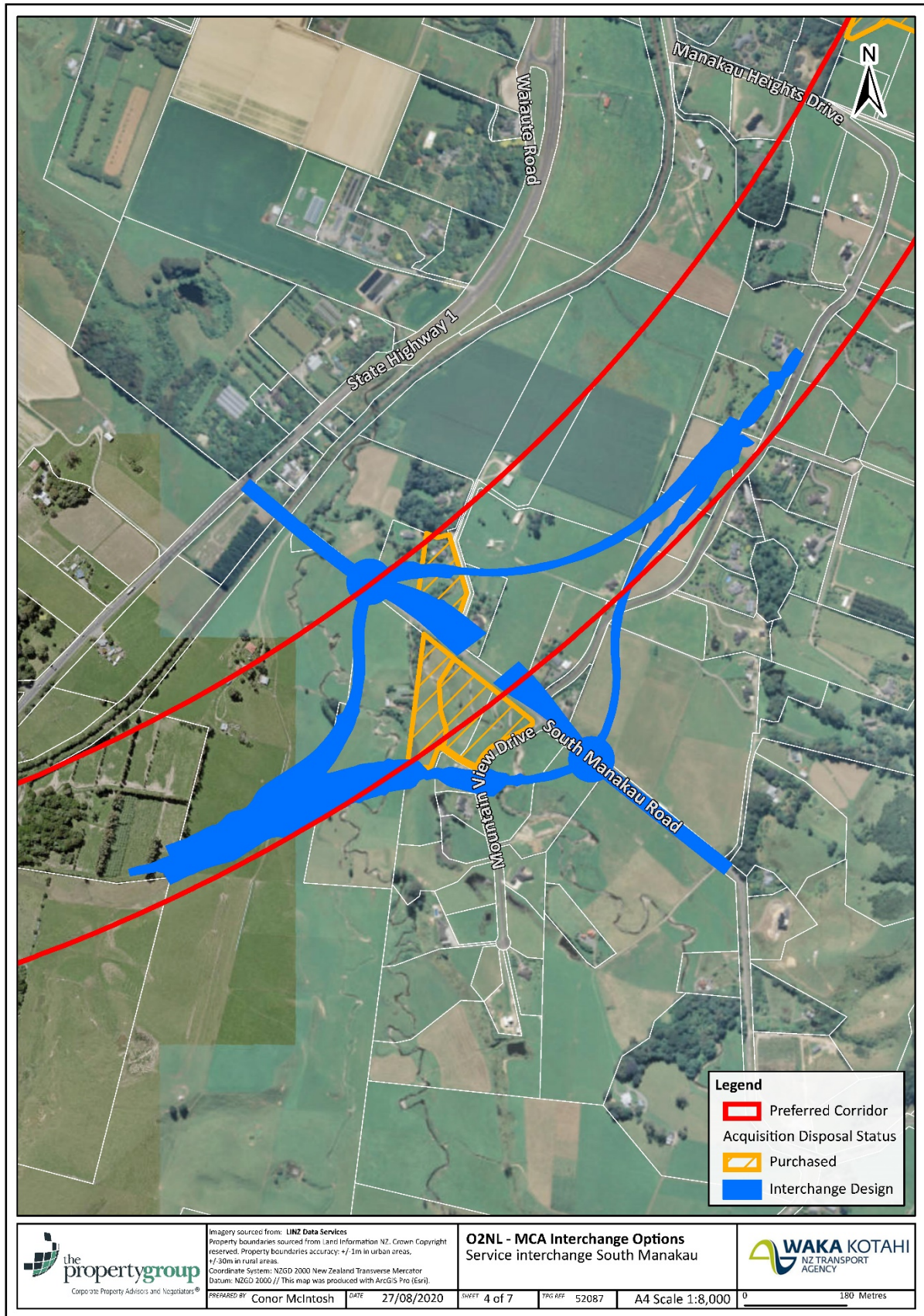
Score: **2**

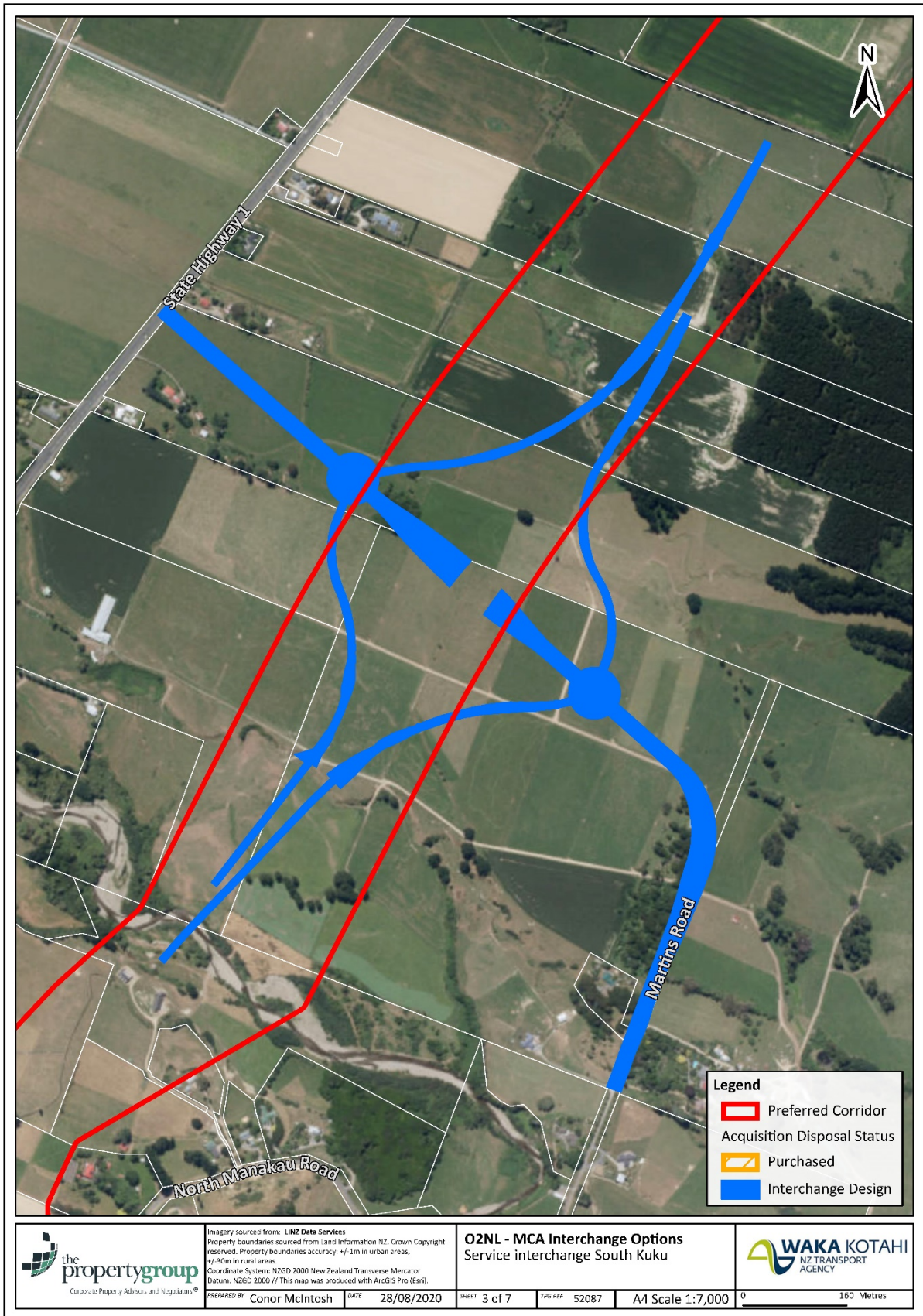
Grade Separation

Also, one additional property affected.

Score: **2**

Appendix II: Interchange Option Plans



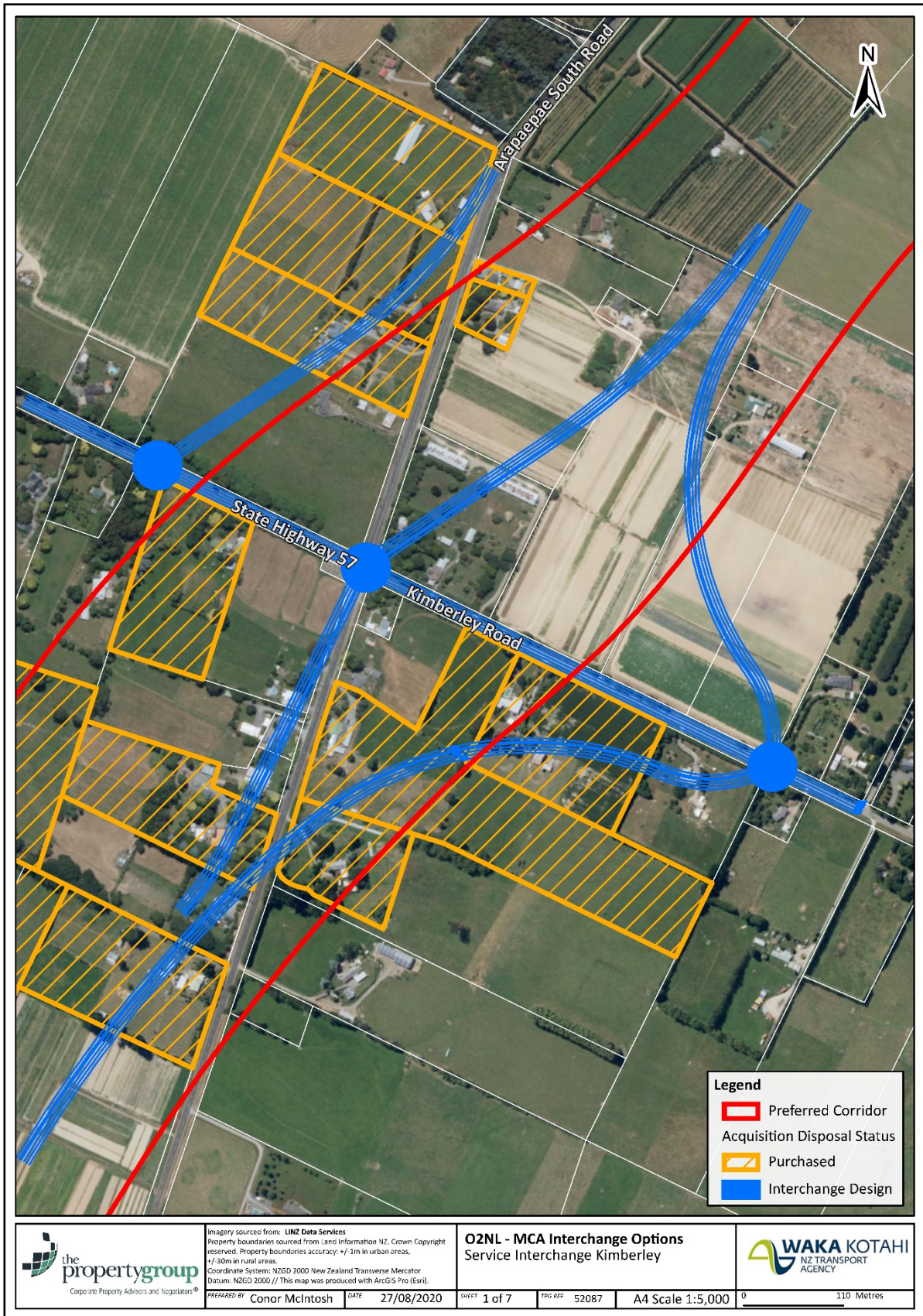


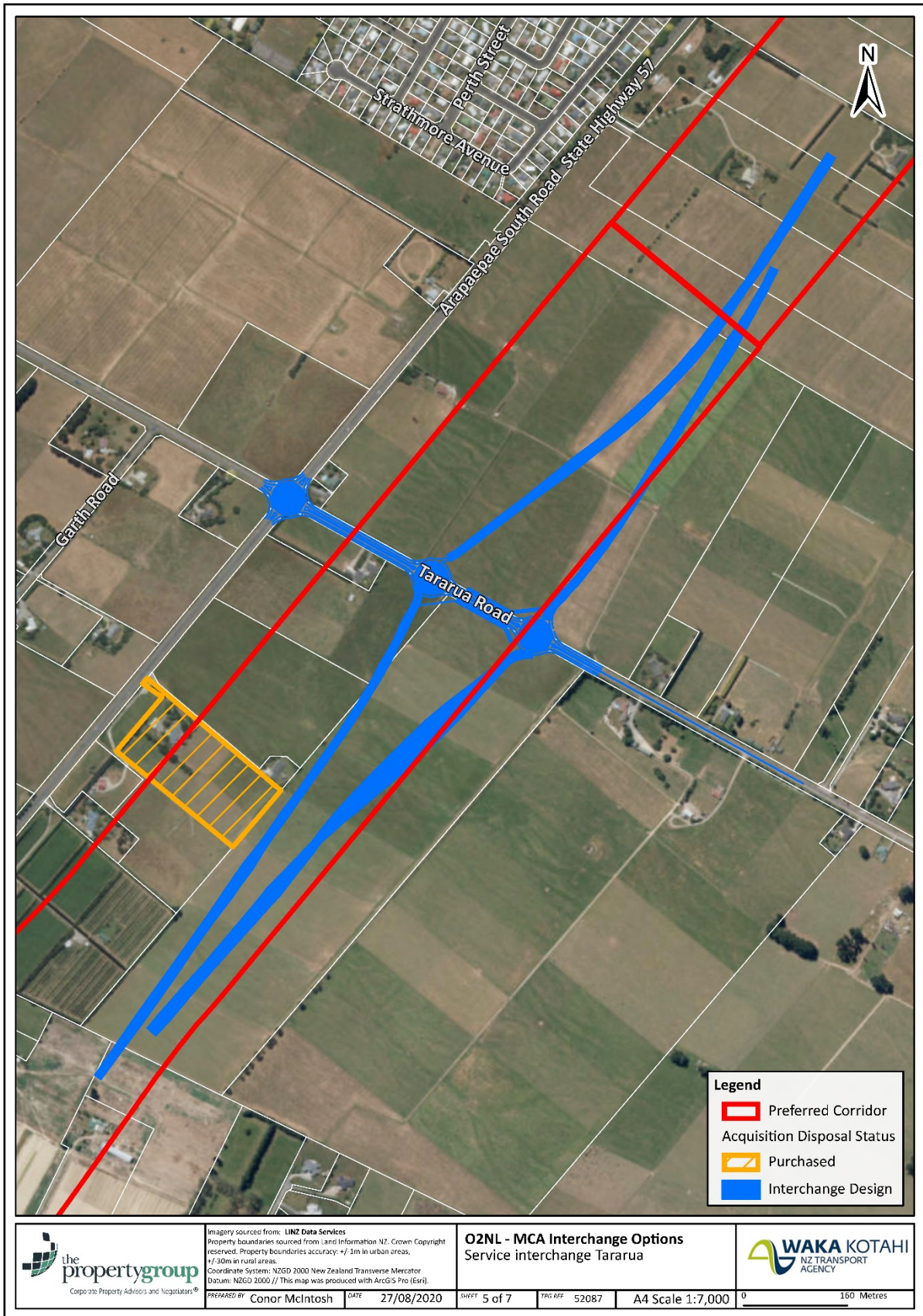
Imagery sourced from: LINZ Data Services
 Property boundaries sourced from Land Information NZ. Crown Copyright reserved. Property boundaries accuracy: +/- 1m in urban areas, +/- 50m in rural areas.
 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
 Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).

O2NL - MCA Interchange Options
 Service interchange South Kuku



PREPARED BY: **Conor McIntosh** DATE: **28/08/2020** SHEET: **3 of 7** TRIG REF: **52087** A4 Scale **1:7,000** 0 **160** Metres



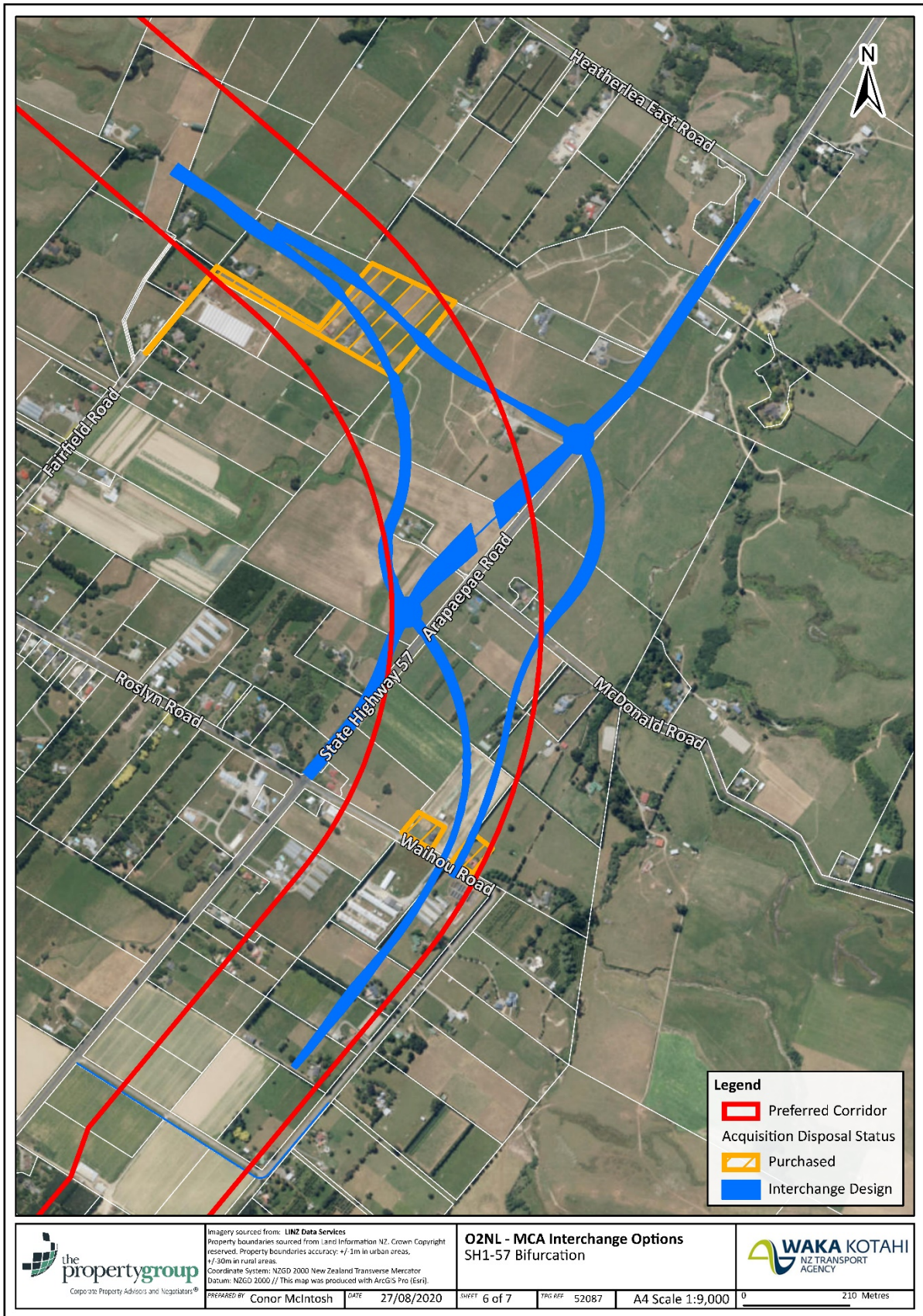


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 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
 Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).

**O2NL - MCA Interchange Options
 Service interchange Tararua**



PREPARED BY: Conor McIntosh	DATE: 27/08/2020	SHEET: 5 of 7	TRIG REF: 52087	A4 Scale: 1:7,000	0 160 Metres
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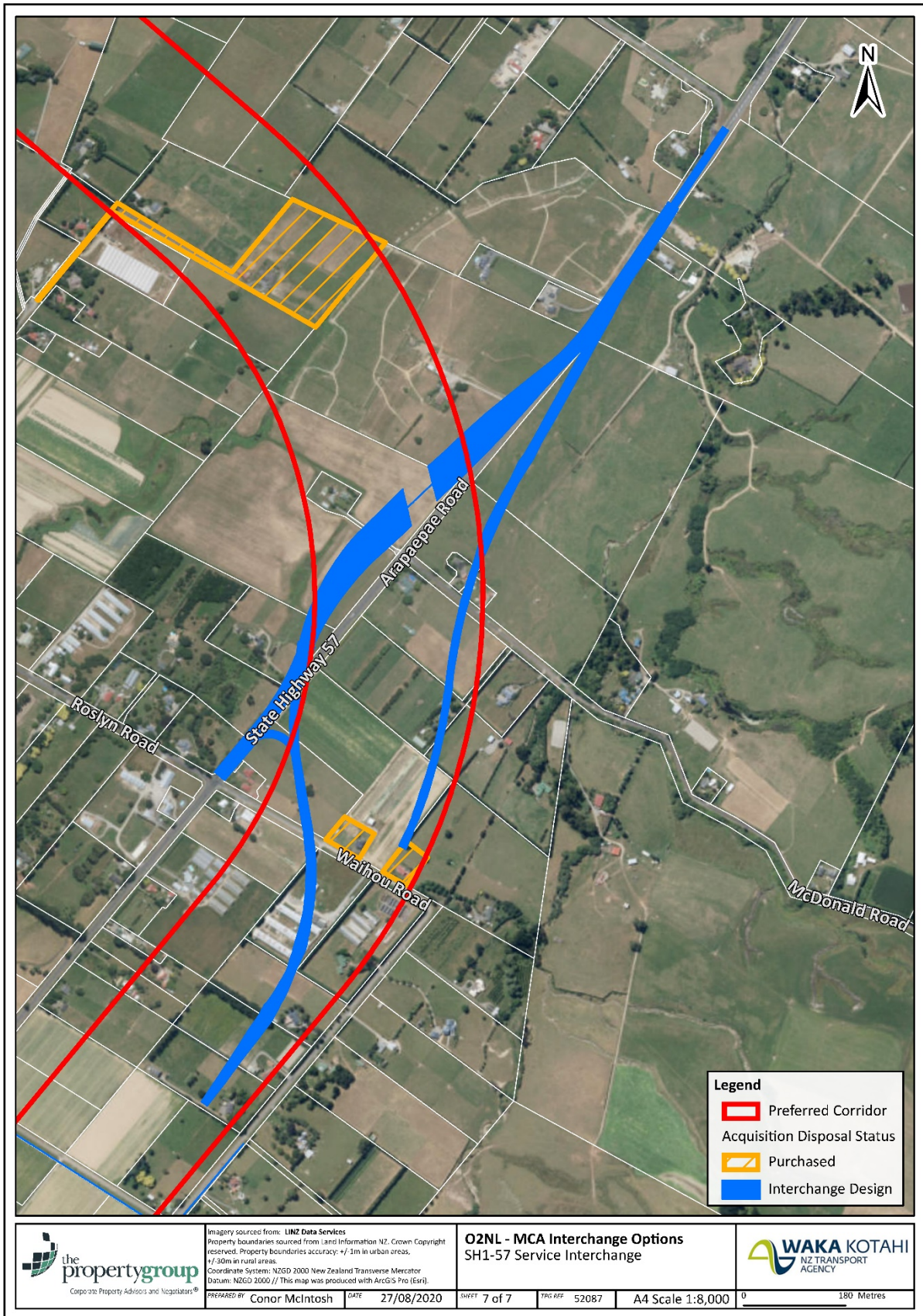


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**O2NL - MCA Interchange Options
 SH1-57 Bifurcation**



PREPARED BY: **Conor McIntosh** DATE: **27/08/2020** SHEET: **6 of 7** TRG REF: **52087** A4 Scale: **1:9,000** 0 210 Metres



Legend

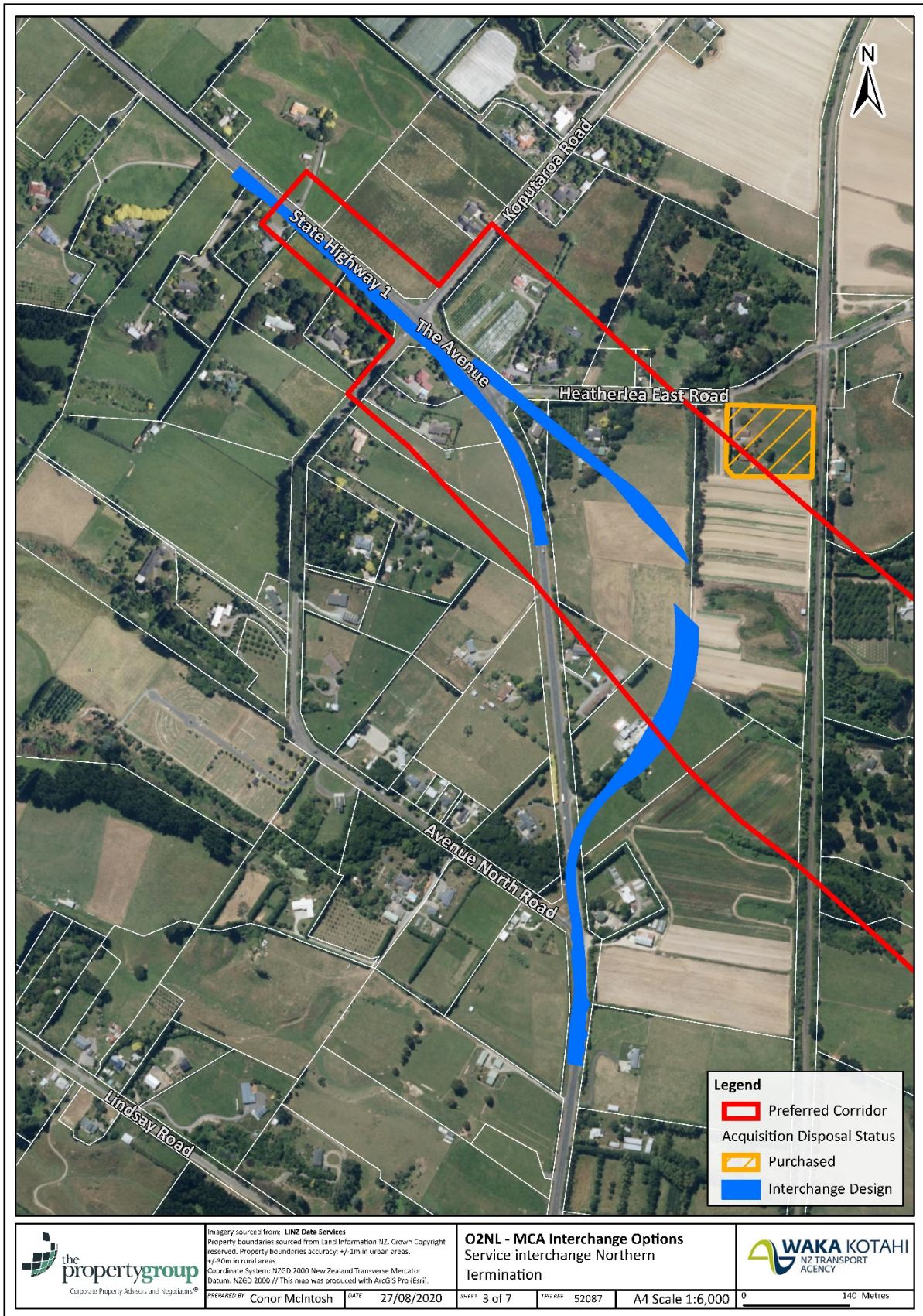
- Preferred Corridor
- Acquisition Disposal Status
- Purchased
- Interchange Design

Corporate Property Advisors and Negotiators®

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 Coordinate System: NZGD 2000 New Zealand Transverse Mercator
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O2NL - MCA Interchange Options
SH1-57 Service Interchange

PREPARED BY	Conor McIntosh	DATE	27/08/2020	SHEET	7 of 7	TRG REF	52087	A4 Scale	1:8,000	0	180 Metres
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Legend

- Preferred Corridor
- Acquisition Disposal Status
- Purchased
- Interchange Design

Corporate Property Advisors and Negotiators®

Imagery sourced from: LINZ Data Services
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 Coordinate System: NZGD 2000 New Zealand Transverse Mercator Datum: NZGD 2000 // This map was produced with ArcGIS Pro (Esri).

O2NL - MCA Interchange Options
 Service interchange Northern
 Termination

PREPARED BY: Conor McIntosh	DATE: 27/08/2020	SHEET: 3 of 7	TRIG REF: 52087	A4 Scale 1:6,000	0	140 Metres
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OTAKI TO NORTH OF LEVIN
SUMMARY REPORT ON PROPERTY DEGREE OF DIFFICULTY -
PHASE 1 MULTI CRITERIA ANALYSIS
LOCAL ACCESS ROADS OPTIONS

June 2020



Summary report on property degree of difficulty – Phase 1 Multi criteria analysis: Local access roads

Waka Kotahi NZ Transport Agency (Waka Kotahi) has requested The Property Group Limited (TPG) to provide an evaluation of property issues and risks relating to the local access roads associated with the SH1 North Ōtaki to North of Levin Project (the Project). The purpose of this report is to summarise TPG's analysis of the property degree of difficulty based on the options set out in the Ōtaki to North of Levin Detailed Business Case Local Access Roads Long List Options Report prepared by Stantec dated 25 May 2020, to assist with the initial Multi Criteria Assessment (MCA) process and development of a Detailed Business Case (DBC).

1. Project summary

In 2017, Waka Kotahi investigated several potential route options for the Project, split into 17 Northern and Southern sections. There were various route options on both the western and eastern sides of the existing State Highway 1, extending from Taylors Road at the southern (Ōtaki) end to north of Levin.

In 2018, an Indicative Business (IBC) case was approved for an offline expressway and recommended a 300m wide corridor on the eastern side of State Highway 1 and 57 for further investigation.

Waka Kotahi's Project design team, with assistance from technical specialists has assessed a range of local access roads options within the 300m wide preferred corridor. They have now advised on emerging preferred alignment options for further analysis. These are set out in the Initial Alignment Review and split into 10 zones along the full length of the emerging preferred corridor and the Local Access Roads Long List Options Report.

1.1 Assumptions

We have made the following assumptions in relation to the Project:

- The findings in this report are based on the shortlisted alignment, local access roads options set out in the local access roads options. These will be subject to change as design for the chosen option is progressed with further analysis and input by the various technical specialists.
- This is a high-level assessment prepared for the purpose of assisting the Project team and technical specialists in determining the likely property effects of all options and to identify high level risks.
- It is expected that a Property Strategy will be prepared once the final alignment, interchange, roundabout and local access roads options have all been identified. This will further identify and seek to mitigate risks in relation to individual properties affected by the alignment adopted. Detailed individual property investigations and title searches will be undertaken at that time.
- The findings in this report have been informed by our knowledge of the Project's property issues and risks that were identified during the wider MCA exercise undertaken in 2017, and subsequent consultation with a range of potentially affected landowners, iwi and the wider community. Whilst all potentially affected landowners have been apprised of the Project progress and developments, not all landowners have been personally consulted, as the opportunity to meet was not taken up by all landowners.

- The various local access roads options within the preferred corridor have been reviewed against the MCA criteria relating to property degree of difficulty, including consideration of impacts on dwellings, businesses and potential effects on land holdings and access.
- Where there are cul-de-sacs associated with truncating local authority roads, generally it has been assumed that at this early stage of the design and without specific detail the turning heads can either be accommodated in the preferred corridor or within the width of the existing local authority road reserves unless stated otherwise.
- A number of options for local access roads are being considered but at this time we are basing our advice on the indicative plans as set out in the Stantec Report of 25 May 2020.

1.2 Proposed local access roads options

A three-point scoring system has been adopted to enable numeric evaluations and application of different weighting systems for the MCA evaluation. The scoring scale is as follows:

Score	Description
1.	Green. The option is likely to have only minor impacts or issues.
2.	Orange. The option is likely to have moderate impacts or issues.
3.	Red. The is likely to have serious or significant negative impacts or issues.

Refer Appendix I for TPG's scoring assessment of property degree of difficulty.

Further analysis and comment on property issues and risks for local access roads options within each location identified in the Local Access Roads Long List Options Report is provided at Appendix II

2. Property degree of difficulty

Projects undertaken by Waka Kotahi pursuant to the Public Works Act 1981 generally require active property negotiations to commence at least 18 months prior to requirement (and preferably three years). This timeframe is required to allow good faith negotiations to take place for the acquisition of required land. If negotiation prove to be unsuccessful this allows for the implementation of the compulsory provisions of the Public Works Act 1981. These compulsory provisions of the Public Works Act 1981 allow for the required property to be taken by way of proclamation and remove some of the uncertainty and risk associated with when property will be available for the start of construction.

The degree of difficulty assessment for each local access roads options identified in the Local Access Roads Long List Options Report has been considered at a high level based on several factors, listed below:

- Effects on property configuration and large farming severance
- Affected large commercial businesses

- Effects on farming and market garden holdings (productive land)
- Effects on areas of lifestyle holdings
- Effects on Māori Freehold Land.

The Horowhenua lifestyle and rural markets make up most potentially affected properties impacted by the Project alignment, local access roads options. These markets have shown strong growth over recent years, with demand putting increased pressure on prices. Development has continued, with subdivision of productive lands into lifestyle properties and more intensive residential developments.

In addition to the significant number of lifestyle holdings and dwellings that will be impacted by the Project, our assessment has also identified a number of properties that from an acquisition perspective will present a high level of difficulty and complexity, including commercial businesses potentially affected by the Project that may require either relocation or redevelopment on their current sites, plus a number of Māori Freehold properties that are likely to present challenges from both a legal and cultural perspective.

Further comment on specific property matters are provided below:

2.1 Severance and access issues

There are a significant number of parcels which are severed by the emerging preferred alignment options. All alignments will to varying degrees have similar effects in relation to severance of land and impacts on legal and practicable access options. If these Owners are not able to directly access the State Highway network, then a new access providing connectivity to local roads/interchanges and roundabouts will need to be provided in order to give owners access to otherwise severed or land-locked property. Alternatively, these landlocked areas will need to be acquired in full and disposed of or amalgamated with adjoining properties.

The access to severed land will be influenced not only by the chosen alignment but also by the configuration of the associated interchanges and roundabouts together with associated connections to local authority roads.

2.2 Effects on Māori Freehold Land

The acquisition of Māori Freehold Land is significantly more complicated than the acquisition of land held in fee simple title. This is due to a combination of factors, including the potential need to appoint agents or trustees in the event that the land is not held in trust, the fact that the trustees will act for the benefit of multiple owners (and quite commonly a large number of beneficial owners), the fact that owners are likely to attach special significance to the land that introduces factors outside of standard commercial negotiations, and the fact that the land will ultimately need to be confirmed to be alienated by order of the Māori Land Court following agreement. The analysis in this report considers the legal process of purchasing Māori Freehold land and does not examine the cultural effects of land acquisition, which will be separately addressed by the relevant project specialists.

Our experience from previous Horowhenua projects and research in the area has confirmed a significant amount of Māori Freehold Land is located within the emerging preferred alignments. Due to the number of parcels affected, and the need to check each title to confirm the Māori

Freehold status, we have relied on data from previous investigations and more recent property searches to identify those properties that have a Māori Freehold Land status.

The requirement for surrender of easements associated with Māori Freehold Land is also likely to have an additional impact due to the potential severing of access. This is yet to be investigated.

There is also the potential risk that as consultation progresses landowners of Māori descent whose properties are general freehold title may provide feedback in relation to their property's cultural and/or spiritual value which cannot be verified prior to landowner engagement.

2.3 Statutory Easements associated with utility operators

We are still to assess whether any significant Transpower Transmission Lines are affected by the route options. There are also potentially local transmission lines that will need to be relocated because of the ultimate alignment. This will be considered as part of the property strategy to assess whether there are any Seaton issues (under which Supreme Court decision the Waka Kotahi NZ Transport Agency is unable to acquire easement interests for a third party).

We are similarly unaware at this stage of any main water supply or gas pipeline issues that may be encountered. Again, these will be considered as part of the property strategy to assess whether there are any Seaton issues here.

3. Lesser interests

The affect to properties in respect of land either burdened or benefitted by registered easement interests or other encumbrances/memorials will be considered as part of a detailed property acquisition strategy to be completed at a future date. This will include properties that are not directly affected by the O2NL alignment, but will have appurtenant interests that will require extinguishment, variation or reinstatement.

4. Attachments

Appendix I: Scoring Assessment – Property Degree of Difficulty

Appendix II: Analysis of Property Issues and Risks

Prepared by:



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Appendix I: Scoring Assessment – Property Degree of Difficulty

1. (green) - option is likely to have only minor impacts or issues
2. (orange) - option is likely to have moderate impacts or issues
3. (red) - option is likely to have serious or significant negative impacts or issues

A1 - Taylors Road / PP2O Tie-in - Connect current SH1 via Waitohu stream bridge / Taylors Road	Green
A2 - Taylors Road / PP2O Tie-in - Connect via a new underpass (Taylors Road realignment abandoned)	Orange
A3 - Taylors Road / PP2O Tie-in - Connect via a new underpass (Taylors Road via Waitohu Stream bridge)	Orange
B1 - South Manakau Road - Reconnect South Manakau Road via an underpass (expressway over)	Green
B2 - South Manakau Road - Reconnect South Manakau Road via an overbridge (expressway under)	Orange
B3 - South Manakau Road - Sever South Manakau Road and provide access via Honi Taipua Street	Green
C1 - Honi Taipua Street - Sever Honi Taipua Street and access via Manakau Heights Drive	Green
C2 - Honi Taipua Street - Reconnect Honi Taipua Street via an overbridge (expressway under)	Green
C3 - Honi Taipua Street - Reconnect Honi Taipua Street via a footbridge only (expressway under), vehicle access via Manakau Heights Drive	Green
C4 - Honi Taipua Street - Sever Honi Taipua Street and create a Mokena Kohere Street footbridge	Orange
D1 - North Manakau Road - Reconnect North Manakau Road via an overbridge (expressway under)	Green
D2 - North Manakau Road - Reconnect North Manakau Road via an underpass (expressway over)	Green
E1 - Kuku East Road - Reconnect Kuku East Road via an overbridge (expressway under)	Green
E2 - Kuku East Road - Reconnect Kuku East Road via an underpass (expressway over)	Green
EQ - Quarry Access - Provide access under the Ohau River Bridge (expressway over)	Green
F1 - Muhunoa East Road - Reconnect Muhunoa East Road via an overbridge (expressway under)	Green
F2 - Muhunoa East Road - Reconnect Muhunoa East Road via an underpass (expressway over)	Green
F3 - Muhunoa East Road - Sever Muhunoa East Road and provide access via Arapaepae Road or Mcleavey Road	Green
G1 - Mcleavey Road - Reconnect Muhunoa East Road via an overbridge (expressway under)	Green
G2 - Mcleavey Road - Reconnect Muhunoa East Road via an underpass (expressway over)	Green
G3 - Mcleavey Road - Sever Muhunoa East Road and provide access via Muhunoa East Road or Arapaepae Road	Green
H1 - Arapaepae Road south of Kimberley Road - Sever Arapaepae Road and provide access via Muhunoa East Road	Green
H2 - Arapaepae Road south of Kimberley Road - Sever Arapaepae Road and provide access via Mcleavey Road	Green

H3 - Arapaepae Road south of Kimberley Road - Sever Arapaepae Road and provide access via Kimberley Road / new link	Yellow
I1 - Muhunoa East - Muhunoa East, Mcleavey and Kimberley severed, new connecting road built	Red
J1 - Kimberley Road - Reconnect Kimberley Road via an overbridge (expressway under)	Light Green
J2 - Kimberley Road - Reconnect Kimberley Road via an underpass (expressway over)	Light Green
J3 - Kimberley Road - Sever Kimberley Road and provide access via Arapaepae South and a new link	Light Green
J4 - Kimberley Road - Sever Kimberley Road and provide access via Tararua Road and a new link	Yellow
K1 - Queen Street - Reconnect Queen Street via an underpass (expressway over)	Light Green
K2 - Queen Street - Reconnect Queen Street via an overbridge (expressway below ground level)	Light Green
L1 - Waihou Road - Reconnect Waihou Road via a new link to McDonald Road	Light Green
L2 - Waihou Road - Reconnect Waihou Road via a new link to Wakefield Street	Light Green
N1 - Sorenson Road - Reconnect Sorenson Road via an underpass (expressway over)	Light Green
N2 - Sorenson Road - Reconnect Sorenson Road via an overbridge (expressway under)	Light Green
N3 - Sorenson Road - Retain Sorenson Road status quo based on alignment selection	Light Green
P1 - Heatherlea East Road and Koputaroa Road - Reconnect Heatherlea East Road and Koputaroa Road via an intersection to a new roundabout on SH1	Light Green
P2 - Heatherlea East Road and Koputaroa Road - Reconnect Heatherlea East Road and Koputaroa Road via an interchange on SH1	Yellow
Q1 - Avenue North Road - Convert to cul de sac, active mode access to SH1 only	Light Green

Appendix II: Analysis of Property Issues and Risks

A1: Taylors Road/PP20 Tie-in-Connect current SH1 via Waitohu stream bridge / Taylors Road

Score: 1 Green

Crown already owns most affected land acquired for PP20. Appears to be little if any additional property required for this option.

A2 - Taylors Road / PP20 Tie-in - Connect via a new underpass (Taylors Road realignment abandoned)

Score: 2 Orange

Some land already acquired by Crown. Further land required from two rural properties including a Māori land block. The Māori land is already affected by preferred alignment options.

A3 - Taylors Road / PP20 Tie-in - Connect via a new underpass (Taylors Road via Waitohu Stream bridge)

Score: 2 Orange

Combination of A1 and A2. Similar to A2 in ranking for difficulty.

B1 - South Manakau Road - Reconnect South Manakau Road via an underpass (expressway over)

Score: 1 Green

No additional property effects assuming local road connections remain within the preferred corridor.

B2 - South Manakau Road - Reconnect South Manakau Road via an overbridge (expressway under)

Score: 2 Orange

Affects Mountain View Drive and Manakau Heights Drive. This means additional properties need to be acquired. These currently appear to be unimproved properties.

B3 - South Manakau Road - Sever South Manakau Road and provide access via Honi Taipua Street

Score: 1 Green

Affects property on eastern side but it is already affected by preferred alignment.

C1 - Honi Taipua Street - Sever Honi Taipua Street and access via Manakau Heights Drive

Score: 1 Green

Similar to South Manakau option B3.

C2 - Honi Taipua Street - Reconnect Honi Taipua Street via an overbridge (expressway under)

Score: 1 Green

Again, similar to South Manakau option B3. We have assumed all cul-de-sacs in preferred corridor and will not entail any more property acquisition.

C3 - Honi Taipua Street - Reconnect Honi Taipua Street via a footbridge only (expressway under), vehicle access via Manakau Heights Drive

Score: 1 Green

Possibly less affected than by a vehicular overbridge.

C4 - Honi Taipua Street - Sever Honi Taipua Street and create a Mokena Kohere Street footbridge

Score: 2 Orange

New local authority road on eastern side. Seems requirement here could be outside the 300m wide corridor and may require land from the eastern rise lifestyle properties (three improved properties.)

D1 - North Manakau Road - Reconnect North Manakau Road via an overbridge (expressway under)

Score: 1 Green

Bridge approaches clips property already affected by preferred alignment options. Assumes it does not clip the property located at 101 North Manakau Road.

D2 - North Manakau Road - Reconnect North Manakau Road via an underpass (expressway over)

Score: 1 Green

Underpass so minimal impacts.

E1 - Kuku East Road - Reconnect Kuku East Road via an overbridge (expressway under)

Score: 1 Green

Overbridge so no additional property requirements.

E2 - Kuku East Road - Reconnect Kuku East Road via an underpass (expressway over)

Score: 1 Green

Underpass and more visual impacts than E1. Same ranking.

EQ - Quarry Access - Provide access under the Ohau River Bridge (expressway over)

Score: 1 Green

Realignment of an existing access in an already affected property.

F1 - Muhunua East Road - Reconnect Muhunua East Road via an overbridge (expressway under)

Score: 1 Green

Overbridge, retains status quo.

F2 - Muhunua East Road - Reconnect Muhunua East Road via an underpass (expressway over)

Score: 1 Green

Underpass, retains status quo.

F3 - Muhunua East Road - Sever Muhunua East Road and provide access via Arapaepae Road or Mcleavey Road

Score: 1 Green

Assumes cul de sacs located within the preferred corridor. Local road appears to clip the property located at the intersection and Arapaepae and McKeavey Roads, but it is already affected by preferred alignment options.

G1 - Mcleavey Road - Reconnect Muhunua East Road via an overbridge (expressway under)

Score: 1 Green

Bridge retains status quo. Affects same property as F3 above.

G2 - Mcleavey Road - Reconnect Muhunua East Road via an underpass (expressway over)

Score: 1 Green

Underpass, retains status quo so ranked the same as G1.

G3 - Mcleavey Road - Sever Muhunoa East Road and provide access via Muhunoa East Road or Arapaepae Road

Score: 1 Green

Cul de sac is severing Mcleavey Road. Assume these works are in the preferred corridor.

H1 - Arapaepae Road south of Kimberley Road - Sever Arapaepae Road and provide access via Muhunoa East Road

Score: 1 Green

Three cul de sacs: The southern cul-de-sac turning appears to affect a further property. If orange route alignment option is adopted it will be affected in any event.

H2 - Arapaepae Road south of Kimberley Road - Sever Arapaepae Road and provide access via Mcleavey Road

Score: 1 Green

Two cul-de-sacs with overbridge at McLeavey Road. The property affected by the realignment at Mcleavey Road is already affected by preferred corridor.

H3 - Arapaepae Road south of Kimberley Road - Sever Arapaepae Road and provide access via Kimberley Road / new link

Score: 2 Orange

Two cul-de-sacs with realigned local authority road (Arapaepae Road South). Appears to affect further properties - if going with orange alignment option these properties are already affected in any event. Some properties in this area are already owned by Crown.

I1 - Muhunoa East - Muhunoa East, Mcleavey and Kimberley severed, new connecting road built

Score: 3 Red

3 new local roads running parallel to expressway. May affect two additional properties off Muhunoa East Road (western side). The Crown already owns some property on this side, and some properties are already affected by the emerging preferred alignment options. On the eastern side similar affects as H3. The Kimberley Road to Tararua Road connections will require the acquisition of additional properties. It is assumed the business on Kimberley Road will be affected.

J1 - Kimberley Road - Reconnect Kimberley Road via an overbridge (expressway under)

Score: 1 Green

Blue roundabout already affected by preferred corridor. Crown already owns property in the area in terms of the cul-de-sacs and the realignment Arapaepae Road South. Again, the Crown already owns property in the area.

J2 - Kimberley Road - Reconnect Kimberley Road via an underpass (expressway over)

Score: 1 Green

Similar to J1 but lesser effect overall on properties.

J3 - Kimberley Road - Sever Kimberley Road and provide access via Arapaepae South and a new link

Score: 1 Green

Similar to J2 and J1.

J4 - Kimberley Road - Sever Kimberley Road and provide access via Tararua Road and a new link

Score: 2 Orange

Has components of option I1 but lesser effect overall on property.

K1 - Queen Street - Reconnect Queen Street via an underpass (expressway over)

Score: 1 Green

Little further effects on property. Crown already negotiating to acquire affected property in this area.

K2 - Queen Street - Reconnect Queen Street via an overbridge (expressway below ground level)

Score: 1 Green

Similar to K1.

L1 - Waihou Road - Reconnect Waihou Road via a new link to McDonald Road

Score: 1 Green

Southern cul-de-sac already in corridor. Possibly one additional property required for new local authority road connection from Waihou road to McDonald Road in the north.

L2 - Waihou Road - Reconnect Waihou Road via a new link to Wakefield Street

Score: 1 Green

Affects potentially one extra rural lifestyle property for link to Wakefield Road.

N1 - Sorenson Road - Reconnect Sorenson Road via an underpass (expressway over)

Score: 1 Green

Crown appears to already own property affected by cul-de-sac.

N2 - Sorenson Road - Reconnect Sorenson Road via an overbridge (expressway under)

Score: 1 Green

Same as N1.

N3 - Sorenson Road - Retain Sorenson Road status quo based on alignment selection

Score: 1 Green

Appears that this area is affected by alternative alignment in any event.

P1 - Heatherlea East Road and Koputaroa Road - Reconnect Heatherlea East Road and Koputaroa Road via an intersection to a new roundabout on SH1

Score: 1 Green

Similar to N3.

P2 - Heatherlea East Road and Koputaroa Road - Reconnect Heatherlea East Road and Koputaroa Road via an interchange on SH1

Score: 2 Orange

Up to three new properties affected outside of 300m preferred corridor.

Q1 - Avenue North Road - Convert to cul de sac, active mode access to SH1 only

Score: 1 Green

Similar to P1 and N3.

New Options (HDC Request)

Liverpool Street Connection (Expressway under)

Score: 1 Green. Assumes affect minimal and no additional land required.

Liverpool Street Connection (Expressway Over)

Score: 2 Orange. Assumes moderate impacts due to enlarged expressway footprint, visibility and noise issues.

Liverpool Street (No Connection)

Score: 1 Green. No impact upon properties.