

Notice of Requirement 5 (NoR 5)

**NOTICE OF REQUIREMENT FOR DESIGNATION UNDER SECTION 168(2) OF THE RESOURCE
MANAGEMENT ACT 1991 (RMA)**

TO: Auckland Council

**FROM: Auckland Transport
6 Henderson Valley Road
Henderson
Private Bag 92250
Auckland**

AUCKLAND TRANSPORT (an Auckland Council Controlled Organisation) as Requiring Authority under section 167 of the Resource Management Act 1991 gives notice of a requirement for a designation in the Auckland Council District Plan for works being the City Rail Link (CRL or the Project) to be shown as Rail Purposes for City Rail Link (Station).

1. SUMMARY

The CRL will generally comprise:

- an underground passenger railway approximately 3.4km long, (including two tracks and three underground stations) running between Britomart Station and the North Auckland Line (NAL) in the vicinity of the existing Mount Eden station; and
- an additional 850m of track modifications to the rail network within and adjacent to the NAL.

This Notice of Requirement (NoR 5) relates to land within and in the vicinity of Symonds Street, Dundonald Street, and New North Road, which is necessary to provide for the construction (including relocation of utility services, a localised construction area to support construction works, reinstatement and enhancement following primary construction, and other ancillary construction works), operation and maintenance of a station and ancillary activities associated with the construction, operation and maintenance of a rail station.

For ease of reference the station included in NoR 5 for the CRL has been temporarily named "Newton Station". The station will be formally named in the future. Once operational the CRL will be predominantly below ground between Britomart and the NAL with the exception of station entrances.

Auckland Transport's (AT) objective is to secure the rail corridor to enable construction, operation and maintenance. In doing this, the wider objectives of the Project will also be achieved.

2. THE SITES WHICH NOTICE OF REQUIREMENT 5 APPLIES TO ARE AS FOLLOWS:

NoR 5 relates to land within the Auckland Council District Plan being:

- Land within the road reserves of Symonds Street, Basque Road, Mt Eden Road and New North Road required for construction, operation and maintenance of the CRL station and ancillary activities;
- Sub-strata land only within the road reserves of Symonds Street and New North Road required for use both during construction and operation of the CRL;
- Land within private property fronting the western side of Symonds Street and New North Road required for construction, operation and maintenance of the CRL including the main station entrance and the secondary emergency entrance;
- Sub-strata land under private property fronting Symonds Street, Mt Eden Road, Basque Road and Dundonald Street required for use both during construction and operation of the CRL for the underground station;
- Public land located on the eastern side of Symonds Street (on the northeast corner of Symonds Street and Mt Eden Road) for use during the construction of the CRL (currently an Auckland Council car park area).

The following plans are attached which indicate the extent of this NOR:

- The extent of the proposed designation is shown on Land Requirement Plan NoR 5, Sheet 1 attached to this NoR – land to be designated is shown in orange and blue on these plans;
- The longitudinal extent of this NoR is shown in the “NoR Overview” document contained in this Volume (Volume 1) of the CRL NoR suite of documents; and
- Indicative long section view of the NoR at section 4.

The legal descriptions of the land to be designated are also attached to NoR 5 in an associated Schedule of properties affected by NoR 5.

3. THE NATURE OF THE PROPOSED WORK IS AS FOLLOWS:

NoR 5 relates to “Rail Purposes for City Rail Link (Station)”. This includes the construction (including relocation of utility services, a localised construction area to support construction works, reinstatement and enhancement following primary construction, and other ancillary construction works), operation and maintenance of a station and ancillary activities associated with the construction, operation and maintenance of a railway station.

The nature of the work in relation to NoR 5 is detailed in the CRL NoR AEE: Volume 2 (particularly section 4), and the 2012 Concept Design Report, Appendix 12: Volume 3 of the CRL NoR suite of documents. In summary, the work includes the following activities:

- Construction of a station (including the main entrance on the eastern side of the intersection of Symonds Street, New North Road and Mt Eden Road and the secondary emergency entrance located on private land on the eastern side of Dundonald Street), including a localised construction area to support this (public land



located on the northeast corner of Symonds Street and Mt Eden Road), and ancillary construction activities;

- Reinstatement, and enhancement of the surface areas included within the designation footprint for NoR 5, particularly the public land located on the northeast corner of Symonds Street and Mt Eden Road and the surrounds of the main station entrance;
- Use of the station during operation including ancillary activities associated with a rail station; and
- Maintenance of the station.

The design of the Station has been developed to the conceptual stage only, but sufficient to identify an envelope of effects and design parameters to guide the more detailed station design in the future. The Urban Design Framework developed to support the CRL NoR (contained in Volume 3 CRL NoR suite of documents) sets out those principles which will guide the future design of the station surrounds.

See the plans contained in Appendix 1 and 2, Concept Design Report¹.

4. THE NATURE OF THE PROPOSED CONDITIONS THAT WOULD APPLY ARE:

Land within NoR 5 is required as a surface designation (within the road reserves of Symonds Street, Basque Road, Mt Eden Road, Dundonald Street and New North Road and within private property located fronting the western side of Symonds Street and New North Road), and sub-strata designation under private property fronting Symonds Street, Mt Eden Road, Basque Road and Dundonald Street.

The land required will be used for the construction, operation and maintenance of the CRL and ancillary activities. Once constructed, access will be restricted and controlled to provide for safe and efficient movement of passengers within and through the station.

Upon completion of the construction of the CRL this designation for Rail Purposes for City Rail Link (Station) may be drawn back (pursuant to section 182 of the RMA) to operational requirements

The proposed conditions that would likely apply to NoR 5 are:

- Works to be undertaken in general accordance with the information provided to support NoR 5 (the CRL NoR suite of documents and any further relevant information provided through the public process associated with confirming this NoR);
- The preparation and implementation under the Environmental Management Framework of the Environment Management Plan (EMP) and the Construction Environmental Management Plan (CEMP) (which particularly pertains to transport management, noise and vibration, built heritage and archaeology, building condition surveys and monitoring / settlement monitoring, contamination management, air quality during construction, and trees) to manage (including the

¹ Appendix 13: Volume 3 CRL NoR suite of documents



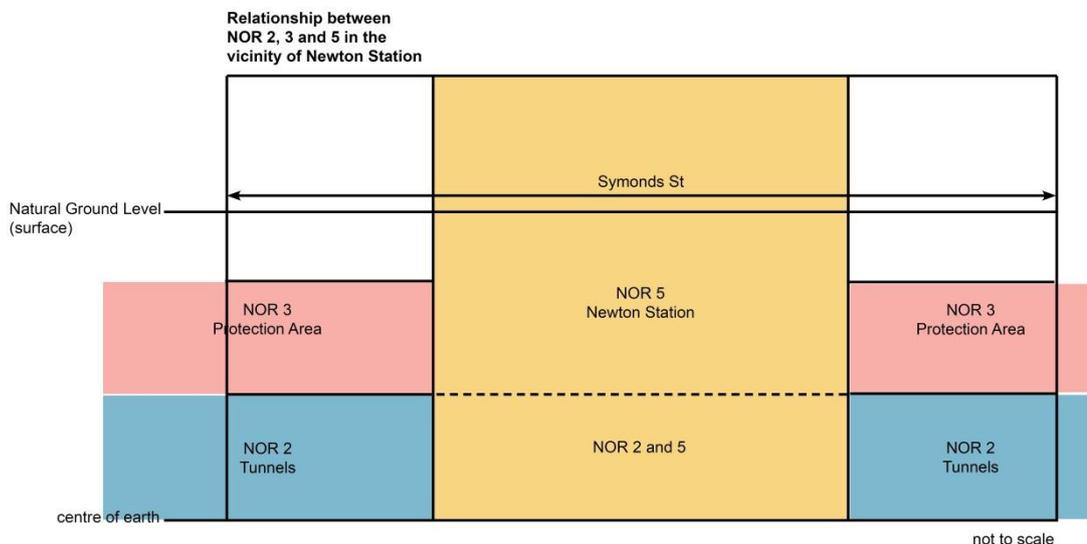
avoiding, remedying and mitigating of) adverse environmental effects during the construction of the CRL;

- As part of the construction of the CRL, the implementation of the principles set out in the Urban Design Framework (under the Environmental Management Framework which supports the CRL NoR) to redevelop or reinstate the surface areas within the designation footprint;
- The preparation and implementation under the Environmental Management Framework of the Communications Plan to manage and implement communications and consultation during the construction of the CRL;
- The preparation and implementation under the Environmental Management Framework of operational management plans.

Section 176 of the RMA provides that once a designation is included in a district plan, land owners may not, without AT's written consent, do anything on their land that would prevent or hinder the project to which this NoR relates. That protection also applies in the interim once the NoR is served with the Council under section 178.

While this designation remains in place before construction of the CRL, property owners may not undertake any activities that would hinder or prevent the CRL being constructed, operated and maintained pursuant to the designation without AT's written consent. Once the CRL is operational, this restriction will continue to apply to that land (including sub strata land) which remains designated (i.e. the area AT draws the designation back to following construction).

The figure below is a visual representation of NoR 5.



5. THE EFFECTS THAT THE PROPOSED WORK WILL HAVE ON THE ENVIRONMENT AND THE WAYS IN WHICH ANY ADVERSE EFFECTS WILL BE MITIGATED ARE:

An assessment of the actual and potential effects and a summary of the proposed measures to manage (including to avoid, remedy or mitigate) potential adverse effects are presented in Section 7 of the Assessment of Environmental Effects (AEE) which supports this NoR (Volume 2 of the CRL NoR suite of documents).

The CRL project will provide local and regional benefits, including: enhancing rail travel efficiency and trip reliability for users (particularly those travelling to and from the central city area to the west); increased network resilience by making Britomart a through station and enabling the CRL to connect both to the east and west on the NAL; and providing opportunity for residential and business intensification surrounding the stations.

In summary adverse effects on the environment likely as a result of the works authorised by NoR 5 include:

- Loss of land and buildings in relation to the construction, operation and maintenance of Newton Station on the western side of Symonds Street and New North Road and on private land located on the eastern side of Dundonald Street;
- Loss of land and buildings for the construction, operation and maintenance of Newton Station on the eastern side of Dundonald Street;
- During construction impacts on above ground transport movements in and around Symonds Street, Basque Road, Dundonald Street, Mt Eden Road and New North Road including extended travel times, delays and increased congestion on public bus operators and users, emergency vehicles, private vehicles, private coach operators and users, cyclists and pedestrians;
- During construction restrictions on access to various buildings throughout the area covered by this NoR and subsequent potential business disruption impacts on business owners, operators and visitors;
- Airborne and regenerated noise and tactile vibration emissions from construction operations and potential structural damage to surrounding buildings (and heritage or character buildings in particular) from construction vibration; and
- Potential interference with utility services;
- The relocation and / or the removal of trees;
- Disruption of pedestrians;
- The disturbance and / or removal of potentially contaminated soil.

Through careful design, management and various mitigation measures proposed in the AEE which supports this NoR, these effects can be adequately avoided, remedied or mitigated. In particular, the following key avoidance and mitigation measures are proposed:



- After construction, surface activities will be reinstated and enhanced in general accordance with the Urban Design Framework including provision for redevelopment opportunities;
- Traffic management during the construction phase will be achieved through the CEMP proposed under the Environmental Management Plan (EMP). The EMP will be developed under the Environmental Management Framework (EMF) which has been developed to support the CRL NoR. This will minimise the potential effects of construction works on the safe and efficient operation of the existing road network. The CEMP will include:
 - Measures to provide temporary access to buildings fronting Symonds Street, particularly the western side between Newton Gully and New North / Mt Eden Roads;
 - Measures, including detours and diversions, to safely manage access for vehicles and pedestrians to intersecting streets – i.e. New North / Mt Eden Roads and the Symonds / Newton Gully / Khyber Pass intersection;
 - Measures to manage the safe diversion of pedestrians and cyclists including clear signage and communication;
 - Measures to manage public transport impacts particularly along Pitt Street and Karangahape Road.
- Noise and vibration emissions during construction will be managed by developing and implementing the CEMP, to minimise and otherwise manage the potential effects of these works on owners and occupiers above or in proximity to the CRL, including;
 - site specific mitigation measures to be developed and agreed in consultation with the affected party/receiver;
 - pre-construction condition surveys of specific buildings (including heritage buildings), which may be potentially affected by construction vibration;
 - Monitoring of buildings, identified through the condition surveys, during construction;
 - Amending construction activities, or implementing measures to safeguard buildings as required during construction; and
 - Rectifying residual damage to buildings after construction.
- Coordination with utility operators to determine the specific location of utilities and methods to avoid, protect or relocate services along with methods to manage accidental damage to utilities;
- The management of potentially contaminated soil through the development and implementation of the contamination remedial action delivery work plan under the CEMP;
- The management of dust through the development and implementation of the air quality work delivery plan under the CEMP;



- The management of any tree removal through the development and implementation of the Tree delivery work plan under the CEMP;
- In relation to built heritage and archaeology, the CEMP will include proposed protocols for managing the works relating to character buildings, and any discoveries of archaeological, heritage or cultural value;
- Obtaining required authorities from the NZ Historic Places Trust under the Historic Places Act for works within archaeological sites; and
- Undertaking and maintaining communication with those directly affected, affected in proximity, and the wider community through implementation of the Communications Plan which is developed under the EMF.

The CRL Project will be designed and implemented in a way which recognises and responds to the actual and potential adverse effects of the project on the environment. With the proposed mitigation measures and methodology these effects will be appropriately managed.

6. ALTERNATIVE SITES AND METHODS HAVE BEEN CONSIDERED TO THE FOLLOWING EXTENT:

Alternative sites, routes and methods considered are detailed in Section 3 of the AEE, the 2010 Option Evaluation Report² and the 2012 Option Evaluation Report³.

The preferred alignment for the CRL has been the result of a careful evaluation of a number of alignment options and construction methods. From mid-2009 to December 2010 investigations (including engineering design and environmental assessments) were undertaken and design and construction alternatives considered⁴. In 2012 AT undertook further investigations, designs and alternatives have been considered which have refined the 2009 / 2010 work. In particular, the assessment of alternatives has focussed on engineering requirements, environmental impacts and technical feasibility, and cost.

The CRL is restricted by a number of technical parameters (including maximum gradient for the safe operation of a railway) and physical constraints (including the topography of central Auckland). The preferred CRL alignment has been selected to minimise, to the extent practicable, impacts upon private property particularly in terms of surface requirements, while achieving consistency with the Project and AT's objectives.

The assessment of alternatives has provided AT with information which has assisted it in identifying its preferred alignment and feasible construction options for the CRL.

Specifically in relation to NoR 5 a number of station location options were assessed in regards to engineering and technical feasibility, environmental impacts (including assessment of the likely catchments and benefits of each station location), and cost. The chosen Station location was selected as it would be located close to existing and planned residential, commercial and community development (which would provide for current and future patronage), and promote connections to other public transport modes and

² Appendix 11: Volume 3 CRL NoR suite of documents

³ Appendix 12: Volume 3 CRL NoR suite of documents

⁴ For KiwiRail and ARTA



active street frontages. This is further discussed in Section 3 of the AEE, the 2010 Option Evaluation Report⁵, and the 2012 Option Evaluation Report⁶ which all support this NoR.

7. THE PROPOSED WORK AND DESIGNATION ARE REASONABLY NECESSARY FOR ACHIEVING THE OBJECTIVES OF THE REQUIRING AUTHORITY:

AT's objectives are outlined in the Statement of Intent (SOI) 2012-2015. The SOI presents AT's overarching outcome as "Auckland's transport system is effective and efficient and provides for the region's social, economic, environmental and cultural wellbeing". The CRL project is identified as a key project in the SOI under integrating transport planning and investment with land development.

AT's objective in serving this NoR is to enable the construction, operation and maintenance of the CRL including a connection between Britomart and the NAL. In achieving that, AT will also enable the achievement of its wider Project objectives, as set out in full in Section 1.6 of the AEE which supports this NoR. For ease of reference these are repeated below:

Improve transport access into and around the city centre for a rapidly growing Auckland

- (a) Future proof for expected growth

Improve the efficiency and resilience of the transport network of urban Auckland

- (a) Improve journey time, frequency and reliability of all transport modes
- (b) Maximise the benefits of existing and proposed investment in transport
- (c) Release the rail capacity constraint at Britomart

Significantly contribute to lifting and shaping Auckland's economic growth

- (a) Support economic development opportunities
- (b) Provide the greatest amount of benefit for cost
- (c) Enable a more productive and efficient city

Provide a sustainable transport solution that minimises environmental impacts

- (a) Limit visual, air quality and noise effects
- (b) Contribute to the country's carbon emission targets

Contribute positively to a liveable, vibrant and safe city

- (a) Enhance the attractiveness of the city as a place to live, work and visit
- (b) Protect our cultural and historic heritage for future generations
- (c) Help safeguard the city and community against rising transport costs

⁵ Appendix 11: Volume 3 CRL NoR suite of documents

⁶ Appendix 12: Volume 3 CRL NoR suite of documents



The proposed works are reasonably necessary for achieving these objectives because they:

- Provide for Britomart to be connected as a through station rather than a terminus station to the wider Auckland rail network thereby releasing constraints and improving the functionality of the network;
- Provide for a direct connection of the rail network to the NAL without the need to go via Newmarket, improving transport access into and around the city centre, network resilience, journey times and reliability for people travelling on the rail network in particular to and from the west;
- Provide for a direct rail connection into the Central City area including to Newton, enhancing the attractiveness of the city as a place to work and live while assisting to facilitate employment growth in this area;
- Enable additional land use and economic development benefits for the Central City area.

The proposed designation is reasonably necessary for achieving these objectives because:

- It enables AT to have the flexibility and ability to construct, operate and maintain the network and undertake the Project in accordance with the designation notwithstanding anything contrary within the relevant District Plans;
- It enables the work to be undertaken in a comprehensive and integrated manner;
- It achieves certainty through identifying in the District Plan the location, nature and extent of the Project and AT's clearly intended use of that land; and
- It ensures the security of the rail link is maintained in respect of separation from other network utilities and the potential actions of third parties on and within (in particular) land contained within the designation footprint.

As an approved Requiring Authority in terms of section 167 of the RMA via section 47(1) of the Local Government (Auckland Council) Act 2009, AT may designate to construct, operate and maintain a rail line and tunnels, rail stations, and ancillary activities.

8. OTHER RESOURCE CONSENTS NEEDED FOR THE PROPOSED ACTIVITY WHICH HAVE NOT BEEN APPLIED FOR:

As summarised in Section 2.3 of the AEE which supports this NoR, resource consents in accordance with sections 9, 14 and 15 of the RMA will be required to construct the CRL (generally relating to earthworks, restrictions relating to taking, diverting or using water (such as groundwater), and the discharge of contaminants into the environment). The preparation of these resource consents is dependent upon further site investigations and detailed design being undertaken at a future date.



9. THE FOLLOWING CONSULTATION HAS BEEN UNDERTAKEN WITH PARTIES THAT ARE LIKELY TO BE AFFECTED:

The consultation undertaken with parties likely to have particular interest in the CRL project is detailed in Section 5 of the AEE which supports this NoR. Discussions will be continuous and on-going. In summary, AT has consulted with:

- Auckland Council;
- Waterfront Auckland;
- New Zealand Railways Corporation (KiwiRail);
- NZ Transport Agency;
- Directly affected Waitemata and Albert Eden Local boards as well as another 16 of the 21 Auckland Local Boards;
- Stakeholder Groups (notably EMA, New Zealand Planning Institute, Karangahape Road Business Association, Heart of the City, Electorate MPs Nikki Kaye and John Banks, Eden Terrace Business Group);
- Central Government departments (notably Ministry of Transport, Central Government - Treasury);
- New Zealand Historic Places Trust;
- Iwi (notably Ngati Maru, Ngati Paoa, Ngai Tai ki Tamaki, Ngati Te Ata, Ngati Whatua o Orakei, Te Akitai, Te Kawerau a Maki and Ngati Tamoho);
- Directly affected landowners; and
- The general public through the consultation processes associated with the Auckland Plan, the City Centre Master Plan, Auckland Long Term Plan, and Regional Land Transport Programme.

10. AUCKLAND TRANSPORT ATTACHES THE FOLLOWING INFORMATION REQUIRED TO BE INCLUDED IN THIS NOTICE OF REQUIREMENT BY THE DISTRICT PLAN, REGIONAL PLAN, OR ANY REGULATIONS MADE UNDER THE RESOURCE MANAGEMENT ACT 1991:

This NoR is contained within Volume 1 of the full suite of documents that comprise the "City Rail Link Notices of Requirement and supporting information". Also in that suite of documents are Volume 2 (AEE and AEE appendices) and Volume 3 (technical reports including the 2012 Concept Design Report and plans, the two option evaluation reports, technical environmental assessments). Section 2.2.11 of the AEE supporting this NoR includes the information required by Section 4A.3.A – Designations of the Auckland Council District Plan: Isthmus Section 1999. In addition a schedule of affected properties and a plan identifying the area covered by this NoR is attached to the NoR.



11. Extended Lapse Period Sought:

Pursuant to section 184(1)(c) of the RMA, AT proposes a lapse period of 20 years for the implementation of the proposed designation as detailed in Section 2.2.7 of the AEE supporting this NoR.

This period provides sufficient time for AT to give effect to the works including undertaking land purchase negotiations, detailed design and construction of the rail link itself, and allows for an appropriate period to address required resource consenting, tendering and construction processes.

Signed for AT by Dr Kevin Doherty, Chief Infrastructure Office pursuant to an authority by AT

Signature:



Date: 15 August 2012

Address for Service:

Auckland Transport
6 Henderson Valley Road
Henderson
Private Bag 92250
Auckland



Schedule of Affected Properties - Auckland City Rail Link - Notice of Requirement 5

NoR	NO. ON LAND REQUIREMENT PLAN	LEGAL DESCRIPTION	TITLE REFERENCE	(TITLE) OWNERS	TOTAL AREA (Ha)	LAND TAKE AREA (Ha)	LAND TAKE AREA IN SUB STRATA (Ha)	ROAD NAME	OTHER RELEVANT NORs
5	178	Lot 1 DP 47001	NA1846/23	NZ Katabole LP	0.02	0.02			2
5	179	Lot 4 DP 47001	NA1897/68	Brian Lawrence Chappell, William Ferguson Davies	0.05	0.05			2
5	180	Lot 1 DP 192430	NA121D/614	Sang Wha Chung, Young Sim Kim	0.01	0.01			2
5	181	Lot 2 DP 192430	NA121D/615	B.L. Barrow & Co Limited	0.01	0.01			2
5	182	Lot 5 DP 47001	NA1897/68	Brian Lawrence Chappell, William Ferguson Davies	0.03	0.03			2
5	183	Lot 3 DO 47001	NA1671/72	Andrew Stewart Reid, Stewart Maxwell Reid	0.04	0.04			2
5	184	Lot 1 DP 33044	NA876/82	San Tang Yan, Tommy Ngan Fon Yan	0.02		0.02		2
5	185	Lot 1 DP 34086	NA1615/83	Schel Investments Limited	0.05	0.05			2
5	186	Lot 2 DP 33044	NA875/250	James Ross Investments Limited	0.02		0.02		2
5	187	Lot 3 DP 33044	NA875/249	Philip Michael Khouri, Raymond George Khouri, Susanne Charlotte Nitzelius-Khouri	0.01		0.01		2
5	188	Lot 1 DP 34002	NA1615/83	Schel Investments Limited	0.02	0.02			2
5	189	Lot 2 DP 34002	NA906/61	Philippa Robyn Van Ryn, Rene Titus Marie Van Ryn	0.02		0.02		2
5	190	Lot 2 DP 154109	NA92A/559	Auckland Council	0.17	0.17			
5	192	Lot 1 DP 19003	Supplementary Record Sheet NA79D/871	(NA79D/869) N.Z. Esto Development Company Limited, (NA79D/870) Susan Patricia Lafleur	0.02		0.02		2
5	193	Lot 1 DP 90076	NA47B/475	Auckland Electric Power Board	0.10		0.07		2
5	194	Lot 2 DP 19003	Supplementary Record Sheet NA79D/874	(NA79D/872) Theresa Ann Morrissey, Vincent Joseph Morrissey (NA79D/873) Anastasia Linda Meredith, Kim Frances Teresa Meredith Melhuish, Kingsley Spargo Melhuish	0.02		0.02		2
5	195	Lot 3 DP 19003	NA1918/50	Lai Fong Lum	0.02		0.02		2
5	196	Lot 4 DP 19003		(NA101C/979) Kevan Cheong, Nu Du Cheong, (NA101C/980) Hong Le Ly, Thien Bao Du	0.02		0.02		2
5	197	Lot 2 DP 90076	NA47B/476	Sipka Holdings Limited	0.11		0.07		2
5	198	Part Lot 5 DP 19003	NA847/28	Roger Francis Power	0.07	0.07			2
5	199	Legal Road		Auckland Council	0.17	0.17		Symonds Street/ Mt Eden Road/ New North Road Intersection	2
5	200	Lot 1 DP 110262	NA62A/994	Auckland Chinese Community Centre Incorporated	0.10	0.10			2
5	201	Lot 1 DP 91068	NA48B/391	Dawven Limited	0.07		0.04		2
5	202	Legal Road		Auckland Council	0.02	0.02		Mount Eden Road	2
5	203	Legal Road		Auckland Council	0.05	0.05		Basque Road	2
5	204	DP 24904	NA649/224	Mt Eden Primesite Limited	0.07		0.05		2
5	205	Lot 74 DEEDS 1333	NA546/147	Ffarington Ranulf Beresford Power	0.02		0.01		2
5	206	Lot 73 Allotment 1 of Section 7 Suburbs of Auckland	NA769/213	Ffarington Ranulf Beresford Power	0.03		0.03		2

NoR	NO. ON LAND REQUIREMENT PLAN	LEGAL DESCRIPTION	TITLE REFERENCE	(TITLE) OWNERS	TOTAL AREA (Ha)	LAND TAKE AREA (Ha)	LAND TAKE AREA IN SUB STRATA (Ha)	ROAD NAME	OTHER RELEVANT NORs
5	207	Lot 3 Sec 1 SBRS OF Auckland	NA557/178	Mt Eden Primesite Limited	0.03		0.03		2
5	208	Lot 90 DEEDS 1333	NA546/203	Ffarington Ranulf Beresford Power	0.03		0.02		2
5	209	Lot 19 DP 8545	NA290/295	DJG Investments Limited	0.03		<0.01		2
5	210	Legal Road		Auckland Council	0.15	0.15		New North Road	2
5	211	Part Lot 89 Deeds Plan 1333	NA546/142	The Church of the Golden Light Incorporated	0.01		0.01		2
5	212	Lot 1 DP 46262	NA1606/55	Nelson Buildings Limited	0.19		0.16		2
5	213	Lot 1 DP 78660	NA64D/341	Anne Copeland Scott, Graeme Richard Cox, Keith Andrew Scott	0.04		<0.01		2
5	389	Legal Road		Auckland Council	0.19	0.15		Symonds Street	2

Map contains information sourced from LINZ (Crown Copyright Reserved).
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 as to the accuracy or completeness of this information.

Notice of Requirement for a designation under section 168 (2) of the
 Resource Management Act 1991 to be shown as "Rail Purposes for
 City Rail Link (Station)". All plans subject to final survey.

Legend

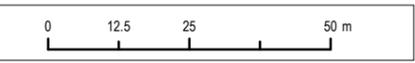
-  Indicative Rail Alignment
-  Land to be Designated Surface
-  Land to be Designated Sub-Strata
-  Parcel boundaries



This drawing is confidential and shall only be used for the purposes of this project.

Map intended for distribution as PDF document.
 Scale may be incorrect when printed.

Scale: 1:1,250



City Rail Link

Land Requirement Plan
 NOR 5, Sheet 1 of 1

REVISIONS			
No.	BY	DATE	
3	HEC	10/08/12	FINAL
2	JYG	30/07/12	FINAL FOR CLIENT REVIEW
1	HEC	20/07/12	DRAFT FOR REVIEW

DESIGNED	HEC	CHECKED	OK
DRAWN	JYG	CHECKED	OK
APPROVED	AH4	DATE	-

SIZE: A3	STATUS: FINAL	DRAWING NO: GIS-4214293-100-8	REV: 3
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