1. The boundaries, contours and other base information shown in this plan is indicative only and primarily informed by aerial lidar survey by Synergy Positioning Systems Ltd in April 2016. The existing and proposed levels of earthworks are based on comparison of existing aerial lidar contour models, digital terrain models and field observations and are subject to detailed design refinement.

2. The proposed road alignment, turbine platforms, and overall earthworks are based on an indicative road alignment and are subject to detailed design refinement.

3. Existing major and minor contours and points are based on an indicative contour model and are subject to detailed design refinement.

4. The volume estimates are based on a comparison of existing & proposed surface levels and do not account for subgrade cut, bulking or compaction factors. Overall area & volume estimates include 20% contingency for additional earthworks if necessary through detailed design.

5. Erosion and sediment control overview detail plan sheet 3.
2. Boundaries, contours and other base information shown are indicative only and primarily derived from an aerial laser survey conducted by Synergy Positioning Systems Ltd in April 2016. Contours and elevations shown are based on the elevations derived from the aerial laser survey by Synergy Positioning Systems Ltd in April 2016. Elevations shown are based on comparison of existing and proposed surfaces derived from an aerial laser survey and as such are subject to detailed design and are indicative only. Contours and elevations shown are based on the MT Eden 2000 system and levels are relative to the Auckland 1946 vertical datum.

3. The proposed road alignment, turbine platforms, and overall earthworks are based on an indicative road alignment and fanaway subject to detailed design. The extent of earthworks is subject to detailed design and will be based on the existing and proposed surfaces as derived from the aerial laser survey.

4. Volume estimates shown are based on comparison of existing and proposed surfaces as derived from an aerial laser survey and are subject to detailed design. Volume estimates do not account for subgrade cut, bulk cut, or compacting factors. Overall area and volume estimates include a 20% contingency for additional earthworks if necessary through detailed design.

5. The proposed road realignment, turbine platforms, and overall earthworks were based on an indicative road realignment and fanaway subject to detailed design. The extent of earthworks is subject to detailed design and will be based on the existing and proposed surfaces as derived from the aerial laser survey.

6. The proposed road realignment, turbine platforms, and overall earthworks were based on an indicative road realignment and fanaway subject to detailed design. The extent of earthworks is subject to detailed design and will be based on the existing and proposed surfaces as derived from the aerial laser survey.