



STEVENSON AGGREGATES AIR DISCHARGE CONSENT RENEWED FOR 25 YEARS

Drury Quarry recently gained a renewal of its air discharge consent from the Auckland Regional Council, valid until 2034.

To obtain the consent renewal, the quarry had to demonstrate its compliance with the rules outlined in the ARC's Air, Land and Water Plan. Management of dust at the quarry had been a targeted priority for years and a range of procedures was already in place to monitor dust levels.

'Obtaining the consent was quite an involved process,' admits Aggregates GM Steve Ellis. 'We sent letters to the residents of the MacWhinney subdivision, which lies on the northern boundary of the quarry, notifying them that we had applied for the renewal. We also obtained signed consent from four of the five affected neighbours on the Peach Hill Road side of the quarry boundary and prepared a comprehensive assessment of the potential effects of dust at Drury and how these might be mitigated or avoided.'

'The ARC accepted that the quarry's air discharges are well managed and granted consent until May 2034 – a 25 year consent period. The significance of this is that air discharge consents are usually only granted for 15 years. However, due the standard of quarry management, the plant improvements and the extensive buffer land we've planted to protect neighbours from the quarry, the ARC considered it appropriate to grant a consent with a term of this magnitude to the Drury quarry. We also ensured that this consent would apply only to the processing of aggregates, unlike the previous consent, which set thresholds on overall quarry production. This was a fair outcome, as it's the processing which generates the potential for a dust nuisance.'

Dust is kept under control by a range of measures, including the use of watering trucks and an on-site wheel wash. Around 10,000 native and exotic trees were planted in 2006 near the MacWhinney subdivision to provide a visual screen for the neighbouring residents from the quarry zone. Land surrounding the Drury quarry provides an additional buffer and is used for farming purposes. All of these initiatives reflect Stevenson's commitment to operating sustainably and to being a good neighbour.

Most of the conditions of the consent relate to Stevenson maintaining regular, including daily, monitoring of dust. Every two years the quarry is required to provide a comprehensive update of how the terms of consent are being met and measure the levels of discharge. The company has installed a monitor close to the residential zone boundary with MacWhinney Drive, which registers total suspended particulate (TSP) levels.

The ARC also gave approval to Stevenson for a recycling project that will enable the quarry to crush up to 20,000 tonnes of recycled material per year.



The Stevenson team and representatives from the Papakura District Council at the EnviroSmart® Awards evening.

STEVENSON AGGREGATES/ENGINEERING/TRANSPORT

GOING FOR GOLD

Two years after signing up to participate in the EnviroSmart® programme, Stevenson Transport, Stevenson Engineering and Drury and Huntly quarries have achieved Enviro-Mark®NZ gold certification. This follows their successful attainment of bronze and silver certification in January and June 2008.

'Our next goal is to gain platinum status,' says Robin Barker, Projects, Quality and EHS Co-ordinator at Drury Quarry. 'Once we've gained platinum, we intend to carry on to diamond and then gain ISO 14001 accreditation.'

'Gaining the three levels of Enviro-mark® certification has required us to put our environmental management system in place and document our health and safety systems. We also identified those aspects of our activities that impacted on the environment. This included undertaking a risk assessment process ranging from our drilling and blasting activities through to product delivery. We set our own targets, which included reducing waste and energy usage. These also tie in with the Stevenson Group sustainability targets.'

'Over the past year we've reduced our waste by 50 per cent. This saves us \$240 per month in landfill fees alone.'

Recycling of paper, cardboard, bottles and plastic has been taking place at the Stevenson quarries for some time. Last year concrete bunds (walls) were constructed around the fuel storage area to ensure that any potential oil and diesel spillage is contained. Drury quarry also recycles a considerable amount of its water at its processing plant.

'We're also constantly monitoring our fuel saving. Using new loaders and the latest road trucks, we're able to ensure that our drivers are operating effectively and the loaders are operated at maximum efficiency,' says Robin.

Stevenson Engineering has succeeded in reducing its landfill waste by 65 per cent through implementing a recycling programme. A contractor is now collecting all waste oil for reuse as a fuel source. In addition, a collection has been set up for used oil filters and batteries from vehicles for recycling.

Other initiatives include identifying stormwater drains with a fish logo and fitting the drains with hydrocarbon catchments. Concrete bunds have also been constructed around the oil tanks to contain any potential oil spillage.

'Another measurable but simple initiative has been the replacement of polystyrene cups with ceramic cups in the workshop canteen. This has resulted in savings of around \$4,500 per annum,' says John Hamley, Technical Services Manager and Quality and EHS Co-ordinator at the East Tamaki Engineering workshop.

Current initiatives in progress with Stevenson Engineering include the recent auditing of its electrical consumption in the East Tamaki workshop by Contact Energy and auditing of its compressed air usage by Fox Air.

'Once the audit reports have been received we'll be in a better position to identify areas where further efficiencies can be implemented,' says John. 'This will result in better use of non-recyclable resources, as well as significant cost savings to Stevenson.'

Stevenson Engineering is now working towards attaining Enviro-Mark® platinum status, followed by diamond and, eventually, ISO 14001 certification.

'The attainment of bronze, silver and gold Enviro-Mark® certification could not have been achieved without having the Stevenson Environmental, Health & Safety systems already in place throughout the Stevenson Group and the support of our staff and management,' says John. 'Stevenson EHS Manager Mark Dexter and EHS Systems Advisor Paul-John Greenaway were also very helpful during the Enviro-Mark® process.'

COMMUNITY DAY AT DRURY QUARRY

SATURDAY 7 NOVEMBER 1.30PM-4PM

Our customers are warmly invited to bring their families along to see what goes on at the Drury quarry. Find out more about its history and marvel at the power and scale of the machinery and equipment, including huge excavators and dump trucks. The massive pit from which aggregate is excavated is sure to fascinate visitors.

Great activities for kids include truck rides, sausage sizzle and ice cream, a treasure hunt in a giant sandpit, clowns and entertainment, as well as a 'guess the weight of the rock' competition.

Over 1500 people turned up to the first Community Day at Drury quarry in 2007. Don't miss out.

BUSINESS EXCELLENCE AWARDS

SATURDAY 17 OCTOBER 6.30PM STRATHALLAN COLLEGE

The winners of the 2009 Franklin/Papakura Stevenson Business Excellence Awards will be announced at a gala dinner at Strathallan College. Stevenson has sponsored the business awards in the two districts for a number of years. This is the first year that the awards for both districts have been combined and a record number of entries have been received.

Stevenson Resources Business Development Manager Barry Larsen is the principal judge for the combined awards and Stevenson EHS Manager Mark Dexter is judging the ACC Workplace Safety Award category.

STEVENSON

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STEVENSON WAY

OUR BUSINESS. OUR PEOPLE.

ISSUE 37 OCTOBER 2009

THE WINTER OF OUR CONTENT



Stevenson Aggregates is going from strength to strength — our Drury quarry successfully tendered for the supply of 300,000 tonnes of aggregates for the Hobsonville motorway link. Stevenson Laboratory has won a tender against stiff competition to provide testing services for the Hobsonville project and has set up a temporary lab on site.

Stevenson-owned company Rocktec has launched its new Australian company (Rocktec Australia Pty Ltd) across the ditch with the opening of its new Brisbane office. It has already won a significant full plant service contract with Wolffdene Quarry, the

A tough winter has been considerably brightened by a few good wins in the marketplace.

first of what we hope will prove to be many similar contracts. We're also delighted to report that Rocktec has recently come in ahead of Australian competitors to pull off a major deal to supply equipment to the Port Hedland Port Authority in Western Australia.

Our focus on operating sustainably is paying off in all the group's divisions. We were delighted to see Stevenson Engineering, Stevenson Transport and the Drury and Huntly quarries all recently achieved Enviro-Mark gold certification through their participation in the EnviroSmart programme. The quarries have now succeeded in reducing their waste by 50 per cent, no mean feat in any operation. Our staff have got in behind our sustainability initiatives and taken on board that we have a collective responsibility to be mindful on a daily basis

about the ways in which our activities impact on the environment.

In an economic climate in which individuals and companies are being careful about what they spend, the value of strong, reliable brands, which continue to deliver outstanding quality, cannot be overestimated. Our heart-warming story in this issue about a seven-year-old boy who was so inspired by the Iveco-sponsored June rugby test series that he painted the outlines of a rugby field, complete with an Iveco logo on his back lawn, is testament not only to the power of the Iveco and All Black brands but to Kiwi ingenuity. The passion and enthusiasm demonstrated by this young boy for the game of rugby is a reminder that the Kiwi spirit is alive and well.

The Iveco dealership was purchased last year by Stevenson Engineering when it launched its new business, New Zealand Trucks. We're

proud to be associated with this iconic Italian company and thrilled by its international sponsorship of the All Blacks.

We can all take a leaf from All Black and Iveco shared values such as commitment, reliability, performance, and team spirit. Without team spirit and commitment how will we survive and flourish in an economic downturn? If we don't focus on reliability and performance of our products or services how will we grow our businesses?

We've forged ahead in the winter and now we are looking forward to the warmer weather, when you'll catch a glimpse of our distinctive yellow and green trucks carrying countless tonnes of aggregates to Hobsonville.

JOHN RAE
Managing Director, Stevenson Group

PORT HEDLAND CONTRACT WIN FOR ROCKTEC

Rocktec recently won a contract to supply highly specialized equipment to the Port Hedland Port Authority (PHPA) in Western Australia.

PHPA is constructing a new AUD\$225 million port facility at Port Hedland. The port exports materials such as iron ore from the Pilbara region (the powerhouse of the Australian economy) into China and Asia.

The port development will include a large stockyard with piles of ore ready for loading and a ship loading system, as well as a new wharf, to be located at Utah Point in Port Hedland.

Rocktec's contract is to supply twin mobile feed hopper trains as part of the ship loading system. A mobile feed hopper train is a group of machines connected together that takes stockpiled ore from a fleet of large front-end loaders loading from the stockpile through the feed hopper onto an overland conveyor, which then feeds directly into the ship's hold. They are in a train because they move along 400 metres of railway to get as close as possible to each stockpile to be loaded. The feeders ensure that the ship is fed at a uniform rate and the shiploader is not stressed or overloaded at any loading point. The mobile feed hoppers are a specialised piece of equipment and have been used successfully on a number of previous sites, but generally only in a single carriage format.

Rocktec began the process of tendering for this contract in July 2007 and competed against several Australian companies to win it. The tendering process lasted over 18 months due to a number of environmental and planning consents that required approval.

'Winning the contract recognises Rocktec's ability to provide specialised design and proprietary equipment economically into the Australia market,' says Rocktec CEO Rick Johnson. 'Our innovative approach and track record, along with cheaper production costs from New Zealand won us this contract.'

Each of Rocktec's two mobile feed hopper trains can feed onto the ship loading system at a rate of 7500 tonnes per hour.

The equipment is fully automated and can be controlled remotely from the port control room.

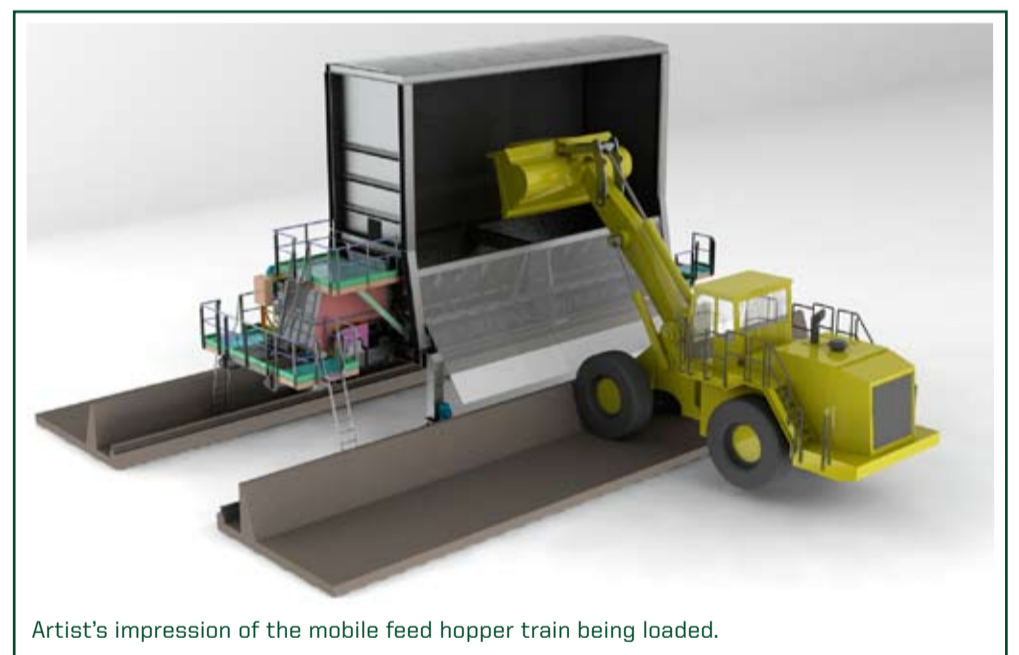
Each hopper is 15m long by 4.5m wide and 9m high. When completed the train will be almost 100m long and include three interconnected hoppers and a control room carriage which provides the power to the train through a trailing high voltage cable at 6.6kv. The train is controlled by sophisticated automation and also includes a water supply to provide dust suppression through a fogging system at each hopper. (Refer to artist's impression.)

The PINC Group is the primary project management company overseeing the project, supported by Promet Engineers and a number of other specialised consultancy companies.

'This project represents the largest single project Rocktec has undertaken for an Australian company to date and we're very pleased that PHPA and PINC have selected Rocktec to supply this equipment,' says Rick.

PINC on behalf of PHPA were careful to satisfy themselves that Rocktec had the capability to carry out a project of this size and nature.

'A factor in our favour was that we already had a proven track record. We had supplied a smaller version of the equipment, consisting of a single mobile feed hopper, to Project Magnet at the One Steel site at Whyalla in Adelaide, South Australia, in 2007.'



Artist's impression of the mobile feed hopper train being loaded.

Rocktec intends to build the complete trains in New Zealand. Proprietary parts will be built at Rocktec's Matamata factory and a number of sub-component parts will be manufactured by New Zealand subcontractors. 'However, a significant number of specialised components will be supplied by Western Australian companies and incorporated into the final product. Despite the fact that this contract has been awarded to a New Zealand company, the West Australian local economy will still benefit substantially from this project,' says Rick.

The final equipment will be completed, quality checked and acceptance tested in Matamata and then transported from the Tauranga wharf by a specially chartered ship direct to Port Hedland. Once on site the equipment will be unloaded and assembled there by local staff under the supervision of Rocktec's key mechanical and electrical engineering staff. The equipment is scheduled to begin operation by mid 2010.

STEVENSON MANUFACTURING

ROCKTEC'S NEW BRISBANE OPERATION WINS MAJOR CONTRACT



Processing plant at the Wolffdene Quarry.

In early July Rocktec's new Australian company (Rocktec Australia Pty Ltd) opened its sales and service centre at Yatala, located half way between Brisbane and the Gold Coast. The catalyst for the creation of the Australian company was the signing of its first local contract – servicing the plant at Hanson's Wolffdene Quarry, which also commenced in early July.

Matamata-based Rocktec is known in New Zealand primarily as an engineering company that specialises in the manufacture of quarrying and mining equipment, materials-handling machinery and environmental waste solution products. It does offer specialised maintenance services, but not on a full plant basis as it is now doing in Australia.

'The new Australian office is mainly a sales and service centre,' says Rocktec CEO Rick Johnson. 'We've entered into the Australian market with a plant service and maintenance-based offer, supported by the design and manufacturing expertise in our New Zealand office. At Wolffdene we're responsible for the maintenance and service of the entire plant. This is a major new development for Rocktec.'

Wolffdene Quarry is a hard rock quarry operation that produces concrete aggregates and road base products for the Brisbane/Gold Coast concrete and civil construction markets. The Hanson contract was tendered on the basis of an incentive-based service to ensure that the quarry's plant is available for as close as possible to

100 per cent of its operating hours. The two-year contract comes with a two year right of renewal, based on performance and the capacity to maximise plant availability.

Rocktec staff provide preventative maintenance services after hours and reactive services whenever the Wolffdene plant breaks down. They record their inspections of all equipment at the quarry, noting the status and condition of all the plant as well as any physical adjustments, repairs or replacement of worn parts that have been undertaken. This information is then provided to Hanson, which enters it into its SAP system.

The plant is a Nordberg design built around 1995. It has a 650 tonne per hour primary crushing capacity and includes secondary and tertiary crushing and screening activities.

Rocktec's new Brisbane office and workshop provide a base for Rocktec's Australian Sales Manager Terry Hands, Queensland based Project Manager Nigel Bluett and Maintenance Supervisor Richard Hickey, as well as five service/trade staff. Two staff work the day shift (Richard and a trades assistant) and four trades staff swing into action after the plant shuts down at 6pm each night.

'We're very pleased to have been selected by Hanson to provide this service to their Wolffdene plant,' says Rick. 'This is our first foray into maintenance services in Australia and we've enjoyed working with the Hanson staff to set up the contract. We're working hard to ensure that it will provide Rocktec with a template that will lead to us providing this service to other quarries, both here and in Australia, and provide a strong base for us to expand our operation.'

STEVENSON CONCRETE

IMPORTANT SUPPLY ANNOUNCEMENT

The supply of concrete from Stevenson's East Tamaki plant has temporarily ceased. However, it is business as usual for all our customers. We can supply you from one of our other five operations in Albany, Penrose, Takalani, Henderson and Silverdale. It is our intention to resume operations in our East Tamaki plant once the level of activity increases.

Phone: 09 984 8820 for orders

STEVENSON AGGREGATES

THIRD-TIME WINNER OF NZIOQ SAFETY AWARD

Drury Quarry was awarded the Institute of Quarries (NZIOQ) Winstone Aggregates Safety Award for excellence in safety management in quarry operations at the July annual conference.

The Drury quarry was one of four participants nominated for this award.

'Winning this safety award, particularly for the third time, recognises the hard work and commitment our Quarry Manager Shane Toto and all the staff at our Drury quarry are putting into health and safety,' says Aggregates GM Steve Ellis. 'We believe that our procedures are second to none in New Zealand's quarry industry.'

The submission for the award included a comprehensive document about health and safety procedures and activities at the quarry. Two IOQ inspectors visited the quarry to judge for themselves the health and safety systems that have been established.

STEVENSON AGGREGATES/STEVENSON LABORATORY

MAJOR HIGHWAY PROJECT SECURED

Stevenson's Drury quarry and Stevenson Laboratory both successfully tendered against stiff competition to supply aggregate and laboratory testing services for the construction of the \$220 million Hobsonville link between the Northwestern Motorway and Greenhithe, one of Auckland's five major roading projects.

The project includes four interchanges, at Hobsonville Road, Brigham Creek Road, Trig Road and Buckley Avenue, as well as a new interchange with the existing SH16 at Brigham Creek Road.

Over the next two years the Drury quarry will supply 300,000 tonnes of aggregates to the site. The bulk of this will be delivered in the next earthworks season in the summer.

'This is one of our more significant jobs and we're very pleased to be working again with the project's chief contractor, HEB Construction,' says Aggregates GM Steve Ellis.

TESTING, TESTING, TESTING

Stevenson Laboratory views its tender win against half a dozen other laboratories as a real coup.

'It's rare to be bidding against most of the major laboratories,' admits Laboratory Manager Jayden Ellis. 'We came in at the right price. The contract also required us to set up a lab on-site in Hobsonville. This enables HEB to get a "on-demand testing service" and fast turnaround of results.'

By the time of our interview in mid-September, Stevenson Laboratory had already carried out 7850 tests over an eleven month period at the Hobsonville site for main contractor HEB Construction. During the winter aggregate sub-base was added to near completed sections of sub-grade pavement. Earthworks will resume again in summer and will result in the completion of all earthworks, structures and pavement placement. Stevenson's laboratory remained on the Hobsonville site throughout the winter, sampling aggregate, monitoring pavement and subgrade compaction.

Typical testing being carried out on site by Stevenson includes nuclear densometer testing (NDM), water content, shear vane and scala penetrometer testing. NDM and water content tests are used to control compaction of the bulk or sub-grade fill. They measure dry density and air voids of the fill being placed. Shear strength and scala tests measure the strength and bearing capacity of the fill being placed.

The shear strength and scala testing, together with the NDM density and air voids, are used as a form of quality control. This ensures that the earthworks contractor is consistently meeting compaction criteria from the design specification, thus ensuring a stable solid soil mass on which to build pavement layers. Aggregate pavement density testing is also carried out with NDMs. The lab has also provided aggregate and soil sampling services, with some of the more complex tests being carried out back at Drury.

Senior Technician Cobus Botha is on site at Hobsonville supervising the tests and technicians. Depending on weather and testing requirements on any given day he can have between



Stevenson Laboratory staff at the temporary laboratory in Hobsonville.

two or four technicians working under him, including Okona Teu, David Janssen and Anuj Walia. To meet the requirements of this massive project, Stevenson Laboratory employed two extra technicians to fill the gap left at the Drury Laboratory.

'The Hobsonville project is an extension of the type of testing we provided for the recent State Highway 2 project and builds on the capability and experience gained on that project,' says Jayden. 'The Hobsonville project is on a bigger scale and has involved more laboratory staff working on site. The job required a team of well-trained technicians, armed with the right equipment and good back-up support from our Drury laboratory.'



STEVENSON CONSTRUCTION MATERIALS/PRECAST

CASTING SHADOWS

A stunning contemporary Orakei home in Auckland features specially formulated ribbed textured precast concrete from Stevenson for the main exterior walls and the street-facing wall.

Architects Richard Priest and Sue Hillery from Hillery Priest Architecture designed the three-level house to function primarily as a sanctuary, which resulted in a fortress-style street presentation. The owners wanted a concrete house and the architects were keen to use precast concrete.

‘We wanted to use Stevenson, knowing they had the capacity to undertake this kind of project,’ says Richard Priest. ‘We have a good relationship with Leon Le Roux at Precast – he’s brilliant to work with. Sue and I had toured the Stevenson Precast factory on a couple of occasions to familiarise ourselves with what they could do.’

Richard claims the secret to using precast concrete effectively is to keep the textures as simple as possible. ‘Repetition of texture or pattern is good. And if the heights of the panels are as similar as possible it means moulds and modifications to moulds are kept to a minimum, which keeps costs down and turnaround time is faster.’

Precast panels were used for all the exterior walls except the top quarter. Stevenson made a mould to create the vertical corrugated texture that the architects were looking for. ‘We were very clear we wanted texture rather than pattern on the precast. We used texture to get away from pure precast aesthetic. The ribbed effect contributes to the fortress aspect of the building.’

We wanted the 3-D effect and visual interest from cast shadows that a regular vertical ribbed texture would provide.

‘The house owners love the effect we’ve achieved with precast. Creating the texture cost extra, but it was worth it. I really like concrete precast – it’s so solid and honest, what you see is what you get,’ says Richard.

Senior Project Manager at Stevenson Precast Leon Le Roux says that behind the scenes the job threw up several technical challenges, which they had to address to deliver the specified finish.

‘Normally we use locally made fibreglass moulds for pattern panels, but they were not suitable for the required corrugated profile. As an alternative solution, we sourced polycarbonate sheets from the US. The drawback was that the sheets were not long enough. A horizontal joint was required with each panel, which we lined up with the tops of the windows to make them appear deliberate. The joints did not match up precisely due to the rough texture in the valley of the profile and we did a lot of sanding to smooth out the ridges. End-to-end matching of panels was set up so that the peaks and valleys of the corrugation also lined up.’

‘Marrying the different heights the profile presented became the biggest challenge of the project. Careful planning was required to achieve the end result. To meet the schedule we produced three panels daily. The front fence panels were later produced using the same profile.’

Leon’s advice for anyone wanting to develop special effects in precast concrete is to contact him at the beginning to find out what’s technically possible, before a finish is specified and a job goes out to tender.

FOR FURTHER INFORMATION CONTACT LEON:
DDI: 984 8675, cell: 029 2009 513



NZ TRUCKS

KEEN AS MUSTARD

Seven-year-old Auckland boy Eli Margison found some black paint in the garage and used a broken broom handle to paint the outlines of a rugby field on his family’s back lawn, complete with the logo of All Black sponsor, Iveco.

He received some help from his grandfather, who helped to sledgehammer in the posts that Eli made, but otherwise he initiated and carried out the project all by himself.

‘He’s as keen as mustard about his rugby. I hope that he’s as keen to do the lawns when he gets older,’ jokes his father Nick Margison, General Manager of Signpak NZ. ‘Eli is right into the game and plays in the Ponsonby under-seven team. He watches every All Black game and replay.’

‘He plays on his painted field every day after school, practising kicking goals over the posts. Of course, he wins every game, because he’s only playing himself – his sisters aren’t interested.’

Eli painted his back yard in June and his father reported that the outlines could still be seen weeks later, although they had worn off a bit due to the rain. ‘The grass is now starting to die – it’s not looking too flash.’

Impressed by the photograph that Nick emailed to NZ Trucks of his son painting the lawn and replicating an Iveco logo, a sales rep dropped off a miniature Iveco truck to Eli.

‘He couldn’t be happier,’ says Nick. ‘He didn’t know who Iveco was then, but he does now that he has his truck. He’s a perceptive boy and took note of their logo plastered over the field and so he tried to replicate it.’

‘His uncle Jos gave him an Iveco rugby ball in May for his 7th birthday. He sleeps with it every night before he dreams of one day being All Black captain.’

Marco Quaranta, Senior Product Planning Manager for Iveco Trucks Australia, was very impressed by Eli’s efforts and replied to him saying: ‘I too am a big fan of the All Blacks and although I am Italian, I know a few words of the haka. I was very pleased when I learned that Iveco was going to sponsor the All Blacks. They’re a legend in Europe.’



STEVENSON PROFILE

Stephen Hughes

As CEO of Stevenson Property Stephen Hughes manages a large and diverse portfolio, which is largely land-based and focused around the operational businesses within the group.

Prior to becoming CEO in December 2008 Stephen worked for 16 months as property manager for the company, so he was already very familiar with the Stevenson portfolio. His role requires him to maximise Stevenson’s assets to achieve the best possible return.

‘We have focused on our surplus areas of land, looking to sell or lease some of them,’ says Stephen. ‘A recent example is the building that for two decades served as the Stevenson Group’s head office in East Tamaki Road. By 2008, in the aftermath of a company restructure and after various head office functions were delegated to individual businesses, only one third of this vast space was required for its original purpose.’

Stephen was involved in an extensive search not only to find suitable long-term tenants to take over these substantial premises but also to find alternative smaller premises for Stevenson’s scaled-down head office. Manukau Water became the new tenant of the East Tamaki premises. By a stroke of luck, ideal premises for the head office were discovered next door to Stevenson Concrete in Gavin Road in Ellerslie. Both premises were then given a refit by Stevenson.

Stephen claims there is no such thing as a typical day or even a typical week in his work. He is based at Stevenson’s head office, where he

spends around two-thirds of his time. An important part of his work relies on building and maintaining key relationships with a range of property professionals. ‘We draw on a range of expert advice, including real estate agencies, surveyors, valuers, architects, engineers, lawyers and town planners.’

His background includes working in property valuation, property management and property investment. He has worked for a number of valuation firms and private property investment companies.

Stephen says that he knew from his teens that he wanted to get into property. Various family members had been involved in property investment and so it was no surprise to anyone when Stephen headed for the University of Auckland to complete a Bachelor of Property.

‘I’d always been interested in business and the development of buildings and land. I like dealing with tangible things.’

Outside work Stephen’s primary focus is on his wife and family. He has a three-year-old daughter and another child on the way.