



3 September 1998

File Ref: 8/9/4/4
Code: RCM483.WPD

Rodney District Council
Private Bag 500
Orewa

LETTER NO.	174365	FILE NO.
RODNEY DISTRICT COUNCIL - OREWA		
- 7 SEP 1998		
SUBJECT	FUNCTION	CC-Y
Prc	Pe	

Attn: Paul White✓

Dear Paul,

RE: KAUKAPAKAPA HALL RELOCATION. STATE HIGHWAY 16, KAUKAPAKAPA.

Thank you for your letter of 5 August 1998 regarding the above proposal.

Our engineers have commented on the access arrangements and parking at both sites. We believe that the relocation will provide many benefits for the community and for Transit New Zealand. The current position of the hall creates traffic parking problems, and safety issues with cars pulling in and out onto a section of the State highway in the 100kph speed zone.

The recognised benefits for Transit New Zealand are the movement into a 50 kph speed zone and the ample on-site parking. However there are a number of points raised by the application that do not meet with Transit New Zealand approval.

The application proposes two entrances onto the State highway. This will create a potential safety hazard, as the greater the number of different turning movements on and off the State highway, the greater the potential for accidents. This can be mitigated by the closure of the southern access. The northern access is the most suitable access from the site as it is furthest from a bend in the State highway to the south and thus is safer.

Parking is another issue raised by the application. It is proposed to use the currently unmodified paddock for parking initially and upgrade to an all weather car park in the long term. This is unsatisfactory from Transit New Zealand's point of view as it is likely that visitors will prefer to use the narrow shoulders on the State highway for parking rather than the paddock. This will create a potential safety hazard. Alternatively, visitors using the car park before it is sealed will track mud, dust and other detritus onto the State highway. These problems can be mitigated by the installation of an all weather car park at the time of the relocation.

Therefore we will not oppose this application if the following conditions are followed:

- That the proposed development have one access only at the north of the site as shown.
- That the northern access to the car park should be upgraded to Diagram D standards

Auckland Office

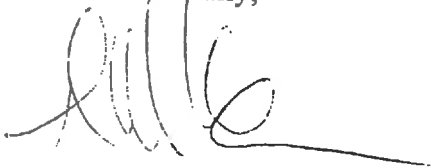
Level 9, 148 Quay Street PO Box 1459, Auckland, New Zealand
Phone: (09) 377-7092 Fax: (09) 307-6843

(enclosed - please read the notes in the bottom left hand corner).

- That an all-weather car park be provided at the time of relocation.
- The applicant is requested to advise the State Highway Network Manager (Fred Ogle at Opus International Whangarei), for his approval of the names of the people who will be carrying out the construction of the crossing place and the time when this will be done, at least 10 working days prior to the commencement of work.
- The applicant is to be advised that any work carried out on the State Highway road reserve had to be done under the traffic control requirements set out in Transit New Zealand's specification T.N.Z G1: May 1996.

These comments are Transit New Zealand's view of the current situation. Please note that if this proposal is put on hold for any length of time and resubmitted at a later date Transit New Zealand reserves the right to review our comments in the light of any traffic, safety or policy change.

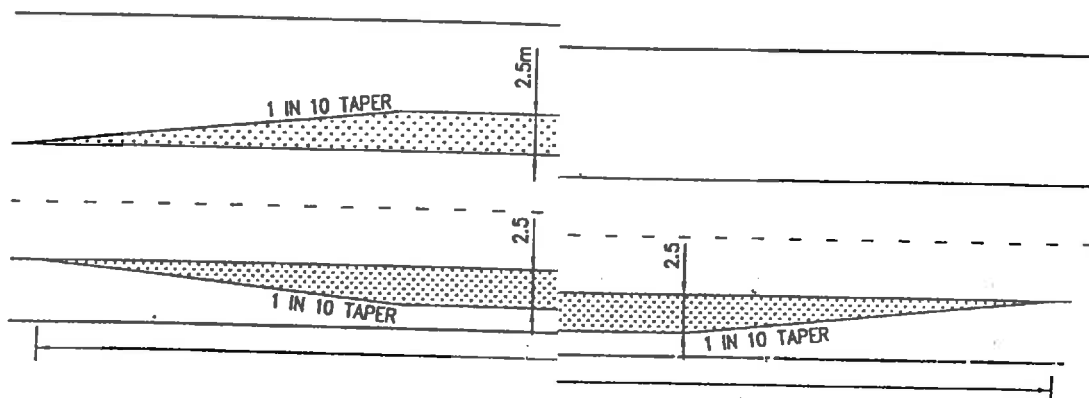
Yours faithfully,



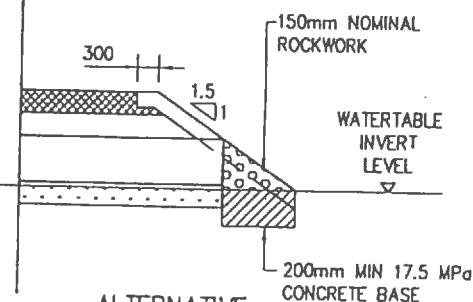
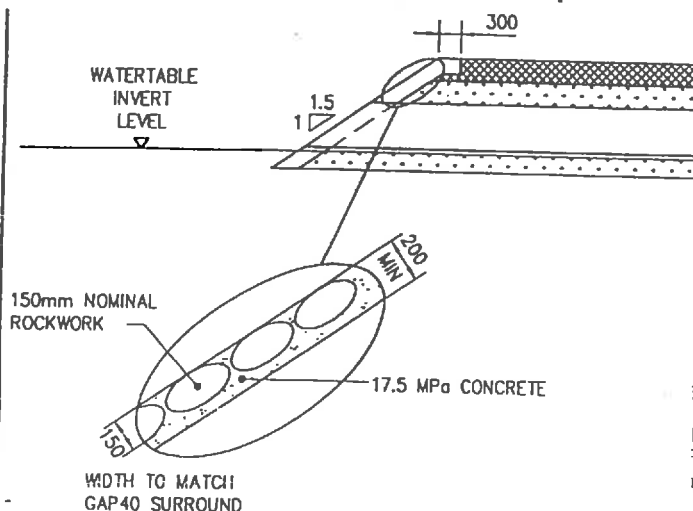
Rachel Millar
Resource Planner
for Regional State Highway Manager

enc. Dia. D

cc. SailNet - A Naulls
Opus Auckland - S Bracey



WATER PIPE TO BE BEVELLED
H TO PROFILE OR ALTERNATIVE

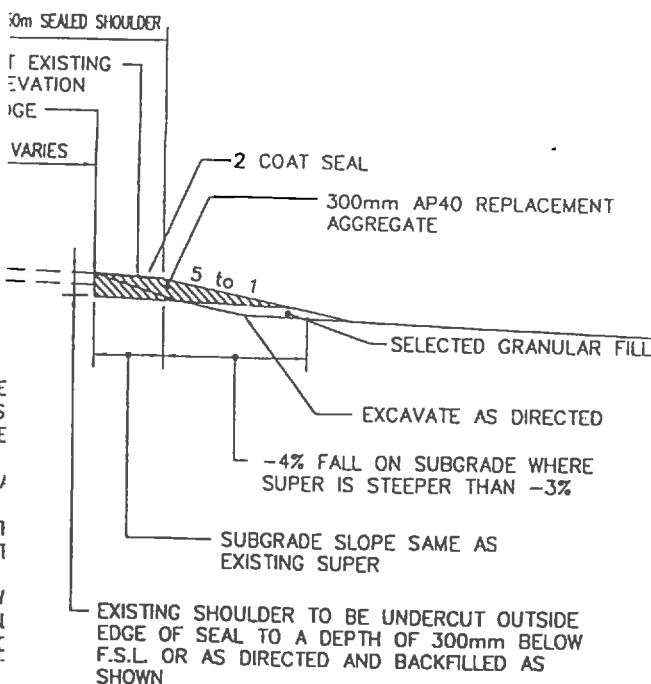


ALTERNATIVE

1:50

NOTES

1. S.W. PIPE TO BE 300mm ϕ (MIN) CLASS X R.C.R.R.J. PIPE IN ACCORDANCE SPECIFICATION TNZ F/3 AND PIPE DIAMETER NOT TO BE LESS THAN UPS IF A PIPE >300mm ϕ IS REQUIRED THE ENGINEER WILL ADVISE ON THE DIAMETER.
2. THE PIPE SHALL BE INSTALLED TO THE INVERT LEVELS AND GRADES AS DIRECTED BY THE ENGINEER.
3. ALL EXISTING WATERCOURSES ARE TO BE RETAINED UNLESS DIRECTED OTHERWISE BY THE ENGINEER.
4. ACCESS PAVEMENT TO EXTEND TO BOUNDARY OR TO A POINT AS DIRECTED BY THE REGIONAL STATE HIGHWAY MANAGER. GRADE SHALL CONFORM WITH NOTE 5.
5. CONSTRUCT CONCRETE ROCKWORK HEADWALLS ON BOTH ENDS OF DRIVEWAY.
6. THE ENTRANCE IS TO HAVE A STANDING AREA APPROX. 1.25 TIMES THE LENGTH OF THE LONGEST VEHICLE LIKELY TO USE THE ENTRANCE, EXTENDING FROM THE EDGE LINE OF THE CARRIAGEWAY. THE GATEWAY IS TO BE RECESSED IN PROPERTY IF NECESSARY TO PROVIDE THE REQUIRED LENGTH.
7. THE STANDING AREA IS TO BE WITHIN PLUS OR MINUS 5% OF THE EXISTING CROSSFALL OF THE HIGHWAY. WHERE IT IS NOT POSSIBLE TO ACHIEVE THIS, DISCUSSION SHOULD TAKE PLACE WITH THE REGIONAL STATE HIGHWAY MANAGER BEFORE PROCEEDING.
8. 2 COAT SEAL CHIP SIZE TO MATCH EXISTING.
9. ALL MATERIALS USED SHALL COMPLY WITH THE RELEVANT TRANSIT NEW ZEALAND SPECIFICATION AND THE MATERIALS AND STANDARD OF CONSTRUCTION SPECIFIED TO THE APPROVAL OF THE REGIONAL STATE HIGHWAY MANAGER, TRANSIT NEW ZEALAND.



TRANSIT NEW ZEALAND
TYPICAL RURAL ACCESS
30 - 60 VEHICLES PER DAY (DIAGRAM D)

PLAN AND SECTIONS

JOB		CODE	SHEET
9/2000/78		7114	2
DATE	FILE	CAD FILE	REVISION
18/3/98		ACCESS-D	R1