

BOARD OF INQUIRY

EAST WEST LINK PROPOSAL

IN THE MATTER

of the Resource Management Act 1991

AND

IN THE MATTER OF

of a Board of Inquiry appointed under s149J of the Resource Management Act 1991, to consider notices of requirement and applications for resource consent made by the New Zealand Transport Agency in relation to the East West Link roading proposal in Auckland

**EVIDENCE OF KERRY WILLIAM MARTIN ON BEHALF OF
THE ONEHUNGA ENHANCEMENT SOCIETY INC**

5 JULY 2017

PHOTOSHOP ILLUSTRATIONS OF EAST WEST LINK IN ONEHUNGA

1. My full name is Kerry William Martin.
2. I am a member of, and volunteer for, The Onehunga Business Association (TOES).
3. During NZTA engagement and consultation on the EWL, members of TOES and the Onehunga community became concerned that photo illustrations of the EWL at the Onehunga end of the Project that would allow them to better understand the Project were not provided by NZTA.
4. As a consequence, I was asked by TOES to produce photo illustrations of the EWL at the Onehunga end of the Project.
5. To prepare the photo illustrations, I requested and received updated cross sections and measurements from Noel Nancekivell from BECA and NZTA.
6. I worked with Mr Gregor Hoheisel, W10 Architects, to produce the photo illustrations.
7. The dimensions and heights in the photo illustrations were based on the following methods:
 - the images, plans and sections from NZTA's application and evidence were used as a reference.
 - the height of the Neilson Street overbridge was calculated by using NZTA's cross-section drawings and photos using a scissor lift with a sign attached to it. The lift and sign were placed in front of the premises of The Local LockUp Ltd. The sign was raised to the correct height as set out in NZTA's plans on the site as a further point of reference. I measured and photographed this process.

- The Sea Scouts Building, Transpower Transmission Towers, and other fixed structures were also used to ensure the simulations of the EWL would be as accurate as possible.
 - The dimensions of the EWL trench were calculated from images provided from NZTA.
 - The required heights for on and off ramps were estimated by connecting key points in the photographic images and NZTA images. These key reference points were used to fix structures whose heights and sizes were not altered in the visualisations (such as the Transpower Towers and Sea Scouts Building).
 - The structures included on the photo simulations of the wharf are based on previous designs produced by a company called 'Graft' that Mr Hoheisel previously owned.
6. Attached at Appendix 1 are all the photo simulations shown to the Board of Inquiry during the Opening Submissions of TOES.

Kerry William Martin
The Onehunga Enhancement Society Inc (TOES)

5 July 2017

Appendix 1