

BEFORE A BOARD OF INQUIRY

EAST WEST LINK PROJECT

UNDER

the Resource Management Act 1991 (**Act**)

AND

IN THE MATTER OF

a notice of requirement for designation and resource consent applications by the New Zealand Transport Agency for the East West Link Project

**STATEMENT OF EVIDENCE OF BLAIR CHARLES WALTER ON
BEHALF OF TR GROUP LIMITED**

22 May 2017

Counsel – K R M Littlejohn
Quay Chambers
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Introduction

1. My name is Blair Charles Walter. I am the Chief Financial Officer of TR Group Limited (**TR Group**). I am responsible for managing all finance related functions for TR Group, including all financial reporting, working with our funders to ensure there are funds available to support business growth, and being involved with key legal and commercial matters. I have a thorough understanding of all aspects of TR Group's business and forward planning.
2. I have been the TR Group officer primarily responsible for liaison with NZTA in respect of its East West Link Project (**EWL**) and authorised the submission that was made on its behalf to the EPA in relation to the project dated 22 March 2017 (**Submission**) (further copy **attached**).
3. I am similarly authorised to give this evidence on behalf of TR Group.

Background

4. As described in its Submission, TR Group is New Zealand's largest heavy commercial vehicle hire and leasing company providing and managing approximately 5,500 heavy vehicles to the NZ transport industry. TR Group has annual revenues of approximately \$200 million and employs 144 people. TR Group is an essential supplier to the NZ transport industry supplying and managing approximately 1 in 8 of NZ's front line truck fleet.
5. In Auckland, TR Group operates from long established premises at 781 to 793 Great South Road, Penrose. It has operated from its original site, at 781 - 787 Great South Road, since 1995. This is its flagship Auckland site, and is well known to its customers and well placed for its staff and business activities.
6. TR Group's business is in heavy commercial vehicles; it rents, leases, refurbishes and sells them from its Great South Road premises. In addition to this TR Group is a leading provider of driver training for improved road safety, fuel efficiency and compliance outcomes in the heavy transport industry. These services are delivered throughout New Zealand including from its Great South Road premises. TR Group's

owned fleet has grown from 3,019 vehicles in March 2014 to 4,128 vehicles in March 2017, a 37% increase. TR Group's growth has been accelerating and we therefore anticipate the fleet to continue to grow at approximately 10-12% per annum for the next 3-5 years. In addition to this TR Group is intending shortly to take its highly successful business model overseas and its current site is well located between the airport and city to serve as the base for these international operations.

7. TR Group's business requires a significant amount of hard standing area for vehicle storage, display and maintenance. The company's forward planning has always focussed on developing new areas of land and consolidating existing ones at Great South Road to support its business growth.
8. It was with long term growth in mind that TR Group acquired the 6.6 ha site at 791-793 Great South Road from the estate of the late Andrew Hastings in 2003. The land was acquired for the sole purpose of development to increase land area to support future business growth and provide a safer and more efficient access onto the busy local road network (Great South Road and Sylvia Park Road). The undeveloped parts of this site are referred to as "Anns Creek East" in the EWL documentation.
9. In 2009, after a 3-year resource consent process, TR Group was granted consent by Auckland City Council to develop approximately 4.46 ha of the Anns Creek site (refer plan **attached**). The approved area was significantly less than what the company had originally hoped might be developed from the site when it purchased it.
10. However, because the Auckland Regional Council refused to grant consent for some of the land modification works required to develop this area, the application had to be re-considered in a contested Environment Court hearing. This hearing eventually resulted in an amended grant of consent issued, finally, in January 2014 (Decision No. [2014] NZEnvC 4), some 8 years after the initial application was lodged.

11. The areas finally allowed for development are shown on the first plan attached to the Submission and comprise a Stage 1 fill area of approximately 1.24 ha and a Stage 2 fill area of approximately 0.62 ha.
12. TR Group was very disappointed with this outcome. From a 6.6ha site, almost fully zoned for heavy industry, it has only been able to yield additional land areas of 18,600 m² to support its business and ensure its future at this location. Consequently, its yard areas at Great South Road, including those it is yet to develop, are an extremely valuable resource for it and crucial to the future viability of its business at this location.
13. Another important feature of the consented development for TR Group is the relocation of the site's access to a new 4-way signalised intersection at Great South Road and Sylvia Park Road. This would, improve safety and efficiency significantly by allowing the existing access to be closed and the former access ways over the property to be rationalised and reallocated for business activities.
14. In 2014, TR Group sold its freehold land interests in its sites at 781, 783 (and a 1/3 share of 787) Great South Road to the Dilworth Trust Board (**Dilworth**) and negotiated a lease from Dilworth for these areas of land on which its business premises are located. This lease expires on 22 January 2034. The land sale was made to free up capital to fund the strong growth that TR Group was experiencing in its' Lease and Rental businesses. TR Group holds an option to buy back these properties from Dilworth in 2022. TR Group retained ownership of the land at 791 – 793 Great South Road as it was still yet to be developed. TR Group's operation now spans across both company owned land and land leased from Dilworth, as shown on the plan attached to its Submission.
15. The Stage 1 fill area was completed in March 2015. The design of the Stage 2 fill area was underway in 2015 but was placed on hold once TR Group received correspondence from NZTA that it was investigating the route of the EWL through this part of its land. TR Group has resolved to complete the Stage 2 fill area upon completion of the EWL project, yielding an expected 6,200 m² of additional land.

16. In summary, TR Group's business is well established and well known by all its customers at this location. Its business is ideally located close to the industrial area of Penrose and has good connections to the motorway system. It is also well sited for TR Group's customers to pick up and drop off vehicles, and very accessible for its employees. Its current location is its 'home' and a key factor in its business viability and ongoing growth. TR Group has been actively planning for many years to expand its available land areas to keep pace with growth to ensure that it can stay in its current location for the foreseeable future.
17. TR Group intends to implement the remaining aspects of the consents it has obtained upon completion of the EWL Project (i.e., the Stage 2 fill area).

EWL – Submission Issues

18. At a high level, TR Group supports the objective of the EWL to enhance transport efficiencies in this part of Auckland, to support the industrial heart of Auckland in Penrose/Onehunga. Its business is successful partly because it is located in this central industrial area of Auckland.
19. The company's concern though is that in achieving this objective, the viability of its business, which is heavily reliant on the size and location of its landholdings, and the future expansion opportunities it has fought to obtain, will be irreparably affected by EWL. Compensation for lost land areas taken for the project will likely never be sufficient to place TR Group in the position it presently enjoys. Without maintaining its current yard areas and the opportunities it has to extend them, TR Group's ability to continue to operate from Great South Road will be severely threatened. The cost of such a relocation, even if a suitably sized and equally well located land area was available, would be significant.
20. TR Group's business will be affected by the EWL project works, both during construction and permanently. The full impacts are not yet known or able to be quantified. Both impacts will arise directly from the loss of useable hard stand areas for truck storage during construction and then on a permanent basis. As explained above TR Group's business relies heavily on having hard stand areas available for the storage, display and refurbishment of its vehicle fleet.

21. TR Group's land will be used temporarily for construction work for the section of the EWL that goes through its land. Existing hard stand areas to the north of the EWL that it operates from on a daily basis will be used for construction, reducing the extent of depot areas that are currently available to it. In addition, an area of land to the south of the EWL alignment is identified as a large construction work site (Construction Yard 5). The footprint of this area mirrors the Stage 2 development footprint area that TR Group holds consent to develop. NZTA have advised that this area is not required for the EWL after construction is finished and that it will be given back to TR Group. They have also advised that access will be made available to this area under the raised EWL carriageway on completion of construction. As yet the precise details of that access have yet to be provided to TR Group. Ensuring both proposals are honoured will be critical to TR Group.
22. From studying the EWL designation plans, TR Group estimates that NZTA's construction area will utilise most of the recently completed Stage 1 hard stand area currently used by TR Group, and will make our westernmost yard area adjacent to the railway line, which is about the same area, inaccessible. Not having these areas available for fleet operations will be hugely disruptive and impact on the business. In our meetings with NZTA, options to minimise lost yard space during construction have been discussed. These have included using the additional yard space that will become available following replacement of the Transpower pylon, and possibly creating new yard space by filling in our existing open stormwater pond (and providing an alternative treatment and discharge solution). But even if these areas were available for use prior to construction starting, we will likely 'lose' more than a hectare of yard space during construction.
23. We have discussed with NZTA the prospect of hard stand areas being made available for truck storage close to our premises during construction, to operate as 'remote' sites for temporary vehicle storage, but nothing has been resolved at this stage.
24. Although the company can probably tolerate the expected disturbances of major construction works close-by (e.g., noise, dust, vibration, transport delays and access issues), it is adamant that it will need

sufficient yard space on-site or temporarily available close by to avoid significant business disruption.

25. As for the longer term, the EWL project documentation shows a significant segment of the EWL traversing through and over TR Group's premises. From the eastern side of the property, a pier supported flyover will extend over the site and almost all the recently developed Stage 1 yard space will be taken for this large retained and filled embankment to support the eastern edge of the fly-over, as well as an on-ramp and off-ramp at Great South Road. The supporting piers for the flyover will also take up existing yard space in several locations. TR Group is yet to be advised what the final area of land the EWL project will take for the embankments and flyover piers over its site.
26. The only way of minimising the extent of useable yard taken by the EWL project would be to move the whole footprint of the project further south, through the undeveloped portion of 791-793 Great South Road. This was an option we identified to NZTA early in their alternatives assessment process as our preferred option.
27. In terms of their chosen route, NZTA have indicated that the land areas under the flyover, and to the south of it unaffected by the work, will remain accessible/useable by TR Group for its depot after the completion of the project, but it is unclear to what extent the optimum use of these areas will be compromised by the EWL works. Further details about such matters are awaited. However, even with the small increases in yard space made available by the pylon replacement and stormwater pond upgrades referred to above (if they occur), there will be a large shortfall of useable yard space (when compared to our current position). If the areas under the finished flyover are accessible to us, they may possibly provide some yard space. If we have access and use restored to our westernmost yard, this will also assist. But there will still be a shortfall, compared to our current situation that will impact on the operational viability of the business at this location.
28. What this means is that the Stage 2 fill area, which was to accommodate our longer-term business growth, will need to be developed immediately upon completion of the EWL project to

accommodate the current operational needs of the company: that is, the EWL makes the development and use of this area inevitable in the shorter term. Even then, the development of this area will not restore the company to its current position, as it will have no future area available to accommodate anticipated business growth. Additional land adjoining its premises will need to be acquired and developed as part of its operations if it is to remain in this location.

Relief Sought

29. TR Group set out four requests for relief in its Submission. The first concerns the location of the EWL designation footprint on its land. Ideally, TR Group would like to see the location of the Great South Road embankment and flyover pushed further south to traverse through Anns Creek as much as possible as this land is undeveloped and is not used presently for yard space. This would avoid using existing depot yard space and reduce the prospect of TR Group having to abandon the site completely. Put simply, locating the road further south would significantly reduce the anticipated impacts of the EWL project on TR Group.
30. I understand that other submitter's witnesses are suggesting that the location of the road be pushed further north through TR Group's site to avoid Ann's Creek entirely. Such a shift would be a disaster for TR Group and would invariably require its complete relocation from Great South Road at significant cost. While not without impact, the current alignment at least preserves options for the company to remain at this location, if additional adjoining land is able to be acquired.
31. If the location of the road is to remain as currently proposed there are three further issues that TR Group would like to see addressed.
32. It is unclear to TR Group why all of the site at 791 – 793 Great South Road on the south side of the EWL structures has been designated for the project, as it appears to not be required for the road, or in connection with it. TR Group understands that, apart from the Stage 2 fill area/Construction Yard 5, NZTA has promised that all parts of the Anns Creek East site not actually required for pier construction or the

flyover itself are to be protected from construction activities.¹ Within this zone, physical disruption is to be avoided and the only contemplated activities will be “*weed removal, pest plant and animal management, geological heritage restoration, restoration planting, interpretative signage relating to cultural, ecological or geological heritage, protective fencing, and associated earthworks to undertake those activities*”.²

33. Accordingly, TR Group seeks that the designation footprint be redrawn at Anns Creek East to exclude those areas of its land not needed for the physical construction works and long term structures required for the EWL project. This would allow TR Group to pursue future options for this industrial zoned land. The Construction Area Restriction Map prepared by NZTA identifies the areas that ought to be excluded.
34. Second, TR Group seeks certainty about the measures that NZTA will put in place before and during construction to minimise the construction impacts on its operations. This will involve ensuring that suitable replacement yard areas are available for the company's use (preferably adjoining) before construction commences.
35. Finally, TR Group seeks some form of commitment from NZTA that it will have legal and physical access to, and use of, all areas suitable for use for truck/trailer storage under the flyover and to the south of the works (including TR Group retaining ownership of the construction site on the Stage 2 footprint, and that that footprint yields land area similar to which TR Group understand can be achieved through their own development investigations) following completion of the project.

Concluding comment

36. This project is going to be very disruptive for TR Group during the construction phase and longer term TR Group will need to have the same amount of land available for its business operations as it currently has available (including the land area to be developed under Stage 2 and the balance of the Anns Creek site), if it is to remain at this location.

¹ Construction Area Restriction Map, Appendix A, EIC N R Nancekivell (NZTA)

² Proposed conditions DC.11A (Nor1) and EM.1A, Attachment A, EIC L Hopkins (NZTA)

TR Group takes a long-term view regarding its business and as such still retains a desire to develop the balance of the Anns Creek land at some point in the future.

Blair Walter
TR Group Limited
22 May, 2017

ATTACHMENT TO SUBMISSION ON NZTA EAST WEST LINK PROJECT

BY TR GROUP LIMITED

Background

1. T R Group Limited (**TR Group**) operates from long established land holdings and premises at 781 to 793 Great South Road, Penrose. Its landholdings are described as “Anns Creek East” in the East West Link (**EWL**) project documentation. TR Group will be directly affected by the project works, both on a temporary basis during construction through disruption to its’ business activities, and then permanently by way of the lost land area acquired for EWL. Depending on the extent of that lost land, the long-term viability of TR Group remaining on the site may also be threatened.
2. TR Group is New Zealand’s largest heavy commercial vehicle hire company providing and managing 5,500 heavy vehicles to the NZ transport industry. TR Group has annual revenues of approximately \$200 million and employs 144 people. It has operated from its’ current site at 781 - 787 Great South Road since 1995. TR Group is an essential supplier to the NZ transport industry supplying and managing approximately 1 in 7 of NZ’s front line truck fleet.
3. TR Group rents, leases and sells heavy commercial vehicles. It operates vehicles from its Great South Road premises, which requires a significant amount of land area. Ensuring sufficient land area is available to accommodate its business growth over the past 20 years has been a constant challenge for TR Group.
4. In 2003 TR Group acquired the 6.6 ha site at 791-793 Great South Road (known as ‘Anns Creek’) from the estate of the late Andrew Hastings. The land was acquired for the sole purpose of development to increase land area and provide a safer and more efficient access for its existing site onto the busy local road network (Great South Road and Sylvia Park Road).
5. In 2014, TR Group sold its freehold land interests in its sites at 781, 783 (and a 1/3 share of 787) Great South Road to the Dilworth Trust Board (**DTB**) and negotiated a lease from Dilworth for these areas of land on which its business premises are located. This lease expires on 22 January 2034. The land sale was made to free up capital to fund the strong growth that TR Group was experiencing in its’ Lease and Rental businesses. TR Group retained ownership of the land at 791 – 793 Great South Road as it was still a work in progress with regards to its’ future development. Consequently, TR Group’s operation spans across both company owned land and land leased from DTB. A plan showing TR Group’s land interests is **attached**.

Kitt Littlejohn

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Developments at Great South Road to Respond to Business Growth

6. In 2009, after a 3-year resource consent process, TR Group was granted consent by Auckland City Council to develop approximately 4.46 ha of the Ann's Creek site. The Auckland Regional Council's refusal to grant consent, resulted in a contested Environment Court hearing which eventually resulted in an amended grant of consent issued finally in January 2014 (Decision No. [2014] NZEnvC 4).
7. The areas allowed for development are shown on the first **attached** plan and comprise a Stage 1 fill area of approximately 1.24 ha and a Stage 2 fill area of approximately 0.62 ha. The Stage 1 area was completed in March 2015. A critical component of the Stage 2 development was the relocation of the whole site's access to a new 4-way signalised intersection at Great South Road and Sylvia Park Road. This would have allowed the existing access to be closed and the former access ways over the property rationalised and reallocated for business activities.
8. The areas of land approved for development are much less than originally sought. Consequently, they are extremely valuable to TR Group and essential to its continued ability to remain and grow at its flagship Great South Road premises. Loss of those land areas, and the inability for it to reorganise its access arrangements onto Great South Road, may have material consequences on TR Group's business and its ability to continue its operations at this site in the future. TR Group still harbours a long term ambition to further develop the balance of the land at 791 – 793 Great South Road.
9. In summary, TR Group's business is well established and well known by all its customers at this location, which is ideally located close to the industrial heart of Penrose and with reasonably good connections to the motorway system. Its current location is critical to its ongoing business profitability. TR Group has been actively planning for years to expand its available land areas to keep pace with business growth to ensure it can stay in its current location for the foreseeable future.

Proposed East West Link – Submission Issues

10. Overall, TR Group supports the EWL project and its objective to enhance transport efficiencies to support the industrial activities in Penrose/Onehunga, but submits that the project should not lead to the demise of the very businesses it is intended to support.
11. Construction of the EWL will potentially significantly disrupt TR Group's business both during construction and on an on-going basis after completion.
12. The EWL project documentation identifies a significant segment of the EWL traversing through and over T R Group's landholdings. From the eastern side of the property, a pier supported flyover will extend over the site. Almost all the recently developed Stage 1 yard space will be lost due to the location of a large retained and filled embankment to support the eastern edge of the fly-over, as well as an on-ramp and off-ramp at Great South Road. The supporting piers for the flyover will also take up existing yard space in several locations. TR Group has been advised that the land areas under the flyover, and to the south of it unaffected by the work, will remain accessible/useable by TR Group for its depot after the completion of the project, however it is unclear to what extent the optimum use of these will be compromised by the EWL works. Further details about such matters would be welcomed.

13. TR Group's land will also be used for a temporary construction work site for the section of construction work through its land. Existing hard stand areas to the north of the EWL on its land will be used for construction, reducing the extent of depot areas that are currently utilised on a day to basis. In addition, an area of land to the south of the work has been identified as a large construction work site. The footprint of this area appears to mirror the Stage 2 development footprint area that TR Group holds consent to develop. It has been indicated to TR Group that this construction site will be available to TR Group at the completion of the project and access will be made available to it, however the precise details of that have yet to be provided to TR Group.
14. It is unclear to TR Group why all of its land at 791 – 793 Great South Road on the south side of the EWL structures has been designated for the project as it appears to not be required for the road, or in connection with it. As mentioned earlier TR Group still harbours a long-term ambition to further develop the balance of the land at 791 – 793 Great South Road.

Relief Sought

15. TR Group seeks the following relief:
- (a) Recognise the scarcity and value of the land and location to TR Group as an existing land owners and established business by minimising construction disruption and limiting the designation to land actually required for the EWL structures, or in connection with them.
 - (b) Recognise the business impact to affected land owners and users both during project construction and longer term because of the project, and ensure appropriate engagement and management procedures to minimise business disruption are agreed and put in place before works commence.
 - (c) Maintain the location of the Great South Road embankment and flyover as far south as is possible on the TR Group site to avoid existing depot yard space, thus minimising the disruption to TR Group during construction and reducing the amount of useable land taken from TR Group.
 - (d) In the completion of the project works (e.g., by way of site specific final design condition), provide legal and physical access to, and use of, all areas suitable for use for truck/trailer storage under the flyover and to the south of the works (including the construction site on the Stage 2 footprint).

Signature:

TR GROUP LIMITED by its authorised agent:



K R M Littlejohn

Date:

22 March 2017

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SYLVIA PARK ROAD

TR Group Ltd
Leasehold + Free hold
Interests 2015
781-787 + 791-793
Great South Road

GREAT SOUTH ROAD

LOT 1
DP 328383

783
GSR
(Leased)

1/3
Share (Access)

LOT 2
DP 344775

LOT 3
DP 328383

787 GSR
(Leased)

STAGE 1
EARTHWORKS
WITHIN CMA
(COMPLETE)

STAGE 2
EARTHWORKS
WITHIN CMA
(FUTURE)

SECTION 1
SO 69440

791-793 GSR
(Free Simple)

LEGEND

- SURVEYED 5M CONTOUR LINE
(COASTAL INUNDATION LEVEL)
- PROPOSED STAGE 2 5M CONTOUR LINE
(COASTAL INUNDATION LEVEL)
- AUCKLAND LIDAR 5M CONTOUR LINE
(COASTAL INUNDATION LEVEL)
- BOUNDARY (60mm ACCURACY)
- BOUNDARY (OVER 60mm ACCURACY)

DATUM NOTE

THIS SURVEY IS IN TERMS OF THE MT EDEN CIRCUIT, ON GEODETIC DATUM 2000.
ELEVATIONS ARE IN TERMS OF LINZ MEAN SEA LEVEL DATUM (AUCKLAND 1946).

ORIGIN OF SURVEY : SS 4150 SO 53235, 794382.80mN 406270.45mE 12.44m RL

NOTE

THE POSITIONS OF THE BOUNDARIES SHOWN WERE OBTAINED FROM A DIGITAL DOWNLOAD OF
INFORMATION FROM THE LINZ WEBSITE (LANDONLINE). THESE BOUNDARIES HAVE NOT BEEN
CONFIRMED ON SITE AND ARE SUBJECT TO FINAL SURVEY.

COASTAL INUNDATION LEVEL HAS BEEN CALCULATED TO BE APPROXIMATELY 5M WHICH AGREES
WITH POSITION SHOWN ON PROPOSED AUCKLAND UNITARY PLAN NATURAL RESOURCE MAP 18/03/15.

PROPOSED 5M CONTOUR LINE HAS BEEN OBTAINED FROM CRANG CIVIL CONSULTING ENGINEERS
DRAWING C200 REV A (STAGE 2 EARTHWORKS FOOTPRINT JULY 2013)

NORTH AUCKLAND LINE (NAL)

NORTH ISLAND MAIN TRUNK (NIMT)

FOR INFORMATION
NOT FOR CONSTRUCTION

No.	Revision	By	Chk	Appd	Date
A	INITIAL ISSUE	CEV	CEV	NJG	27/03/15

Beca

Original Scale (A3) 1:1000	Surveyed RF 26/03/15	Approved For Issue 27/03/15
Reduced Scale (A3) 1:2000	Drawn RF 27/03/15	Client 27/03/15
	Verified CEV 27/03/15	
	Dwg Check CEV 27/03/15	

Client

TR GROUP LIMITED

Project

791 - 793 GREAT SOUTH ROAD
PENROSE

PLAN SHOWING SURVEYED AND
PROPOSED 5M CONTOUR LINE
(COASTAL INUNDATION LEVEL)

Discipline
SURVEY
Drawing No.
3183076 GS004
Rev.
A

DO NOT SCALE

Source Application

IF IN DOUBT ASK

www.beca.com

Document No. 3183076 GS004.DWG



NOTES:

BEARING AND COORDINATE DATUM IS GEODETIC 2000 ORIGIN IS 16 MT. EDEN 800 000mN, 400 000mE PROJECTION IS TRANSVERSE MERCATOR TO OBTAIN PROJECTION DISTANCES MULTIPLY BY 0.9999

CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE BEFORE COMMENCING ANY WORK

LEGEND

- STAGE 2 BOUNDARY
- 6.0 STAGE 2 CONTOUR
- APPROVED STAGE 1 FOOTPRINT

0	DETAILS AMENDED	VC	26/07/13
0	ORIGINAL ISSUE	VC	26/07/13
REVISION	CHANGES	CHECKED	DATE

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CLIENT



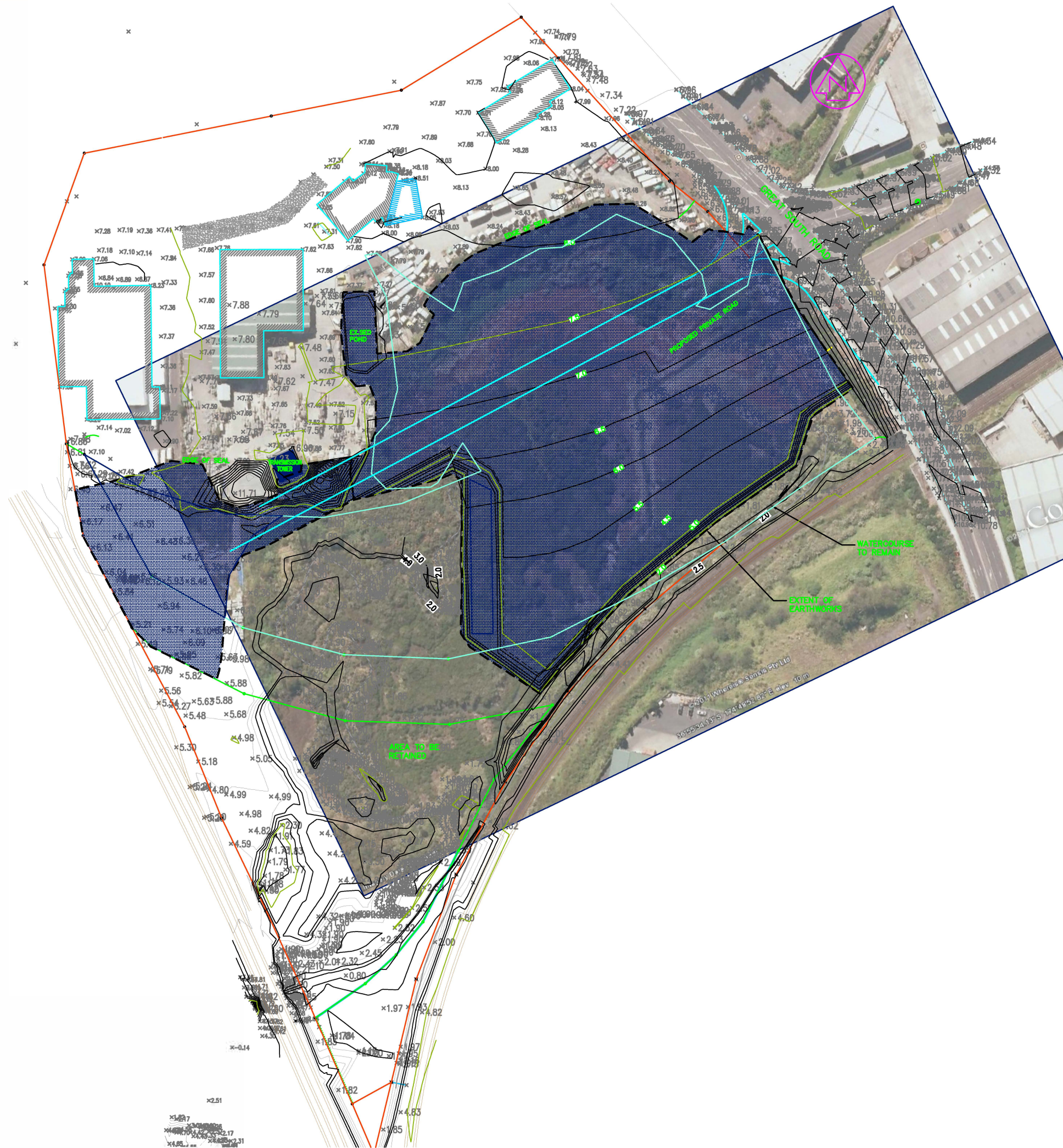
PROJECT

GREAT SOUTH ROAD
MT WELLINGTON

TITLE

STAGE 2 EARTHWORKS
FOOTPRINT

DATE	JUL 2013	SCALE	
DRAWN	BX	A1	1:750
DESIGNED		A3	1:1500
DRAWING No	C200	SHEET	1 of 1
		REVISION	A



SURVEYED		107	APPROVED	DATE
DESIGNED				
DRAWN	JN	12/07		
TRACED				
CHECKED				
REVISION	CHANGES		CHECKED	DATE
0	ORIGINAL ISSUE		VC	

NOTES:

BEARING AND COORDINATE DATUM IS GEODETIC 2000
ORIGIN IS 16 MT. EDEN 800 000mN, 400 000mE
PROJECTION IS TRANSVERSE MERCATOR TO OBTAIN
PROJECTION DISTANCES MULTIPLY BY 0.9999

CONTRACTOR TO VERIFY ALL DIMENSIONS ON SITE
BEFORE COMMENCING ANY WORK

REFER TO ALL FIGURED DIMENSIONS, DO NOT SCALE
REFER ALL DISCREPANCIES TO WALKER SEP DRAWING
OFFICE

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CLIENT

TR GROUP LTD

PROJECT

GREAT SOUTH ROAD
MT WELLINGTON

TITLE

SCALE	1:1000(A1)	1:2000(A3)
DRAWING PATH:	L:\1219 - TR GROUP\PRELIM DESIGN	
DRAWING No	SHEET	REVISION
1219-C202	1 of 1	0