
REQUEST FOR A CHANGE
TO THE OPERATIVE
CENTRAL OTAGO DISTRICT PLAN

Assessment Of
Environmental Effects

HARTLEY ROAD PARTNERSHIP

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1.0 INTRODUCTION

1.1 The Requestor

Section 22 of the RMA 91 requires that

- (2) *where environmental effects are anticipated, the request shall describe those effects, taking into account [[clauses 6 and 7]] of Schedule 4, in such detail as corresponds with the scale and significance of the actual or potential environmental effects anticipated from the implementation of the change, policy statement, or plan]*

Schedule (4) provides that the following matters taken into account with any such environmental assessment.

(6) Information required in assessment of environmental effects

- (1) *An assessment of the activity's effects on the environment must include the following information:*
- a) *If it is likely that the activity will result in any significant adverse effect on the environment, a description of any possible alternative locations or methods for undertaking the activity:*
 - b) *An assessment of the actual or potential effect on the environment of the activity:*
 - c) *If the activity includes the use of hazardous installations, an assessment of any risks to the environment that are likely to arise from such use:*
 - d) *If the activity includes the discharge of any contaminant, a description of –*
 - i. *The nature of the discharge and the sensitivity of the receiving environment to adverse effects; and*
 - ii. *Any possible alternative methods of discharge, including discharge into any other receiving environment:*
 - e) *a description of the mitigation measures (including safeguards and contingency plans where relevant) to be undertaken to help prevent or reduce the actual or potential effect:*
 - f) *identification of the persons affected by the activity, any consultation undertaken, and any response to the views of any person consulted:*
- if the scale and significance of the activity's effects are such that monitoring is required, a description of how and by whom the effects will be monitored if the activity is approved:*

if the activity will, or is likely to, have adverse effects that are more than minor on the exercise of a protected customary right, a description of possible alternative locations or methods for the exercise of the activity (unless written approval for the activity is given by the protected customary rights group).

(7) Matters that must be addressed by assessment of environmental effects

(1) An assessment of the activity's effects on the environment must address the following matters:

- a) Any effect on those in the neighbourhood and, where relevant, the wider community, including any social, economic, or cultural effects:
- b) Any physical effect on the locality, including any landscape and visual effects:
- c) Any effect on ecosystems, including effects on plants or animals and any physical disturbance of habitats in the vicinity:
- d) Any effect on natural and physical resources having aesthetic, recreational, scientific, historical, spiritual, or cultural value, or other special value, for present or future generations:
- e) Any discharge of contaminants into the environment, including any unreasonable emission of noise, and options for the treatment and disposal of contaminants:
- f) Any risk to the neighbourhood, the wider community, or the environment through natural hazards ... or hazardous installations.

This assessment takes into account the technical reports in **Attachments E to L** of the Request, which form an integral part of the Request.

2.0 THE SITE

Emails including a copy of the preliminary concept plan for a subdivision of the site, were sent out on 8 February 2024 to the following owners of immediately adjoining land who are considered to be affected persons, seeking preliminary comments on the Request:

Address	Person/Organisation	Response
Springvale Road, Clyde Cemetery Reserve & Town Belt	Roading, Reserves & Property Departments of CODC	No
SH8	New Zealand Transport Agency	Yes

The response received is attached at **Appendix 1** of this AEE. The New Zealand Transport Agency's (NZTA) comments are addressed in the Integrated Transport Assessment prepared by Carriageway Consultants at **Appendix G** of the Request.

Council's Three Waters Team have indicated that they are not opposed in principal to the project, but that there may be a matter of timing in terms of wastewater modelling currently underway

and any necessary upgrades to the Alexandra Wastewater Treatment Plant that the modelling identifies. Three Waters have advised that specific connections into Council's networks , location of pump stations etc would be matters considered at the time of subdivision. The Infrastructure Report at **Appendix I** shows one possible scenario for these connections , but it is acknowledged that these have not been approved by Three Waters

An application was made to Aukaha via its on-line portal on 8th February 2024, seeking preliminary comment on the Request. Aukaha's response on behalf of Te Rūnanga o Ōtākou and Kāti Huirapa Rūnaka ki Puketeraki is at **Appendix 1** of this AEE. Kā Rūnaka do not have any immediate concerns regarding the proposed re-zoning and advise that a cultural values assessment is not expected to be necessary. With regard to Kā Rūnaka concerns about the disposal of wastewater and stormwater, wastewater will be connected to a reticulated network and there is no reticulated stormwater system to connect to. Stormwater will be treated and disposed of to ground within the site as outlined in the Infrastructure Report at **Appendix I** of the Request. Aukaha and its constituent Kā Rūnaka will also have further opportunity to participate in the plan change Request via the normal notification and hearings process for a private plan change provided for under Schedule 1 of the RMA91.

3.0 EFFECTS RELATING TO INDUSTRIAL LAND SUPPLY & GROWTH

An economic assessment of the Request has been prepared by Savvy Consulting and is attached at **Appendix F** of the Request.

In summary, the report finds that the key economic benefits arising from the proposed plan change include:

- *Development of the land and future construction of new buildings will generate value adding to the Central Otago economy , sustaining jobs and household incomes.*
- *Provides a range of additional jobs in the Clyde township and therefore provides opportunities for some current and future residents of Clyde to work close to where they live . Reduced commuting travel compared to the status quo.*
- *Provides a range of industrial services in the Clyde township , improving the accessibility of these services for current and future residents of Clyde (with reduced road travel time compared to the status quo of travelling to Alexandra (most likely) for those services). Increased local functional amenity (attractiveness of Clyde as a place to live).*
- *Increases the self-sufficiency and resilience of the Clyde community while still maintaining economic and social connections with Alexandra (being the higher order urban area).*
- *Potential to attract net additional businesses and investment in the Vincent ward, including net additional households (business owners and staff) . Flow on benefits for local businesses and service providers.*
- *Supports a competitive industrial land market by introducing a new landowner to the market, and an alternative location to meet demand.*

- *Supports the provision of at least sufficient Industrial Zone capacity in Clyde, the Vincent Ward and district overall to meet projected medium term demand for Industrial Zoned Land.*

The assessment concludes that the anticipated economic benefits of the private plan change will outweigh the potential economic costs. The plan change would positively contribute to the economic wellbeing of the Clyde community and is consistent with strategic planning options being considered by Council.

The request will therefore have positive effects on the environment in relation to urban land supply and population growth.

4.0 EFFECTS IN RELATION TO TRANSPORTATION

The effects of the Request on associated transportation issues are addressed in the supporting Transport Assessment at **Appendix G** of the Request. The Assessment concludes as follows:

- *There is an existing shortfall in the intersection geometry because there is no left turning lane from SH8 (north) to Springvale Road (7.2.1, 9.3).*
- *The crash history at the intersections of SH8 and Springvale & Hartley Roads does not indicate any inherent safety issues at the intersections, but it is plausible that the crash record at the SH8/Springvale Road intersection is influenced by the lack of the required left turning lane (4.3.3, 7.4.1 & 9.5).*
- *There are no impediments to forming a suitable intersection into the site from Springvale Road, the detailed design of which should be confirmed at the resource consent stage (7.2.4, 7.4.2, 7.4.3 & 9.4).*
- *No revisions are required to existing carriageway widths of Springvale Road or SH8 as a result of additional traffic generated by development of the site (7.2.3 & 7.2.5).*
- *It is not considered that additional infrastructure is required for pedestrians and cyclists who will be served by the Rail Trail and existing SH 8 underpass. The limited size, industrial purpose and proximity of the subdivision to Clyde means that there will be no need for a public transport service (7.3.1, 7.3.2, 7.3.3, 8.2.3 & 9.4.1).*
- *Although there is presently only an indicative plan of subdivision proposed, it is likely that there will be a high degree of compliance with the transportation requirements of the District Plan and at this stage no non-compliances are expected. The plan change is also aligned with overarching strategic documents for the area (8.2, 8.3, 8.4,8.5 ,8.6 & 9.5.1).*
- *Overall, and subject to the preceding comments, the plan change request can be supported from a traffic and transportation perspective and it is considered that there are no traffic and transportation reasons why the plan change could not be approved (9.6).*

Comment: The Request proposes to introduce a new rule in the District Plan that requires the construction of a left turning lane on SH8, prior to any subdivision or development of the site.

5.0 EFFECTS IN RELATION TO INFRASTRUCTURE

The supporting infrastructure report at **Appendix I** of the Request addresses stormwater disposal, wastewater, water supply, reticulated utility services and roading construction.

In summary, development facilitated by this Request is able to be serviced for infrastructure and no adverse effects will arise in relation to infrastructural services, subject to suitable downstream capacity at the Alexandra Wastewater Treatment Plant .

6.0 EFFECTS IN RELATION TO NATURAL HAZARDS OR HAZARDOUS INSTALLATIONS

A search of the Otago Regional Council’s Natural Hazards Database showed that the Otago Regional Council has no record of any natural hazard affecting the site, including fault lines, liquefaction, flooding, landslides and alluvial fans. The site specific geotechnical analysis by Geosolve at **Appendix J** of the Request concluded the site was suitable for Industrial development, subject to site-specific ground investigations and stormwater assessment, reporting and design during the resource consent and design phases as per para 6 (Recommendations and Considerations) of the report.

None of the test pits excavated for the infrastructure report showed any sign of deleterious material. Any engineered fills will need to be placed, compacted and certified in accordance with NZS4431: 2022. This is addressed at the resource consent/land use consent stage of subsequent subdivision and development of the site.

The proposed Industrial Resource Area zoning of the site does anticipate that some activities could establish on the site that may involve the use of hazardous materials or hazardous installations. This is managed under Objectives 9.1.1 and 9.1.2 Policies 9.2.3 and 17.4.5 and Rule 9.3.4 of the ODP. The Regional Policy Statements and Regional Plans: Waste & Water also include objectives, policies and rules controlling the use of hazardous materials and installations.

7.0 EFFECTS IN RELATION TO SOIL CONTAMINATION

The Preliminary Site Investigation (PSI) prepared by Insight Engineering at **Appendix H** of the Request addresses this issue.

The report concluded (para 7) that, “it is considered highly unlikely that there will be a risk to human health if the Zone was changed to industrial/commercial”. It also recommended (para 8) that “.....soil disturbance of the site does not meet the criteria to require Consent under Rule 5.6.1 of the Regional Plan Waste”.

8.0 EFFECTS ON CULTURAL VALUES & OTHER SPECIAL VALUES

So far as the Requestors are aware, the site does not contain any special ecosystems, natural habitats, or sites of recreational, cultural or scientific value. Aukaha have advised that there are

no recorded Maori archaeological sites or sites of cultural significance in the immediate area and that a cultural values assessment is not considered to be necessary. The Clutha River/ Mata- Au is subject to a statutory recognition under the Ngai Tahu Claims Settlement Act 1998. However the river is remote from the site and there is no overland flow path from the site to the river.

A pre-1900 water-race traverses the upper slopes of the site. However it is located outside the boundary of the Request and remains in the Rural Resource Area .

Possible disturbance of unknown cultural remains is best covered at the subsequent resource consent stage of developing the site by conditions of resource consent imposing an accidental discovery protocol. Possible disturbance of unknown archaeological sites by earthworks is governed by the requirements of the Heritage NZ Pouhere Taonga Act (2014).

Although the site is adjacent to the Clyde Cemetery Reserve, the actual walled cemetery is some considerable distance from the site. The proposed landscape screening will further insulate and screen the cemetery reserve from industrial activity within the site. It is also noted that Council has recently re-zoned former rural land owned by itself to industrial, immediately adjacent to the Cromwell Cemetery with no provision for screening.

9.0 DISCHARGE OF CONTAMINATES AND UNREASONABLE EMISSION OF NOISE

Wastewater will be discharged to the Council reticulation and stormwater direct to land within the site. Noise emission is governed by existing District Plan Rules 9.3.6 (iii) and 12.7.4.

10.0 LANDSCAPE VALUES

The land subject to this Request is in an “Other Rural Landscape” (ORL), the third tier landscape classification in the District Plan, being less sensitive than an Outstanding Natural Landscape (ONL) or a Significant Amenity Landscape (SAL).

A landscape assessment at **Appendix K** by Mike Moore, landscape architect, has been prepared in support of the Request. In summary the assessment finds that:

- The site is largely flat and has no landscape, natural character or rural amenity values of any special significance and that rural character in this area is already modified by its peri-urban location.
- Mitigation measures, including a landscape buffer and protection of the terrace riser within the site above the historic water race are required to soften and screen views of the site and to maintain the landform coherence of the terrace riser within the SAL above the site.
- Comment: The Request includes suitable additions to the rules of the ODP that incorporate a landscape buffer . The terrace riser and historic water race are

protected by remaining in the Rural Resource Area, subject to objectives, policies and rules in Part 4 of the ODP that will address protection of historic features and significant landscapes on any subdivision of the site .

- The adverse physical effects on landscape values are assessed as low/moderate (minor) in degree and can be adequately mitigated by the proposed rules.
- The site is screened by the SH8 embankment from most of the residential area of Clyde.
- The State Highway and moving traffic on it already reduce amenity from the few properties near the Hazlett Street/SH8 intersection that have a view of the site through varying extents of existing screening and that once the proposed landscaped buffer plantings mature, any adverse amenity effects will be further screened and softened.
- Overall the sensitivity of the site to the proposed change is low.
- The zone change is generally consistent with the statutory provisions relating to landscape values and effects.

The attached plan at **Appendix 2** of this AEE illustrates one possible option for the ultimate development of the site.

As illustrated by this plan, the inevitable result of the re-zoning of the site will be a change from a predominately open aspect to that of an built-up industrial character. Landscape effects cannot therefore be avoided, but they are not necessarily adverse and are compatible with the surrounding environment. Landscape change is inevitable if suitable industrial development land is to be made available to provide for the future growth of Clyde and the District as a whole.

It is concluded that the positive effects of this proposal in providing for the future growth of Clyde in a matter that satisfies the demand for industrial development not provided for in the current District Plan outweigh any minor adverse effects on landscape values.

11.0 EFFECTS IN RELATION TO THE LAND RESOURCE

Part of the site is identified on Landcare Research’s land use capability database as being LUC 3 and the site is therefore subject to the National Policy Statement on Highly Productive Land (NPS-HPL) .

The NPS-HPL is addressed in the Land Productivity Report at **Appendix L** of the Request. The report concludes that “although the topography of a large part of the site and the site’s climate and soils make it suitable for highly productive use, the lack of an irrigation and frost fighting water supply means that its productive potential cannot be realised. Potential reverse sensitivity issues with the adjacent Clyde Township, including a hospital and retirement village, further inhibit realisation of the site’s productive potential.”

The report also concludes that *“the Request complies with all of the exception criteria in the NPS-HPL that enables Council to rezone a site of highly productive land for non-rural use.”*

Part 4 of the Economic Assessment at **Appendix F** of the Request also considers clause 3.6 (4) of the NPS-HPL and concludes that the economic benefits of rezoning outweigh the economic costs of foregoing land-based primary production, in particular because the use of the site for highly productive land-based activity cannot be realised because of the lack of a supply of irrigation water.

12.0 EFFECTS ON ADJOINING PROPERTIES AND REVERSE SENSITIVITY EFFECTS ON SH8

The site is remote from any land currently used for highly productive rural use, therefore reverse sensitivity with rural land is highly unlikely to be an issue. The site is well separated from the residential areas of Clyde by a wide state highway corridor.

The state highway carriageway adjacent to the site is on an elevated fill embankment up to 8m high that provides for very effective visual screening of the site from the Clyde residential area and this screening will be further enhanced by the proposed landscape amenity strip. Adjoining land on the other side of Springvale Road is used for industrial purposes (storage shed and yard) and the terminus of the Central Otago Rail Trail. Industrial use of the site is completely compatible with these activities. Land bordering the site to the north and east is bare, dryland, unoccupied and un-farmed pasture and likely to remain so for the foreseeable future. Industrial use of the site will have no adverse effect on this land. The Request also provides for the ongoing protection of the terrace riser within the site above and including the historic water-race by retaining it in the Rural Resource Area .

NZTA requires residential dwellings located within 100m of the edge line of a State Highway to have provision for additional sound proofing insulation. Given the industrial use proposed for the site, it is not considered that this is required to be specifically provided for as part of this Request. Existing standard 9.3.6 (iii) (b) of the ODP already provides for an insulation requirement for noise sensitive activities that locate anywhere within the Industrial Resource Area . A breach of this standard is a restricted discretionary activity under Rule 9.3.3 with one of the matters that Council has restricted the exercise of its discretion being *“The effect on the safe and efficient operation of the roading network”*. The proposed landscape screening also provides an additional buffer from reverse sensitivity effects from the highway.

13.0 CONCLUSION

In summary, the Request will have no significant adverse effects on the environment. Any adverse effects are less than minor, have been recognised and their avoidance or mitigation has been provided for in the Request.

It would be difficult to find a more suitable site for industrial activity in the vicinity of the Clyde Township.

The net effects of the Request are, on balance, overwhelmingly positive.

Appendix '1' - Response to Consultation

Peter Dymock

From: Cailin Richardson Hall <Cailin.RichardsonHall@nzta.govt.nz>
Sent: Wednesday, 28 February 2024 10:35 am
To: Peter Dymock
Cc: Andy Carr; Andy Carr; Andy Carr; Andy Carr; Andy Carr; Central Otago District Council; Duncan White; Duncan White; leon@benchmarkconstruction.co.nz
Subject: RE: Springvale Rd & SH 8, Clyde - Application-2024-0140 CRM:0304000277

Kia ora Peter,

Thank you for your patience whilst I sought feedback from NZTA subject matter experts regarding the proposed plan change. I have now received preliminary feedback based on the information provided to be considered when putting together the application and ITA for the proposal:

- The State highway in the vicinity of the site is declared a Limited Access Road to ensure the efficiency and functionality is maintained.
- Depending on the data provided in the ITA such as the traffic generation, improvements may be required at the intersection. For example, decreasing shoulder to incorporate a left turn lane into Springvale Road.
- Should improvements of the intersection for Springvale Rd and SH8 be required, the design, review and construction requirements will be outlined based on the level of improvements that are required. This could include (but not limited to):
 - Development of a robust pavement design for any pavement widenings undertaken and/or reviewed by a suitably qualified engineer with experience in state highway road design.
 - Consideration for movement of stormwater eg. all stormwater will be managed within the property.
 - If construction is required, a suitable contractor who is pre-approved to work on the state highways shall provide ITP's to support construction and CAR shall be submitted and approved prior to any works being undertaken on or near the state highway.
- Clyde Township is situated on the south side of SH8 whilst the proposed site is on the northern side. This would generate cross highway movements and therefore consideration of this should also be included in the ITA.
- NZTA also suggests any Section 32 analysis needs to show the need for additional Industrial land.

Please let me know if you have any further questions.

Ngā mihi,

Cailin Richardson Hall

Planner – Environmental Planning (South)

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----- Original Message -----

From: Peter Dymock <peter.dymock@ppgroup.co.nz>;

Received: Fri Feb 09 2024 09:57:38 GMT+1300 (New Zealand Daylight Time)

To: Cailin Richardson Hall <cailin.richardsonhall@nzta.govt.nz>;

Cc: Andy Carr <andy.carr@carriageway.co.nz>; Andy Carr <andy.carr@carriageway.co.nz>; Andy Carr <andy.carr@carriageway.co.nz>; Andy Carr <andy.carr@carriageway.co.nz>; Andy Carr <andy.carr@carriageway.co.nz>;

Andy Carr <andy.carr@carriageway.co.nz>; Central Otago District Council <andy.carr@carriageway.co.nz>; Duncan



Aukaha ref: J005586

10 June 2024

Attention: Peter Dymock
Email: peter.dymock@patersons.co.nz

Tēnā koe Peter,

Re: Hartley Road Partnership Private Plan Change

Te Rūnanga o Ōtākou and Kāti Huirapa Rūnaka ki Puketeraki (Kā Rūnaka) understand that Hartley Road Partnership intends to lodge a private plan change request to the Central Otago District Council (CODC) to rezone a site from rural to industrial, at the intersection of SH8 and Springvale Road in Clyde, and is seeking initial feedback from Kā Rūnaka.

Aukaha writes this letter on behalf of Te Rūnanga o Ōtākou and Kāti Huirapa Rūnaka ki Puketeraki. Kā Rūnaka exercise rakatirataka and kaitiakitaka over all the natural resources within their takiwā which the proposed site sits within.

Kā Rūnaka do not have any immediate concerns regarding the proposed rezoning based on the information provided to date. There are no recorded Māori archaeological sites or sites of significance in the immediate area affected by the proposed rezoning, therefore, a cultural values assessment is not expected to be necessary for this proposal. However, Kā Rūnaka have ongoing concerns about how wastewater and stormwater is managed within their takiwā and it is their strong preference that any development is connected to a reticulated wastewater and stormwater network. If there is no reticulated stormwater network available, the preference is that soft (nature-based) solutions are used to attenuate and treat stormwater run-off.

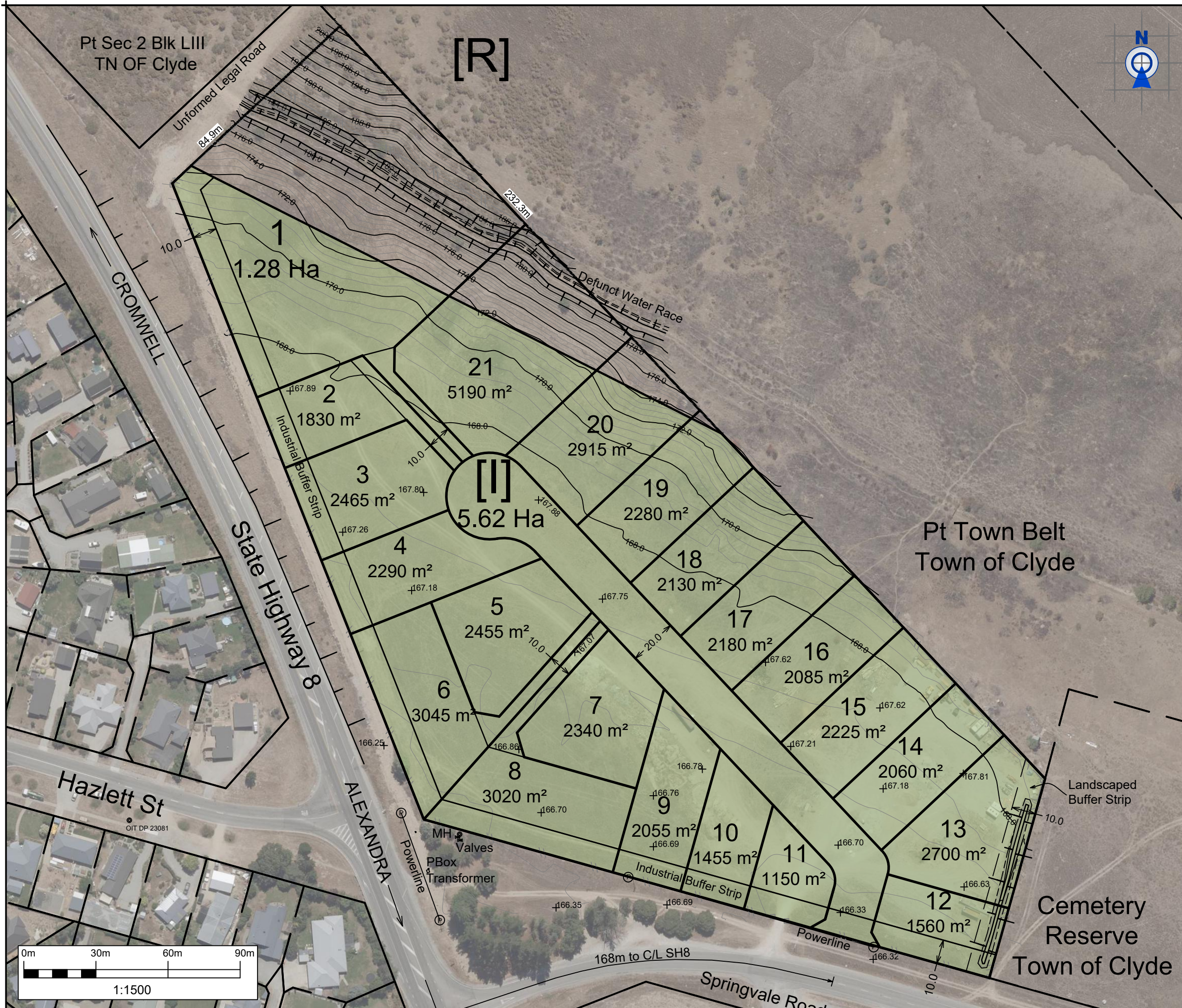
This letter is specific to the above proposal and Kā Rūnaka would like to be kept informed as more information becomes available and as this plan change request progresses through the council process.

Nāku noa, nā

Dr Kate Timms-Dean
General Manager, Mana Taiao

cc: Te Rūnanga o Ōtākou
Kāti Huirapa Rūnaka ki Puketeraki

Appendix '2' – Possible Subdivision



Coordinates are in terms of
Lindis Peak 2000.

Elevation in Terms of:
NZVD 2016 Level Datum

Origin of Levels
IT DP 23081 (EWEG)
RL= 166.30m

Contour Intervals = 0.50m

Land to be rezoned
as industrial

Note!

- No direct access to SH8 or Springvale Road for any lot.
- Subdivision layout indicative only. (Not a structure plan)



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Client & Location:

Hartley Road Partnership

Purpose & Drawing Title:
**PROPOSED ZONING PLAN
PLAN CHANGE 23**

FOR INFORMATION

Surveyed by:	BD	Original Size:	Scale:
Designed by:		A3	1:1500
Drawn by:	KWG		
Checked by:	PD	DO NOT SCALE	
Approved by:	PD	Job No:	Revision No. Date:
A5202	PLAN	Sheet No: 1	B 27/09/2024

