Drawing Plotted: 06 Feb 2020 9:29 p.m.

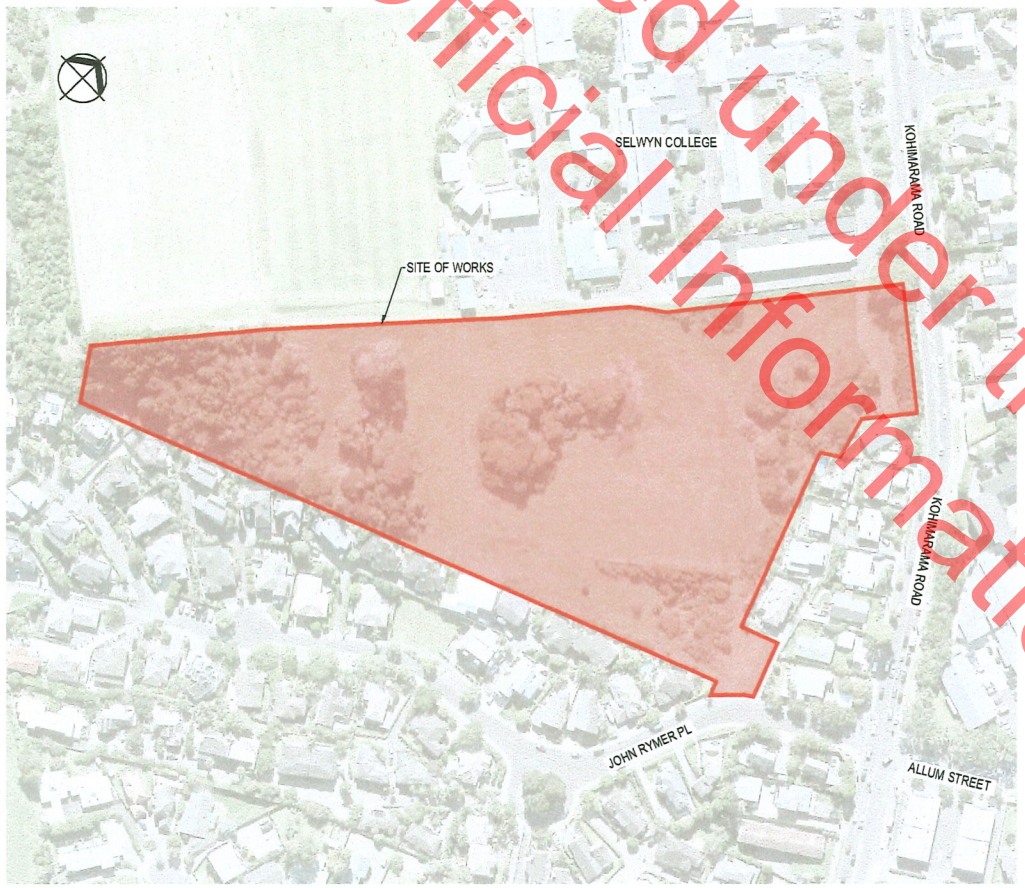
Beca

- CIVIL ENGINEERING

Project No 3124460

KOHIMARAMA RETIREMENT VILLAGE

ISSUED FOR RESOURCE CONSENT



Prepared for

RYMAN HEALTHCARE

By
Beca

FEBRUARY 2020

Drawing No. 044-RCT_401_C0-000 Rev. B
Document No: 044-RCT_401_C0-000.DWG

Drawing Plotted: 06 Feb 2020 9:11 p.m.

NOTES:

1. ALL MANHOLE LIDS IN TRAFFICABLE AREAS TO BE CLASS D.
2. ALL STORMWATER MANHOLES ARE TO CONFORM TO AUCKLAND COUNCIL STANDARD DETAILS SW05, OR AS SHOWN ON LONG SECTIONS.
3. ALL STORM PIPES TO BE RC RRJ CLASS 4 UNLESS NOTED OTHERWISE ON LONG SECTIONS.
4. EXISTING LEVELS ARE BASED ON BEST AVAILABLE SURVEY INFORMATION. CONTRACTOR TO CHECK AND VERIFY EXISTING LEVELS IN ADVANCE OF CARRYING OUT CONNECTIONS TO THE STREET.
5. .....
6. ALL PIPE MATERIALS, FITTINGS AND CONSTRUCTION OF SEWER AND WATER SUPPLY ARE TO COMPLY WITH AUCKLAND COUNCIL LAND DEVELOPMENT AND SUBDIVISION INFRASTRUCTURE STANDARDS, ALL RELEVANT BUILDING CODES.
7. ALL STORMWATER PIPE TRENCH INSTALLATION TO BE AS PER STANDARD DETAILS.
8. ALL SANITARY SEWER PIPE TRENCH INSTALLATION TO BE AS PER AUCKLAND COUNCIL LAND DEVELOPMENT AND SUBDIVISION INFRASTRUCTURE STANDARDS.
9. PROPOSED MANHOLE INVERT LEVELS ARE CALCULATED TO ALLOW GRAVITY DISCHARGE FROM BUILDING, GULLY TRAP LOCATIONS AND DEPTHS TO BE BY OTHERS.
10. INVERT LEVELS AND DEPTHS OF EXISTING SEWER MANHOLES ARE TO BE CONFIRMED PRIOR TO COMMENCING CONSTRUCTION.
11. THE CONTRACTOR IS RESPONSIBLE FOR LIASING WITH THE SERVICE PROVIDERS.
12. EXISTING SERVICES ARE INDICATIVE ONLY AND ARE TO BE CONFIRMED ON SITE PRIOR TO COMMENCING CONSTRUCTION.
13. FOR MANHOLE WHERE THE INVERT OF ANY INCOMING PIPELINE IS OVER 1.0m ABOVE THE SOFFIT LEVEL OF THE OUTGOING PIPELINE, MANHOLE HAUNCHING IS TO BE WITH 40MPa CONCRETE.

WATER NOTES:

1. WATERMAIN MATERIAL SHALL NOMINALLY BE TO THE DIAMETER STATED AND PE100 PN12.5 SDR 13.6. ALL PE FITTINGS TO BE RATED NO LESS THAN PN16.
2. VALVES, METERS, BACKFLOW PREVENTION DEVICES, HYDRANTS AND COUPLINGS SHALL BE RATED TO PN16.
3. VALVES SHALL BE RESILIENT SEATED AND FLANGED.
4. METERED CONNECTIONS TO BE IN ACCORDANCE WITH WATERCARE DRAWINGS WS5 AND WS24 AND PIPE CLASS MINIMUM PN16
5. PIPELINE PRESSURE TEST AND DISINFECTION SHALL BE TO AUCKLAND COUNCIL LAND DEVELOPMENT SUBDIVISION INFRASTRUCTURE STANDARDS.
6. WATER HYDRANTS TO BE IN ACCORDANCE WITH AUCKLAND COUNCIL LAND DEVELOPMENT SUBDIVISION INFRASTRUCTURE STANDARDS.
7. PIPE TRENCH INSTALLATION AND THRUST BLOCK DETAIL TO BE AS PER AUCKLAND COUNCIL LAND DEVELOPMENT SUBDIVISION INFRASTRUCTURE STANDARDS.

LEGEND:

- SITE BOUNDARY
- RETAINING WALL
- MINOR DESIGN CONTOUR (0.1m)
- MAJOR DESIGN CONTOUR (1.0m)
- BOWLING GREEN
- PROPOSED BUILDING
- EXISTING TREES AND VEGETATION TO RETAIN (OR TO BE REINSTATED)
- PROPOSED STORMWATER
- EXISTING STORMWATER
- EXISTING SERVICE TO BE ABANDONED
- PROPOSED SANITARY SEWER
- EXISTING SANITARY SEWER
- 2m OFFSET
- EXISTING WATERMAIN
- PROPOSED WATER SUPPLY (OD125 PE100 PN12.5)
- PROPOSED WATER SUPPLY (OD180 PE100 PN12.5)
- PROPOSED FIRE SUPPLY (OD180 PE100 PN12.5)
- PROPOSED FIRE HYDRANT
- PROPOSED WATER METER
- PROPOSED SLUICE VALVE
- PROPOSED NON RETURN VALVE
- PROPOSED LV POWER SUPPLY
- PROPOSED HV POWER SUPPLY
- EXISTING POWER (11KV)
- EXISTING GAS
- PROPOSED RAISED PEDESTRIAN CROSSING
- PROPOSED PRAM CROSSING
- PROPOSED SAFETY FENCING
- PROPOSED GAS (63 OD PE100)
- EXISTING STORMWATER MANHOLE
- EXISTING SUMP
- EXISTING STORMWATER PIPE
- EXISTING SEWER LINE & MANHOLE
- EXISTING WATER LINE
- EXISTING WATER METER (INDICATIVE ALIGNMENT ONLY, AS SHOWN ON SURVEY)
- FIRE HYDRANT
- FENCE LINE
- EXISTING FENCE GATE
- EXISTING TREES TO BE REMOVED
- EXISTING BOREHOLE
- EXISTING STREET LIGHT
- EXISTING TEL. PILLAR
- EXISTING POWER POLE

No	Revision	By	Ch'k	Apv'd	Date
B	FOR RESOURCE CONSENT	COB	RM	BC	06.02.20
A	FOR RESOURCE CONSENT	JK	WL/RM	RAJ	24.10.19

Drawing Originator: Beca

Original Scale (A3)	AS SHOWN	Design	WL	30.08.19	Approved for Construction*
Reduced Scale (A3)	1/2 SHOWN	Drawn	JK	30.08.19	
		Dsg Verifier	RM	06.02.20	
		Dwg Check	BS	06.02.20	Date

* Refer to Revision 1 for Original Signature

DO NOT SCALE

Client: RYMAN HEALTHCARE

Project: KOHIMARAMA RETIREMENT VILLAGE

Title: LEGEND AND GENERAL NOTES

Discipline: CIVIL ENGINEERING

Drawing No.: 044-RCT_401_C0-002 Rev. B

RESOURCE CONSENT
NOT FOR CONSTRUCTION

IF IN DOUBT ASK.

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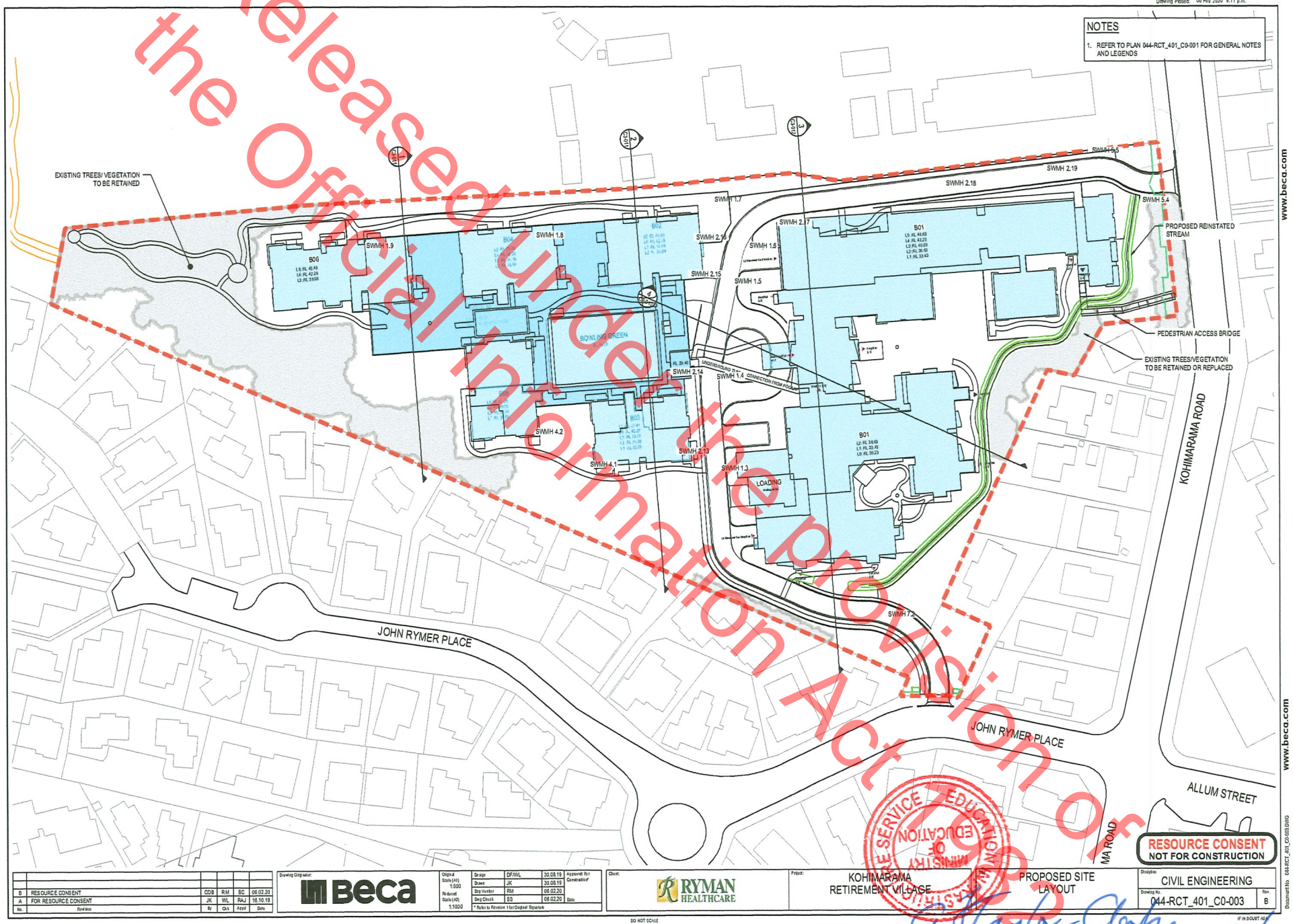
Document No: 044-RCT_401_C0-002.DWG

Drawing Plotted: 06 Feb 2020 9:11 p.m.

NOTES

1. REFER TO PLAN 044-RCT_401_C0-001 FOR GENERAL NOTES AND LEGENDS



RESOURCE CONSENT
NOT FOR CONSTRUCTION

No.	Revision	By	Chk	Appd	Date
B	RESOURCE CONSENT	CDB	RM	BC	06.02.20
A	FOR RESOURCE CONSENT	JK	WL	RAJ	16.10.19

Drawing Originator: Beca

Original Scale (A0) 1:500
Reduced Scale (A0) 1:1000

Design	DFWL	30.05.19	Approved for Construction*
Drawn	JK	30.05.19	
Dsg Verifier	RM	06.02.20	
Dwg Check	BS	06.02.20	Date

* Refer to Revision 1 for Original Signature

Client: RYMAN HEALTHCARE

Project: KOHIMARAMA RETIREMENT VILLAGE

PROPOSED SITE LAYOUT

Discipline: CIVIL ENGINEERING
Drawing No.: 044-RCT_401_C0-003
Rev.: B

DO NOT SCALE

IF IN DOUBT ASK

Document No.: 044-RCT_401_C0-003.DWG

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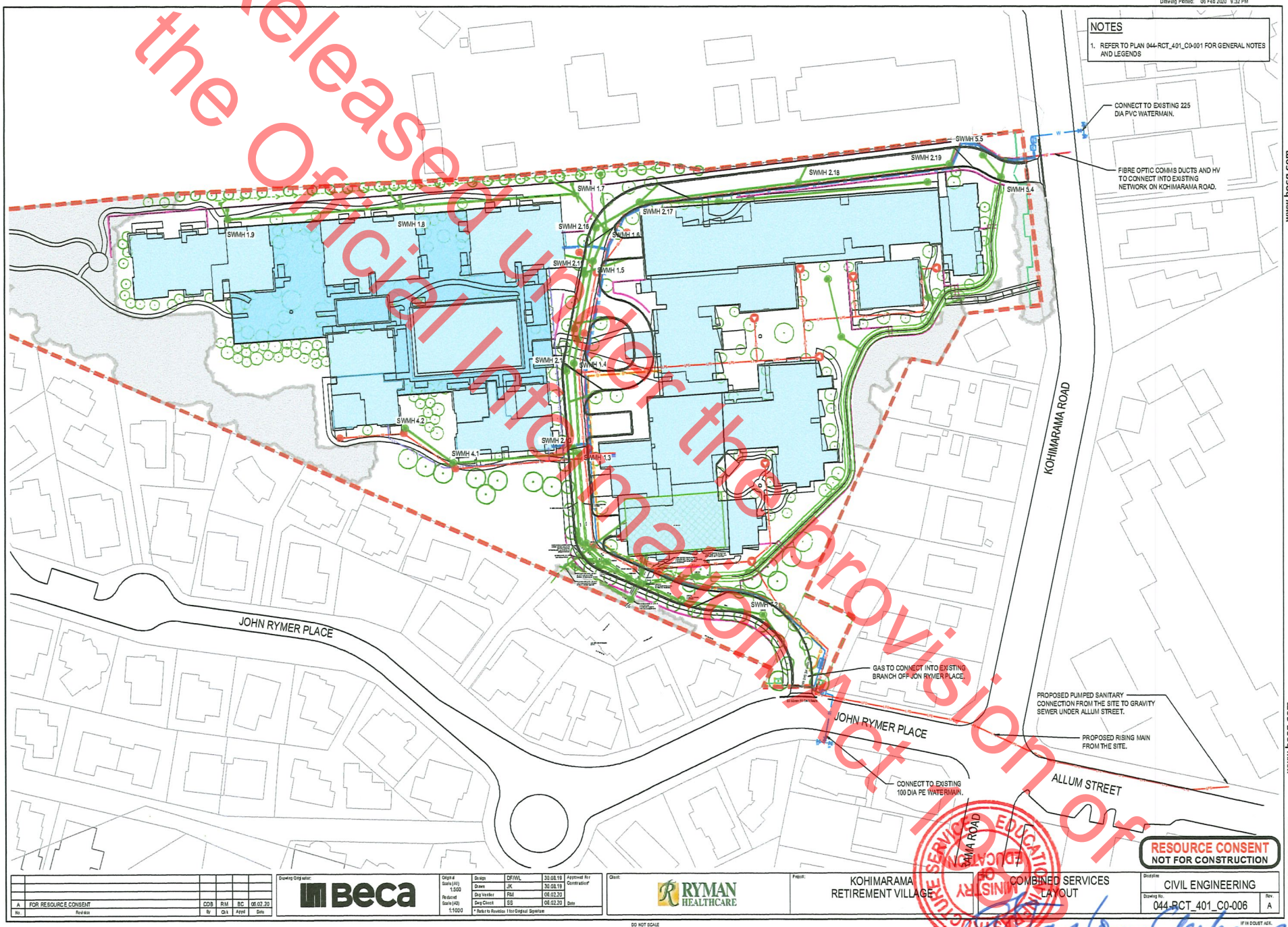
25/02/2020

Drawing Plotted: 06 Feb 2020 9:32 PM

NOTES

1. REFER TO PLAN 044-RCT_401_C0-001 FOR GENERAL NOTES AND LEGENDS



RESOURCE CONSENT
NOT FOR CONSTRUCTION

No.	Revision	By	Chk	Appd	Date
A	FOR RESOURCE CONSENT	COB	RM	BC	06.02.20

Drawing Originator: Beca

Original Scale (A1)	1:500	Design	DF/WL	30.08.19
Reduced Scale (A3)	1:1000	Drawn	JK	30.08.19
		Dsg Verifier	RM	06.02.20
		Dwg Check	SS	06.02.20

Approved for Construction* Date
* Refer to Revision 1 for Original Signature

Client: RYMAN HEALTHCARE

Project: KOHIMARAMA RETIREMENT VILLAGE

COMBINED SERVICES LAYOUT

Discipline: CIVIL ENGINEERING
Drawing No.: 044-RCT_401_C0-006
Rev.: A

DO NOT SCALE

IF IN DOUBT ASK.

Document No: 044-RCT_401_C0-006.DWG

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Taylor-Clarke 25/02/2020

commute
TRANSPORTATION CONSULTANTS

Ryman Healthcare Comprehensive Care Retirement Village Kohimarama

Transportation Assessment Report

10 February 2020

4 Leek Street, Newmarket
PO Box 128259, Remuera 1541, Auckland
Ph. 09 869 2825
www.commute.kiwi

Project: Ryman Healthcare
Retirement Village, Kohimarama

Report title: Transportation Assessment Report

Document reference: J001100 Transport Assessment Kohimarama

Date: 10 February 2020

Report Status	Prepared By	Reviewed By	Approved By
Final report v1	Graham Norman	Leo Hills	Leo Hills
			

Table of Contents

1 INTRODUCTION

Commute Transportation Consultants has been commissioned by Ryman Healthcare Limited (Ryman) to assess the transport effects of a proposed comprehensive care retirement village (referred to as the 'Proposed Village') at 223 Kohimarama Road and 7 John Rymer Place, Kohimarama, Auckland (referred to as the 'Site').

The 3.1 ha Site is proposed to be primarily accessed via John Rymer Place, with a secondary access point on Kohimarama Road at the northern end of the Site frontage. The Site is zoned Residential – Mixed Housing Urban ('MHU') Zone in the Auckland Unitary Plan ('AUP').

This report assesses the transport-related effects of the Proposed Village, comprising 123 independent apartments, 93 assisted living suites and 80 care beds, including:

- A description of the Site and its surrounding traffic environment;
- A description of the key transportation-related aspects of the Proposed Village;
- The nature and expected volumes of vehicular traffic likely to be generated by the Proposed Village;
- The expected impact of the additional traffic flows on the surrounding road network;
- The adequacy of the proposed form of access and egress, and the interaction with the neighbouring school site;
- The adequacy of the proposed on-site parking and servicing to accommodate the expected demand and to ensure that service vehicles are able to manoeuvre on-site safely and efficiently;
- The provision for pedestrian connectivity throughout the Site and connections to the adjacent transport network, and a pedestrian environment that is appropriate for the elderly residents and neighbouring school students;
- The construction traffic effects of the Proposed Village, and recommendations for access arrangements and mitigation of those effects.

These and other matters are addressed in detail in this report. This report concludes that the establishment of the Proposed Village can be undertaken in a way so that its effect on the function, capacity and safety of the surrounding road network will be minimal.

2 PROPOSED VILLAGE

Ryman proposes to construct and operate a comprehensive care retirement village at the Site, consisting of the following:

- 123 independent apartments;
- 93 assisted living suites;
- 80 care beds;
- 2 at grade parking spaces;
- 190 basement parking spaces.

Two access points are proposed to serve the Site. The main access is provided via John Rymer Place. A signalised intersection between John Rymer Place, Allum Street and

Kohimarama Road connects the Site to the wider arterial road network. A secondary access is proposed via Kohimarama Road at the northern end of the site frontage.

An internal road network will provide access to all buildings within the Proposed Village.

Figure 2-1 shows the proposed layout of the Site.

Figure 2-1: Proposed Village Layout

3 EXISTING ENVIRONMENT

3.1 TRANSPORT ENVIRONMENT

Figure 3-1 is an aerial photograph showing the Site in relation to the surrounding road network.

John Rymer Place connects to Kohimarama Road / Allum Street via a signalised intersection approximately 50m north of the proposed access point. John Rymer Place is a cul-de-sac local road, providing access to around 70 dwellings. The carriageway width varies, however in the vicinity of the Site it provides 9.5m width allowing for two-way traffic movements and on street parking on both sides of the road. On street parking is restricted for the northern 30m approaching the intersection with Kohimarama Road. Footpaths of around 1.8m width are provided on both sides of John Rymer Place. The speed limit on John Rymer Road is 50km/h.

Kohimarama Road is classified as an arterial road in the AUP. The speed limit on Kohimarama Road in the vicinity of the Site is 50km/h. At the proposed access point, Kohimarama Road provides a single lane in each direction with no stopping restrictions on both sides of the road extending both north and south. A flush median of 2.3m width is provided. To the south of the proposed access point, the carriageway widens to accommodate additional lanes at the John Rymer / Allum Street intersection. To the north of the proposed access, a right turn lane is provided into Southern Cross Road.

A footpath is provided on both sides of Kohimarama Road. The footpath is 2-2.5m wide depending on location and adjacent planting.

3.4.5 SUMMARY

Based on our assessment of the crash history, the following conclusions can be drawn:

- The crash record at the John Rymer Place / Allum Street / Kohimarama Road intersection indicates no significant safety concerns. The crash record shows some indication of crash pattern as a result of the filtered right turn movements on Kohimarama Road into Allum Street and John Rymer Place, however this pattern is considered typical of this type of signal phasing arrangement.
- No road safety issues have been identified in relation to direct property access on Kohimarama Road.
- No road safety issues have been identified at the Selwyn College access points. However, the Kohimarama Road Selwyn College frontage area has a higher representation of crashes during school pick up and drop off periods.

4 PLANNING CONTEXT

The Site is zoned MHU Zone in the AUP. The AUP identifies the purpose of the MHU Zone as being to provide for a reasonably high intensity zone enabling a greater intensity of development than previously provided for. Over time, the appearance of neighbourhoods within this Zone will change. The Zone is intended to increase the capacity and choice of housing within neighbourhoods as well as promote walkable neighbourhoods, fostering a sense of community and increasing the vitality of centres. The Site abuts the MHU Zone to the north, east and west, and the Residential – Mixed Housing Suburban Zone to the south.

Selwyn College adjoins the north-western boundary of the Site and is subject to Designation 4778, Minister of Education - Educational purposes - secondary school (years 7 - 13). St Thomas's School is located to the north east of the Site adjoining Kohimarama Road and is subject to Designation 4783, Minister of Education - primary school (years 0 - 8).

The Proposed Village is an 'integrated residential development'. The activity status is 'Restricted Discretionary' and the following matters of discretion apply:

(i) building intensity, scale, location, form and appearance;
(ii) traffic;
(iii) design of parking and access; and
(iv) noise, lighting and hours of operation.

This report provides an assessment of the transport related matters (item ii and iii).

The Proposed Village will provide less than 500 units, and therefore will not exceed the threshold for new integrated residential developments set out in table E27.6.1.1 of the AUP. Accordingly, resource consent is not required for trip generation, and an integrated transport assessment addressing the effects of the Proposed Village on the wider transport network is not necessary.

As such, this transport assessment for the Site focuses on design of parking and access and local traffic effects arising from the Proposed Village.

5 ACCESS

5.1 PROPOSED ACCESS

Vehicle access to the Site is proposed via two access points. The primary access will be via John Rymer Place and have a formed width of 6.0m at the property boundary providing for two-way vehicle movements. John Rymer Place connects to Kohimarama Road and Allum Street via a signalised intersection around 50m north of the proposed access point.

The secondary access will be located on Kohimarama Road to the north of the site frontage with a formed width of 6.0m providing for two-way vehicle movements at the property boundary.

The Kohimarama Road access is proposed to have a restriction on right turning movements out of the access point onto Kohimarama Road. This restriction is recommended given the arterial road status of Kohimarama Road and types of users expected from the Proposed Village.

5.2 SAFETY OF THE SECONDARY ACCESS

With the close proximity of Selwyn College to the secondary access point, pedestrian safety has been discussed with the College. A number of access options were considered during the design phase to provide a safe and efficient access arrange for both the Proposed Village and the College. Discussions with the College raised the following concerns:

- Vehicles exiting both school access points battle to find appropriate gaps leading to frustration and queuing on the College site and on Kohimarama Road.
- High volumes of pedestrians' conflict with vehicles at the access points, particularly at the southern access point (some 40m north of Proposed Village access) which is around 12m in width. The College raised concerns over pedestrian safety with the additional crossing point associated with the Proposed Village.

It was not considered by Commute that any amendments to the access design were required for safety reasons, however Ryman wished to address the College's concerns to the extent possible. Various options were considered in consultation with Selwyn College.

Traffic surveys were also undertaken on Thursday 1 August between 8-10am and 2:30-4:30pm to quantify movements in and out of each school access point, queuing and number of pedestrians crossing Kohimarama Road to help inform any proposed changes to access. Surveys were undertaken at the northern College / Stadium access, the southern College access and the signalised pedestrian crossing on Kohimarama Road.

The preferred option, which Selwyn has given positive feedback on, is to have separate access points with management of movements from the Proposed Village including restrictions during school peak hours.

Conflict between Proposed Village traffic and the school is proposed to be managed through restrictions on movements in and out of the Kohimarama Road access point between the hours of 8:15-9:15am and 2:30-3:30pm. For vehicles from the Proposed Village, automatic bollards will restrict movements. For vehicles from Kohimarama Road, a sign is proposed advising the restrictions.

5.3 NUMBER OF ACCESSES

Table E27.6.4.2.1 of the AUP sets out the maximum number of vehicle crossings and separation distance between crossings. The Site has 53m of frontage to Kohimarama Road and 18m of frontage to John Rymer Place. Part of the Site (frontage on Kohimarama Road) is subject to a vehicle access restriction as discussed in Section 5.5.

The maximum number of crossings permitted for the Site is 2 crossings, with a maximum spacing of 6m and minimum spacing to an adjacent vehicle crossing of 2m.

The proposed Site layout includes two vehicle crossings complying with AUP maximum number of crossings. The proposed crossing on Kohimarama Road is located 40m from the nearest crossing, and therefore complies with the AUP separation requirements.

The proposed crossing on John Rymer Place is situated around 4.8m south of an existing vehicle crossing at 5 John Rymer Place. This complies with the AUP separation requirements.

than the typical operation and will at most result in one additional truck movement every 1-2 phases at the John Rymer / Kohimarama Road / Allum Street intersection.

9.8 CONCLUSIONS

Based on experience of constructing similar retirement villages and bearing in mind the capacity within the existing roading network, with the appropriate Construction Traffic Management Plan in place and the measures implemented, it is considered that construction activities will be managed to ensure an appropriately low level of traffic effects and in accordance with best practice.

The construction activities are temporary and anticipated by the AUP development expectations for the Site. The construction traffic effects can be appropriately managed and are considered less than minor.

10 RECOMMENDATIONS AND MITIGATION

In order to manage effects of the Proposed Village, it is recommended that the following measures are addressed in resource consent conditions:

- Ryman liaise with Auckland Transport to implement temporary No stopping at all time (NSAAT) line markings to the west of the proposed access at John Rymer Place for 10m.
- *Turning movements out of the site onto Kohimarama Road shall be permanently restricted to left turn only using access design, notification of residents and signage.*
- A Construction Traffic Management Plan is prepared and implemented in accordance with Section 9 / Appendix D of this Report.
- Trees to the south of the secondary Kohimarama Road access are trimmed to ensure adequate sight distance prior to the accessway instatement.
- *Permanent signage at the Kohimarama Road access shall restrict vehicle movements into and out of the Kohimarama access during school pick up and drop off periods (between the hours of 8-9am and 2:30-3:30pm) during the School year.*

11 CONCLUSIONS

On the basis of the assessment contained in this report, and assuming the recommendations in section 10 are adopted, the following conclusions can be made:

- The level of traffic generated by the Proposed Village is similar to a residential development of the Site anticipated by the underlying zoning with 40% less peak hour trips and 10% more daily trips;
- An assessment of the John Rymer/ Kohimarama Road / Allum Street intersection and Kohimarama Road access demonstrates that the anticipated traffic from the Proposed Village can be accommodated on the surrounding road network with minimal traffic effects;
- Sufficient parking and loading spaces will be provided on the Site;
- Suitable access can be provided to the Site;
- The Proposed Village will not compromise traffic safety in the area; and

- It is appropriate to manage the temporary construction traffic through a Construction Management Plan to suitably avoid or mitigate the temporary adverse effects that may arise from construction activities.

Overall, it is concluded that there is no traffic engineering or transport planning reason that would preclude the construction and operation of the Proposed Village on the Site as intended.

Written approval of affected persons

Auckland Council
Te Kaunihera o Tāmaki Makaurau

PART A (to be completed by applicant)

PART A – APPLICATION

Applicant(s) name: (*please write all names in full*)	Ryman Healthcare Limited	
Address of proposed activity:	223 Kohimarama Road and 7 John Rymer Place, Kohimarama	Consent number if known:

Brief description of proposed activity:

Development, operation and maintenance of a comprehensive care retirement village.

Plan references (including title, author and date):

Plans for the proposed comprehensive care retirement village at 223 Kohimarama Road and 7 John Rymer Place are set out in the architectural drawing set by Beca, February 2020.

Resource consent(s) being sought for (describe area(s) of non-compliance):

Integrated residential development and new buildings infringing built standards, groundwater take and use, earthworks, diversion of groundwater, stream diversion, stormwater discharge, comprehensive development signage, vehicle crossings, riparian revegetation

PART B (to be completed by persons and/or organisations providing written approval)

PART B – AFFECTED PERSON(S)

		Tick if Owner	Tick if Occupier
Full name: (*in print*)	Ministry of Education (Auckland)		✓
Full name: (*in print*)	JAYNE TAYLOR-CLARKE	✓	
Full name: (*in print*)			

Address of affected property:	203-245 Kohimarama Rd, Kohimarama, Auckland	Postcode: 1071	
Phone:	s 9(2)(a)	Mobile:	s 9(2)(a)

PART B – AFFECTED PERSON(S) *(continued)*

I have authority to sign on behalf of all the other: (*tick one*)

✓ OWNER(S) ✓ OCCUPIER(S)

of the property. Please provide documentation proving this authority.

Please note: the approval of all the legal owners and the occupiers of the affected property may be necessary.

PART C (to be completed by persons and/or organisations providing written approval)

PART C – DECLARATION

✓ I/We have been given details of the proposal and plans to which I/we are giving written approval.

✓ I/We have signed each page of the plans in respect of this proposal. These need to accompany this form.

✓ I/We understand that by giving my/our written approval, the Council when considering the application cannot take account of any actual or potential effects of the activity on my/our property.

✓ Further, I/we understand that at any time before the determination of the application, I/we may give notice in writing to the Council that this approval is withdrawn.

Note: You should only sign below if you fully understand the proposal. If you require the resource consent process to be explained you can contact the Customer Service Team at the Council who can provide you with information.

Signature(s): G Taylor-Clarke Date: 25/02/2020

Signature(s): Date:

Signature(s): Date:

MINISTRY OF EDUCATION INFRASTRUCTURE SERVICE EDUCATION

PRIVACY INFORMATION

The council requires the information you have provided on this form to process your application under the RMA and to collect statistics. The council will hold and store the information, including all associated reports and attachments, on a public register. The details may also be made available to the public on the council's website. These details are collected to inform the general public and community groups about all consents which have been processed or issued through the council. If you would like to request access to, or correction of any details, please contact the council.

RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
LEASEHOLD
Search Copy

R.W. Muir
Registrar-General
of Land

Identifier **312220**
Land Registration District **North Auckland**
Date Registered 29 September 2006 09:00 am

Prior References
132397

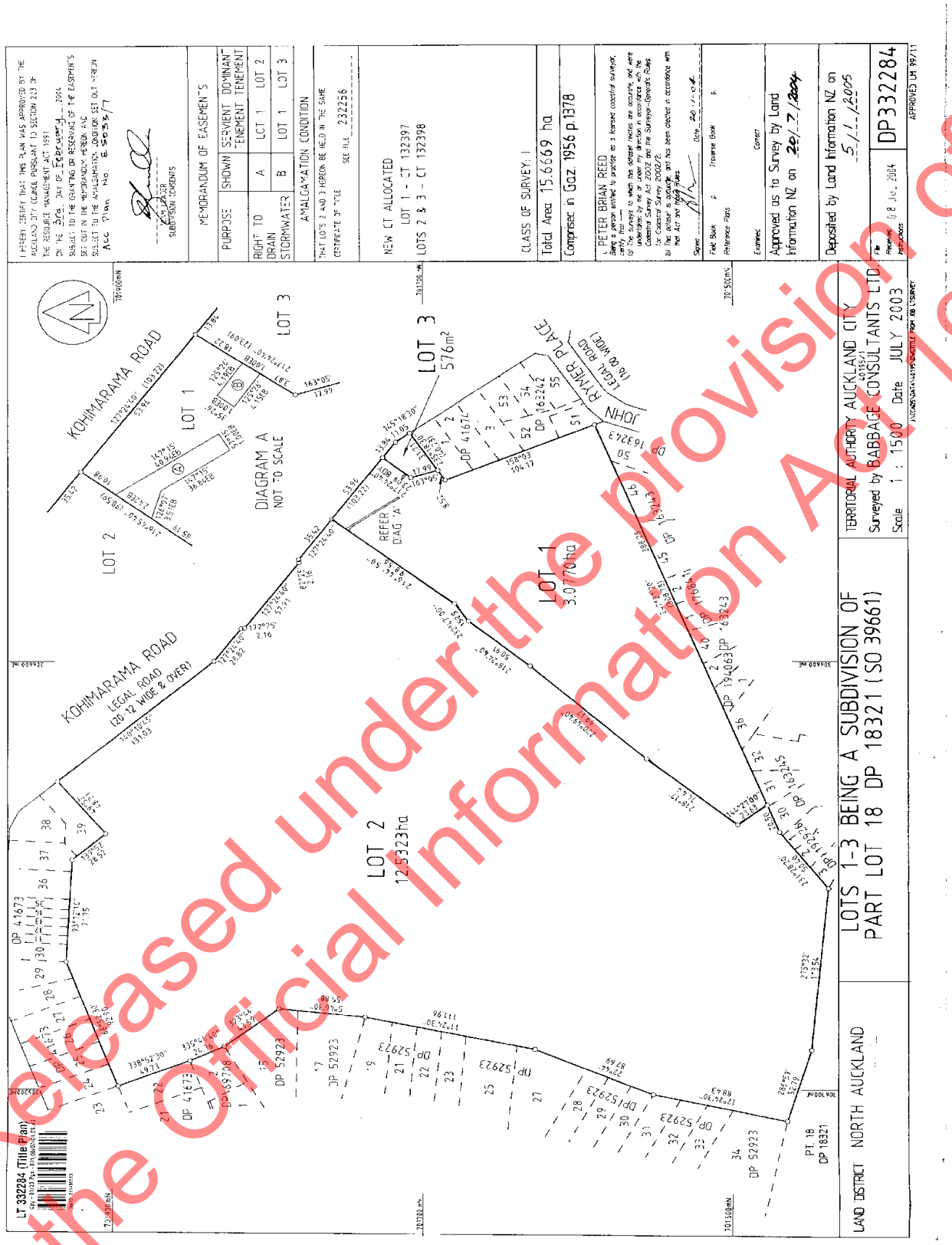
Estate	Leasehold	**Instrument**	L 7051103.2
Area	3.0770 hectares more or less	**Term**	150 years commencing 19.9.2006 (renewal clause)

Legal Description Lot 1 Deposited Plan 332284

Registered Owners
Healthcare Shelf Company No. 30 Limited

Interests

Identifier **312220**



RECORD OF TITLE
UNDER LAND TRANSFER ACT 2017
FREEHOLD
Search Copy

R.W. Muir
Registrar-General
of Land

Identifier **NA98B/894**
Land Registration District **North Auckland**
Date Issued 27 March 1995

Prior References
NA13A/504 NA19C/1178 NA68B/7

Estate	Fee Simple
Area	451 square metres more or less
Legal Description	Lot 51 Deposited Plan 163242

Registered Owners
Healthcare Shelf Company No. 30 Limited

Interests

C826436.4 Consent Notice pursuant to Section 221(1) Resource Management Act 1991 - 27.3.1995 at 3.00 pm

Appurtenant hereto is a right of way specified in Easement Certificate C826436.6 - 27.3.1995 at 3.00 pm

C826436.10 Subject to conditions pursuant to Section 461(1) Local Government Act 1974 and certifying that a private drain passes through and serves the within land - 27.3.1995 at 3.00 pm

Land Covenant in Transfer C826436.29 - 27.3.1995 at 3.00 pm

Fencing covenant in Lease C949944.1 - 2.2.1996 at 1.00 pm

Identifier **NA98B/894**