

## Memorandum

|          |   |
|----------|---|
| To       | Selwyn District Council. C/o Jane Anderson                      |
| Copy     | Brendan Sterling, Lara Stace                                    |
| From     | Samuel Hammond  |
| Office   | Christchurch  |
| Date     | 29 July 2022  |
| File/Ref | WSP Ref: 5-C4353.09 - 09CON      SDC Ref: D220001               |
| Subject  | Rakaia Weigh Right CVSC - Response to s92 RFI dated 6 July 2022 |

### Purpose

This memorandum serves as a response to Selwyn District Council's Request for Further Information pursuant to Section 92 of the Resource Management Act 1991 (RMA) dated 6 July 2022 for the Notice of Requirement for a Minor Alternation to a Designation and Outline Plan Application prepared by WSP on behalf of the NZ Transport Agency – Waka Kotahi.

### Response

#### Design and Appearance

1. Please provide a landscape plan and confirm building colours to provide mitigation around the weigh station area, and to address these visual amenity concerns.
2. No landscaping has been proposed for the CVSC site. Waka Kotahi have directed WSP to avoid the use of landscaping citing safety, security, and maintenance concerns.

The Tier 1.5 building has been designed to use Dulux 'Grey Friars' corrugated cladding, and Resene 'Green Friars' hardieflex cladding, and Colorsteel 'Grey Friars' roofing. This information is provided on Drawing 51-34037.A100 of Appendix A attached to and forming part of this response. For completeness, these drawings were attached to the initial application as Appendix B.

3. Please confirm the number, size and location of signs proposed for the site.

The proposal seeks to install 7 signs on the CVSC site. 1 additional sign will be located at the intersection of North Rakaia Road and State Highway 1. The locations and types of signs are shown on Appendix B attached to and forming part of this response. Appendix C shows the design and size of non-typical signs which will be installed onsite.

#### Lighting

Please provide a Lux assessment to confirm that the design and location of the proposed lighting will ensure that light spill onto surrounding properties and road network is minimised.

Sheet E-4011 attached as Appendix D and forming part of this response shows the 2 Lux Isoline Plot for the proposed southbound Rakaia Weigh Right CVSC. The location of proposed onsite lighting is also shown.

The proposed lighting for the site has been designed in and is in compliance with AS/NZS1158.3.1:2022 which covers lighting schemes in the generality of roads<sup>1</sup> and AS/NZS4282:2019 which controls the obtrusive effects of outdoor lighting<sup>2</sup>.

Appendix A shows light minor levels of light spill outside of the site boundary protruding onto North Rakaia Road and State Highway 1.

Light spill onto State Highway 1 will be limited to the shoulder of the road corridor and will not extend into the traffic lanes. As such, adverse effects of the safe and efficient operation of vehicles using State Highway 1 will be less than minor.

Light spill onto North Rakaia Road is limited to the grass berm on the southern side of the road. No light spill is anticipated to occur on the carriage way of North Rakaia Road. As such, adverse effects of the safe and efficient operation of vehicles using North Rakaia Road will be negligible and less than minor.

No light spill is anticipated to occur onto private property surrounding the site.

## Traffic

4. Is a left auxiliary turn lane being provided from SH1 into North Rakaia Road? If yes, can an updated intersection design be provided, and tracking updated to demonstrate the left turn movements from this land into North Rakaia Road? If not, can an assessment be undertaken to determine the requirements for a left turn auxiliary lane?

No auxiliary lane has been provided for in the design. This has been directed to WSP by Waka Kotahi safety engineers.

5. Within the notes section found within Appendix E – Vehicle Access and Parking (sheet C-2300 D) traffic management it is stated that onsite staff need to direct the driver for 10m wide loads.

- a. How often are loads of this or near size expected to visit the site.

It is unknown how often oversized vehicles are expected to visit the site. Typically, oversized vehicle movements are recorded and pre-planned to operate when the State Highway network is least busy.

- b. How has conflict been managed with North Rakaia Road for heavy vehicles entering and exiting the site at the same time.

The CVSC site has been designed to facilitate the movement of simultaneous heavy vehicles entering and exiting the site. This is shown on Appendix E attached to and forming part of this response.

Oversized vehicles if and when entering and exiting the site at the same time will be directed by on-staff site operating the CVSC. The movement of these vehicles onto and off the CVSC site is shown on Appendix F attached to and forming part of this response.

- c. Can tracking be provided for the left turn from North Rakaia Road onto SH1 for design vehicle in sheet C-2300D?

Yes. Please see Appendix E and F attached to and forming part of this response.

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<sup>1</sup> <https://www.standards.govt.nz/shop/asnz-1158-3-12020/>

<sup>2</sup> <https://www.standards.govt.nz/shop/asnz-42822019/>

6. In the manoeuvring highlighted in the red boxes below required and what is its purpose?

Please see the revised plans attached as Appendix E and F and forming part of this response.

7. If the above manoeuvring is required (particularly within the northernmost red box), please confirm how traffic will be managed on SH1 noting that the truck will block both traffic lanes and this will be included in the operational management plan?

As above. Please see the revised plans attached as Appendix E and F. Manoeuvring as seen in the northernmost red box is not required.

8. It is understood that the first 90m of North Rakaia Road will be sealed to the same standard as SH1, however can it be confirmed that this will be maintained by Waka Kotahi as per discussions with Selwyn District Council?

The first 90m of North Rakaia Road is located within the Designation TR7 area. Given the purpose of designation TR7 is to '*undertake maintenance, operation, use, and improvement to the state highway network*', and as stated within an email dated 25 March 2022 and attached as Appendix G, Waka Kotahi will be responsible for its maintenance.

#### Proposed works in TR1

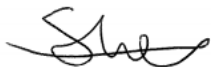
It is noted that Section 10.1.1 Designation TR1 notes that the works within designation TR1 are detailed in Appendix A. The plans provide details of the proposed works within TR7 but do not appear to detail the proposed works in TR1. Please provide further information regarding the scale and location of the proposed works within TR1.

The works stated in Section 10.1.1 Designation TR1 of the initial application are shown in the plans attached as Appendix H forming part of this response.

These works are minor in scale and are in ancillary to the CVSC works proposed to occur on Designation TR7.

I trust that this information provided satisfies all the elements of the further information request. If you have any further queries regarding this response, please contact Lara Stace, Principal Resource Management Planner at [lara.stace@wsp.com](mailto:lara.stace@wsp.com) as my last day with WSP is Friday, 29<sup>th</sup> of July 2022.

Kind regards



Samuel Hammond

## Appendix A

# NEW ZEALAND TRANSPORT AGENCY

## TIER 1.5 - CONTROL BUILDING

51-34037



NZTA TIER 1.5 TYPE CONTROL BUILDING.

THIS IS A STANDARDISED BUILDING TYPE THAT IS CONSTRUCTED AT SEVERAL SITES

REFER TO SPECIFIC SITE PLAN FOR LOCATION OF CONTROL BUILDING WITHIN SITE

THIS BUILDING HAS BEEN DESIGNED TO THE FOLLOWING 'WORST CASE SCENARIO' SITE CONDITIONS

WINDZONE: VERY HIGH  
EARTHQUAKE ZONE: 3  
EXPOSURE ZONE: ZONE D

WHERE THE PROPOSED LOCATION OF THE TIER 1.5 BUILDING TYPE EXCEEDS TO THE ABOVE SCENARIOS, THEN THE BUILDING WILL NEED TO BE DESIGNED SPECIFICALLY FOR THE SITE.

| DRAWING LIST     |       |                               |                  |
|------------------|-------|-------------------------------|------------------|
| DRG NO.          |       | DRAWING TITLE                 | CURRENT REVISION |
| PROJECT No.      | SHEET |                               |                  |
| 1. ARCHITECTURAL |       |                               |                  |
| 51-34037         | A001  | ARCHITECTURAL DRAWING INDEX   | 1                |
| 51-34037         | A010  | GENERAL NOTES                 | 1                |
| 51-34037         | A100  | GENERAL ARRANGEMENT PLAN      | 1                |
| 51-34037         | A101  | SET OUT PLAN                  | 2                |
| 51-34037         | A102  | SECURITY PLAN                 | 1                |
| 51-34037         | A105  | REFLECTED CEILING PLAN        | 1                |
| 51-34037         | A110  | ROOF PLAN                     | 1                |
| 51-34037         | A120  | SUBFLOOR FRAMING PLAN         | 1                |
| 51-34037         | A121  | FLOOR FRAMING PLAN            | 1                |
| 51-34037         | A122  | ROOF FRAMING PLAN             | 1                |
| 51-34037         | A160  | EXTERIOR RAMP & STAIR DETAILS | 1                |
| 51-34037         | A200  | EXTERIOR ELEVATIONS           | 2                |
| 51-34037         | A201  | EXTERIOR ELEVATIONS           | 1                |
| 51-34037         | A250  | SECTIONS                      | 1                |
| 51-34037         | A300  | KITCHEN JOINERY SETOUT        | 1                |
| 51-34037         | A301  | WC ELEVATIONS                 | 1                |
| 51-34037         | A400  | PLAN DETAILS                  | 1                |
| 51-34037         | A405  | SECTION DETAILS               | 1                |
| 51-34037         | A410  | WINDOW DETAILS                | 1                |
| 51-34037         | A415  | DOOR DETAILS                  | 1                |
| 51-34037         | A500  | DOOR & WINDOW SCHEDULE        | 1                |
| 51-34037         | A800  | HYDRAULICS & PLUMBING PLAN    | 1                |
| 51-34037         | A801  | MECHANICAL LAYOUT PLAN        | 1                |
| 51-34037         | A900  | POWER, & COMMS LAYOUT         | 1                |
| 51-34037         | A901  | LIGHTING LAYOUT               | 1                |

TENDER / CONSENT

|    |          |               |          |
|----|----------|---------------|----------|
| 1  |          | CONSENT ISSUE | 05.07.19 |
| No | Revision | Drawn         | Date     |

Plot Date: 15/10/2019 10:37:34 a.m.

Cad File No: G:\51\34037\CADD\Revit\TIER 1.5\TIER 1.5 RAKAIA\TIER 1.5 RAKAIA.rvt

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Scale 1 : 1

Client **NEW ZEALAND TRANSPORT AGENCY**  
Project **TIER 1.5 - CONTROL BUILDING**  
Title **ARCHITECTURAL WORKS**  
**ARCHITECTURAL DRAWING INDEX**

Original Size  
**A1** Drawing No: **51-34037-A001**

Rev: **1**



## GENERAL NOTES

- COPYRIGHT OF THIS DRAWING IS VESTED IN THE PRINCIPAL CONSULTANT.
- THE CONTRACTOR SHALL VERIFY ALL EXISTING IN-GROUND AND ABOVE-GROUND SERVICES WITHIN THE SCOPE OF WORKS BEFORE COMMENCING CONSTRUCTION/DEMOLITION. ANY DISCREPANCIES ARE TO BE REPORTED TO THE CONTRACT ADMINISTRATOR.
- ALL WALLS, CEILINGS, FLOOR SURFACES AND JOINERY ITEMS TO BE FINISHED TO AVOID SHARP OR ROUGH EDGES TO THE SATISFACTION OF THE CONTRACT ADMINISTRATOR / SUPERINTENDENT'S AND OPERATOR.
- ANY 3D DRAWINGS ARE INDICATIVE ONLY, AND ARE TO BE READ IN CONJUNCTION WITH OTHER RELEVANT DRAWINGS.
- THIS DRAWINGS SHOULD BE READ IN CONJUNCTION WITH ALL RELEVANT CONTRACTS, SPECIFICATIONS, SCHEDULES AND DRAWINGS. REFER TO SCHEDULES / SPECIFICATION FOR FF&E AND FINISHES / MATERIALS CODES. REFER TO MECHANICAL ENGINEER'S DRAWINGS FOR ALL MECHANICAL DETAILS. REFER TO STRUCTURAL ENGINEER'S DRAWINGS FOR ALL STRUCTURAL DETAILS. REFER TO FIRE ENGINEER'S DRAWINGS FOR ALL FIRE SYSTEM DETAILS. REFER TO ELECTRICAL ENGINEER'S DRAWINGS FOR ALL ELECTRICAL DETAILS. REFER TO CIVIL ENGINEER'S DRAWINGS FOR ALL CIVIL DETAILS.
- DIMENSIONS: CONTRACTOR AND SUB-CONTRACTOR SHALL VERIFY ALL DIMENSIONS OF THIS DRAWING AND SITE CONDITIONS PRIOR TO ANY WORK COMMENCING. FIGURED DIMENSIONS TAKE PRECEDENCE OVER SCALED DIMENSIONS (UNLESS NOTED OTHERWISE). FIGURED DIMENSIONS ARE:
  - TIMBER FRAMED WALL SETOUT: TO FACE OF TIMBER FRAMING
  - MASONRY / CONCRETE SETOUT: - FACE OF MASONRY / CONCRETE AND FACE OF OPENING.
  - STEEL WORK SETOUT: - CENTER LINE OF MEMBER.
  - WINDOW SETOUT: - CENTER OF MULLIONS/TRANSOMS, EXCEPT WHERE THEY FORM THE PERIMETER FRAMING.
  - DOOR SETOUT: - FACE OF LATCH FRAME SIDE; FOR SINGLE SWING DOORS (WL AS 1428.1)
  - SOFFIT: FINISHED UNDERSIDE OF CEILINGS - SOFFIT HEIGHT IS MEASURED FROM FINISH FLOOR LEVEL.
  - FITTINGS AND FIXTURES: - DIMENSIONS TO FIXTURES AND FITTINGS ARE SETOUT FROM "FINISH" WALL FACE / FINISH FLOOR LEVEL.FOR ADDITIONAL SETOUT INFORMATION WHERE NO DIMENSIONING SHOWN, REFER TO REFERENCE TAGS FOR DETAILED ARCHITECTURAL DRAWINGS.

## TIMBER FRAMING

- ALL TIMBER SHALL BE MSG8 RADIATA UNO.
- TIMBER TREATMENT TO COMPLY WITH NZS 3602.
- ALL BOLTS/BRACKETS WITHIN 500 METRES OF THE SEA ARE TO BE STAINLESS STEEL. ALL OTHER LOCATIONS, THEY ARE TO BE GALVANIZED.
- ALL NUTS AND BOLT HEADS THROUGH TIMBER ARE TO HAVE GALVANIZED OR STAINLESS WASHERS. 50x50x3 mm FOR BOLTS NOT EXCEEDING 12 mm DIAMETER AND 65x65x5 mm FOR BOLTS NOT EXCEEDING 20mm DIAMETER, UNO.
- BOLTS SHALL BE TO THE SIZES AND POSITIONS AS SHOWN ON THE DRAWINGS. ALLOW TO COUNTERSINK BOLT HEADS AND NUTS AS NECESSARY TO CLEAR LININGS. THE DIAMETER OF A HOLE FOR A BOLT SHALL NOT BE LESS THAN THE BOLT DIAMETER NOR EXCEED IT BY 1.5 mm.
- NAILS, BRADS AND SCREWS AND BOLTS SHALL BE OF STEEL, GENERALLY IN ACCORDANCE WITH NZS 3604. MINIMUM PENETRATIONS OF NAILS, BRADS AND SCREWS SHALL BE 10 TIMES THE FASTENER DIAMETER INTO FRAMING. NAIL PENETRATION THROUGH PACKING WILL NOT COUNT. MINIMUM SHEET EDGE DISTANCE FOR FASTENERS SHALL BE 10 mm.
- ALL FOLDED METAL ANGLES/NAIL PLATES/JOIST HANGERS AND MISCELLANEOUS TIMBER FASTENERS SHALL BE GALVANISED G.250 MILD STEEL CONFORMING TO AS 1397. GALVANISING REQUIRED 275 g/m².
- ALL TIMBER LINTELS SHALL BE AS PER NZS3604 UNO.

## SAFETY IN DESIGN

- THE CONTRACTOR IS HEREBY NOTIFIED OF THEIR NEED TO UNDERSTAND ITS OBLIGATIONS OF SAFETY IN DESIGN UNDER THE HEALTH AND SAFETY AT WORK ACT 2015 WITH PARTICULAR REFERENCE TO SECTION 39 – SAFETY IN DESIGN.
- GHD HAS TAKEN ALL REASONABLE STEPS TO IDENTIFY HAZARDS ASSOCIATED WITH DESIGN VIA AN INTERNATIONALLY ACCREDITED SAFETY IN DESIGN REVIEW PROCESS AND HAS MADE THE RESULTING REGISTER AVAILABLE TO THE CLIENT AND CONTRACTOR FOR THEIR REFERENCE AND ACTION DURING THE CONSTRUCTION OF THIS PROJECT.
- IN THE EVENT THAT A DESIGN RELATED HAZARD BECOMES APPARENT TO THE CLIENT AND/OR CONTRACTOR, THEY ARE REQUIRED TO IMMEDIATELY NOTIFY GHD LTD OF THESE ISSUES AT WHICH POINT GHD WILL REVIEW THE DESIGN WITH ALL APPROPRIATE STAKEHOLDERS TO IDENTIFY THE APPROPRIATE RISK MITIGATION METHODS.
- GHD'S SAFETY IN DESIGN REVIEW RELIES ON THE CONTRACTOR UNDERTAKING ALL WORKS IN ACCORDANCE WITH THE HEALTH AND SAFETY AT WORK ACT (2015), SUBSEQUENT HEALTH AND SAFETY AT WORK REGULATIONS, IN CONJUNCTION WITH IDENTIFIED CODES AND INDUSTRY STANDARDS.

## ARCHITECTURAL SYMBOLS

|  |                                 |
|--|---------------------------------|
|  | CENTRELINE OF ELEMENT           |
|  | TILE SETOUT POINT               |
|  | BUILDING/GRID SETOUT POINT      |
|  | LEVEL DATUM - TOP OF ELEMENT    |
|  | LEVEL DATUM - BOTTOM OF ELEMENT |
|  | PLAN SPOT RELATIVE LEVEL        |
|  | FALL DIRECTION SYMBOL           |
|  | CEILING TAG                     |
|  | DOOR TAG                        |
|  | ROOM NUMBER                     |
|  | WALL TYPE TAG                   |
|  | WINDOW TAG                      |
|  | CURTAIN WALL TAG                |
|  | CONCRETE FLOOR SLAB SETDOWN     |
|  | CONCRETE FLOOR SLAB EDGE        |
|  | PLAN - FINISH FLOOR LEVEL       |
|  | PLAN - SLAB LEVEL               |

## BRACING LEGEND

|  |                        |
|--|------------------------|
|  | BRACING ELEMENT        |
|  | BRACING ELEMENT LENGTH |
|  | BRACING ELEMENT TYPE   |
|  | BRACING LINE ELEMENT   |
|  | BRACING LINE           |
|  | LINTEL ABOVE WINDOW    |

## WALL TYPE LEGEND

### WALL TYPES:

|  |  |
|--|--|
|  | <b>CORRUGATED HORIZONTAL CLADDING</b> <ul style="list-style-type: none"><li>13mm STANDARD PLASTERBOARD INTERIOR LINING - L4 FINISH</li><li>90mm TIMBER FRAMING - STUDS @ 400mm CENTRES</li><li>R2.8 ULTRA WALL BATTS</li><li>7mm ECOPLY RAB - SCREW FIXED</li><li>45x21 H3.2 TIMBER CAVITY BATTENS</li><li>CORRUGATED PROFILE CLADDING</li></ul>   |
|  | <b>CORRUGATED HORIZONTAL CLADDING</b> <ul style="list-style-type: none"><li>13mm STANDARD PLASTERBOARD INTERIOR LINING - L4 FINISH</li><li>90mm TIMBER FRAMING - STUDS @ 400mm CENTRES</li><li>2mm GAUGED STEEL SHEET INSTALLED TO INSIDE FACE OF WALL FRAMING</li><li>R2.8 ULTRA WALL BATTS</li><li>7mm ECOPLY RAB - SCREW FIXED</li><li>45x21 H3.2 TIMBER CAVITY BATTENS</li><li>CORRUGATED PROFILE CLADDING</li></ul> |
|  | <b>JAMES HARDIE HARDIFLEX PANEL</b> <ul style="list-style-type: none"><li>13mm STANDARD PLASTERBOARD INTERIOR LINING - L4 FINISH</li><li>90mm TIMBER FRAMING - STUDS @ 400mm CENTRES</li><li>R2.8 ULTRA WALL BATTS</li><li>7mm ECOPLY RAB - SCREW FIXED</li><li>45x21 H3.2 TIMBER CAVITY BATTENS</li><li>JAMES HARDIE HARDIFLEX SHEET CLADDING</li></ul>   |
|  | <b>INTERIOR TIMBER WALL</b> <ul style="list-style-type: none"><li>90mm TIMBER FRAMING - STUDS @ 600mm CENTRES</li><li>13mm GIB PLASTERBOARD BOTH SIDES L4 FINISH - REFER TO BRACING PLAN FOR LOCATION BRACING UNITS</li></ul>  |
|  | <b>INTERIOR TIMBER WALL</b> <ul style="list-style-type: none"><li>90mm TIMBER FRAMING - STUDS @ 600mm CENTRES</li><li>2mm GAUGED STEEL SHEET INSTALLED TO NZP ICT ROOM FACE OF WALL FRAMING</li><li>13mm GIB PLASTERBOARD BOTH SIDES L4 FINISH - REFER TO BRACING PLAN FOR LOCATION BRACING UNITS</li></ul>  |

## INSULATION NOTES:

**ROOF:**  
FIT R3.6 FIBERGLASS BATTS TO ALL CEILING SPACES - PINK BATTS R3.6 SKILLION ROOF INSULATION SHALL BE INSTALLED TO SKILLION ROOF TO ACHIEVE 25MM AIR GAP BETWEEN INSULATION AND ROOF UNDERLAY

**WALL INSULATION:**  
EXTERIOR WALLS: ARE TO BE INSULATED WITH R2.8 PINK BATTS ULTRA FIBERGLASS BATTS.

**UNDERFLOOR INSULATION:**  
MAMMOTH POLYESTER R1.9 UNDERFLOOR SECTIONS FITTED BETWEEN FLOOR JOISTS

## ROOF LEGEND

|  |   |
|--|---|
|  | <b>DIMOND CORRUGATE</b> <ul style="list-style-type: none"><li>DIMOND CORRUGATE 0.55mm ROOFING</li><li>COLORSTEEL MAXX FINISH - COLOUR 'GREY FRIARS'</li><li>ROOF UNDERLAY</li><li>70x45mm H3.2 TIMBER PURLINS @ 900mm CTRS FIXED ON FLAT</li><li>290x45mm H1.2 TIMBER RAFTERS AT 480mm CTRS NOTCHED AT SOFFIT</li></ul> |
|  | <b>STEEL GUTTER - 125 BOX</b> <ul style="list-style-type: none"><li>DIMOND BOX 125 GUTTER PROFILE</li><li>COLORSTEEL MAXX FINISH - COLOUR 'GREY FRIARS'</li></ul>   |
|  | <b>100mmØ DOWN PIPE</b> <ul style="list-style-type: none"><li>DIMOND 0.55mm STEEL</li><li>FINISH TO MATCH ROOFING</li></ul>   |

### ROOF NOTES

- ALL OTHER RAINWATER GOODS, FIXINGS AND SEALANTS TO MATCH ROOF SHEETING.
- REFER TO SERVICES DRAWINGS FOR ALL ROOF SERVICE PENETRATIONS.
- ALL ROOF PENETRATIONS TO BE APPROPRIATELY FLASHED/SEALED TO RIDGE LINE, REFER TO SPECIFICATION FOR DETAILS.
- CONNECT ALL NEW RAINWATER DOWNPIPES TO STORM WATER RETICULATION AND LEGAL POINT OF DISCHARGE.

## CEILING LEGEND

|  |   |
|--|---|
|  | <b>PLASTERBOARD CEILING</b> <ul style="list-style-type: none"><li>13mm PLASTERBOARD, L4 FINISH. PAINTED</li><li>308 RONDO CEILING BATTENS ON</li><li>GIB 226 CLIP FIXED TO ROOF FRAMING</li></ul> |
|  | <b>SOFFIT LINING</b> <ul style="list-style-type: none"><li>6mm THICK FIBRE CEMENT SHEET</li><li>PROPRIETARY JOINTERS</li><li>45mm FRAMING</li><li>PAINTED</li></ul>                               |

### CEILING NOTES

- REFER TO ELECTRICAL DRAWINGS TO COORDINATE LIGHTING AND FOR INSTALLATION DETAILS.
- REFER TO SERVICES DRAWINGS FOR OTHER REQUIRED CEILING ACCESS POINTS
- PROVIDE ACCESS PANELS IN CEILING IN ACCORDANCE WITH BUILDING SERVICES REQUIREMENTS.
- CEILING PLANS TO BE READ IN CONJUNCTION WITH BUILDING SERVICES AND RELEVANT SHOP DRAWINGS.
- CEILING EQUIPMENT/FITTINGS TO ALIGN WHERE POSSIBLE (CENTRE LINES) AND BE SPACED EVENLY BETWEEN ADJACENT WALLS.
- PROVIDE ADDITIONAL SUPPORTS IN THE CEILING SUSPENSION SYSTEM WHERE CEILING MOUNTED CURTAIN TRACKS ARE HUNG.
- CEILING MOUNTED EQUIPMENT/FITTINGS ARE TO ALIGN WHERE POSSIBLE (CENTRE LINES) AND BE SPACED EVENLY BETWEEN ADJACENT WALLS.

## FLOOR LEGEND

### FLOOR TYPES:

|  |  |
|--|--|
|  | <b>TIMBER FLOOR</b> <ul style="list-style-type: none"><li>19mm PLYWOOD</li><li>140x45mm FLOOR JOISTS AT 450mm CRS</li><li>FULL DEPTH BLOCKING BETWEEN ADJACENT FLOOR JOISTS AT 1800mm CRS MAX</li><li>MAMMOTH MULTI UNDERFLOOR INSULATION R1.9</li><li>6mm FIBRE CEMENT LINING TO UNDERSIDE OF FLOOR JOISTS - PROPRIETARY JOINTERS.</li></ul>  |
|  | <b>TIMBER DECK</b> <ul style="list-style-type: none"><li>EX. 100x32mm TIMBER DECKING</li><li>140x45 H3.2 FLOOR JOISTS AT 600 CRS</li></ul>   |
|  | <b>TIMBER FLOOR</b> <ul style="list-style-type: none"><li>2mm GAUGED STEEL PLATE FIXED WITH SECURITY SCREWS</li><li>19mm PLYWOOD</li><li>140x45mm H1.2 FLOOR JOISTS AT 450mm CRS</li><li>FULL DEPTH BLOCKING BETWEEN ADJACENT FLOOR JOISTS AT 1800mm CRS MAX</li><li>MAMMOTH MULTI UNDERFLOOR INSULATION R1.9</li><li>6mm FIBRE CEMENT LINING TO UNDERSIDE OF FLOOR JOISTS - PROPRIETARY JOINTERS.</li></ul> |

## BATHROOM FIXTURES:

|  |   |
|--|---|
|  | <b>WC PAN:</b> CAROMA CUBE WALL FACED TOILET SUITE WITH SOFT CLOSE SEAT, PRODUCT CODE: 8246151W   |
|  | <b>BASIN:</b> CAROMA LUNA HAND WALL BASIN, BLACK BOTTLE TRAP  |
|  | <b>BASIN MIXER:</b> CAROMA LIANO BASIN MIXER  |
|  | <b>CLEANERS SINK:</b> FRANKE SS CLEANERS SINK WITH SPLASHBACK AND BUCKET GRID. CODE: FRCS<br><b>CLEANERS SINK TAPWARE:</b> ZURN SINK FAUCET FOR CLEANERS SINK, MODEL: ZURN Z-SF |
|  | <b>EXTERIOR SHOWER:</b> SPEAKMAN LIFESAVER WALL MOUNTED EXTERIOR EMERGENCY SHOWER HEAD WITH PULL DOWN ARM   |

## BATHROOM ACCESSORIES

|  |  |
|--|--|
|  | <b>MIRROR:</b> 1000mmH x 600mmW FRAMLESS MIRROR - GLUE FIXED TO WALL SURFACE |
|  | <b>TOILET ROLL HOLDER:</b> SINGLE JUMBO DISPENSER RESERVE, LIVI-COTTONSOFT   |
|  | <b>SOAP DISPENSER:</b> ASI SURFACE MOUNTED VERTICAL SOAP DISPENSER           |
|  | <b>PAPER TOWEL DISPENSER:</b> ASI SURFACE MOUNTED PAPER TOWEL DISPENSER      |

## TENDER / CONSENT

Client **NEW ZEALAND TRANSPORT AGENCY**  
Project **TIER 1.5 - CONTROL BUILDING**  
Title **ARCHITECTURAL WORKS**  
**GENERAL NOTES**

Original Size **A1** Drawing No: **51-34037-A010**

Rev: **1**

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ARCHITECTURAL SYMBOLS

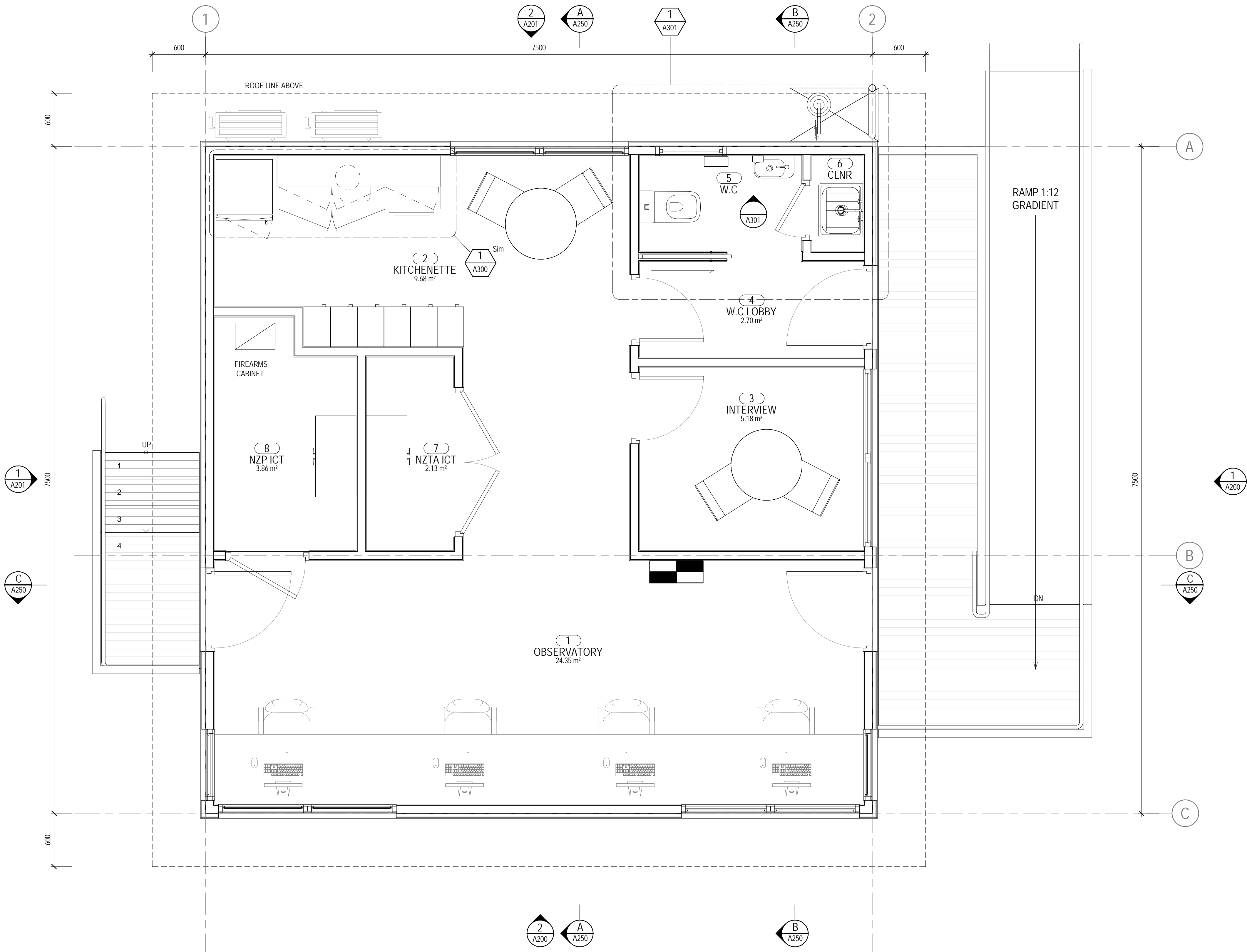
|  |                                 |
|--|---------------------------------|
|  | CENTRELINE OF ELEMENT           |
|  | TILE SETOUT POINT               |
|  | BUILDING/GRID SETOUT POINT      |
|  | LEVEL DATUM - TOP OF ELEMENT    |
|  | LEVEL DATUM - BOTTOM OF ELEMENT |
|  | PLAN SPOT RELATIVE LEVEL        |
|  | FALL DIRECTION SYMBOL           |
|  | CEILING TAG                     |
|  | DOOR TAG                        |
|  | ROOM NUMBER                     |
|  | WALL TYPE TAG                   |
|  | WINDOW TAG                      |
|  | CURTAIN WALL TAG                |
|  | CONCRETE FLOOR SLAB SETDOWN     |
|  | CONCRETE FLOOR SLAB EDGE        |
|  | PLAN - FINISH FLOOR LEVEL       |
|  | PLAN - SLAB LEVEL               |

EXTERNAL COLOUR SELECTIONS:

|                               |                             |
|-------------------------------|-----------------------------|
| CORRUGATE CLADDING:           | DULUX 'GREY FRIARS'         |
| HARDIFLEX CLADDING:           | RESENE 'GREEN LEAF'         |
| ROOFING:                      | COLORSTEEL 'GREY FRIARS'    |
| FASCIA & BARGE:               | 'GREY FRIARS' PAINT FINISH  |
| GUTTERS:                      | 'GREY FRIARS'               |
| DOWNPIPES:                    | 'GREY FRIARS'               |
| SOFFIT PAINT COLOUR:          | RESENE 'ALABASTER'          |
| FLASHINGS:                    | POWDERCOAT 'GREY FRIARS'    |
| WINDOW & DOOR JOINERY:        | BLACK ANODISED              |
| EXTERNAL DOOR PAINT:          | 'GREY FRIARS'               |
| EXTERIOR DECKING/BALUSTRADES: | RESENE WOODSMAN 'LIMED GUM' |
| INTERIOR PAINT COLOURS:       |                             |
| GENERAL WALLS:                | RESENE 'ALABASTER'          |
| INTERIOR DOOR LEAFS:          | RESENE 'GREY FRIARS'        |
| INTERIOR DOOR TRIMS:          | RESENE 'GREY FRIARS'        |
| WINDOW TRIMS:                 | RESENE 'ALABASTER'          |
| SKIRTING:                     | RESENE 'ALABASTER'          |

FLOOR FINISHES:

|  |                    |
|--|--------------------|
| FLOOR FINISHES:  |                    |
| INSTALL FLOORING VINYL TO ALL SPACES:                  |                    |
| TARKITT IQ GRANIT                                      |                    |
| COLOUR: 461  |                    |
| SKIRTING TRIM: 90x10 BEVELLED PINE FJ SKIRTING PROFILE |                    |
| WALL PAINT COLOUR:                                     | RESENE 'ALABASTER' |
| CEILING PAINT COLOUR:                                  | RESENE 'ALABASTER' |
| INTERIOR TRIM PAINT COLOUR:                            | RESENE 'ALABASTER' |



GENERAL ARRANGEMENT PLAN  
SCALE 1:25



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Project **TIER 1.5 - CONTROL BUILDING**  
Title **ARCHITECTURAL WORKS**  
**GENERAL ARRANGEMENT PLAN**

Original Size **A1** Drawing No: **51-34037-A100** Rev: **A**

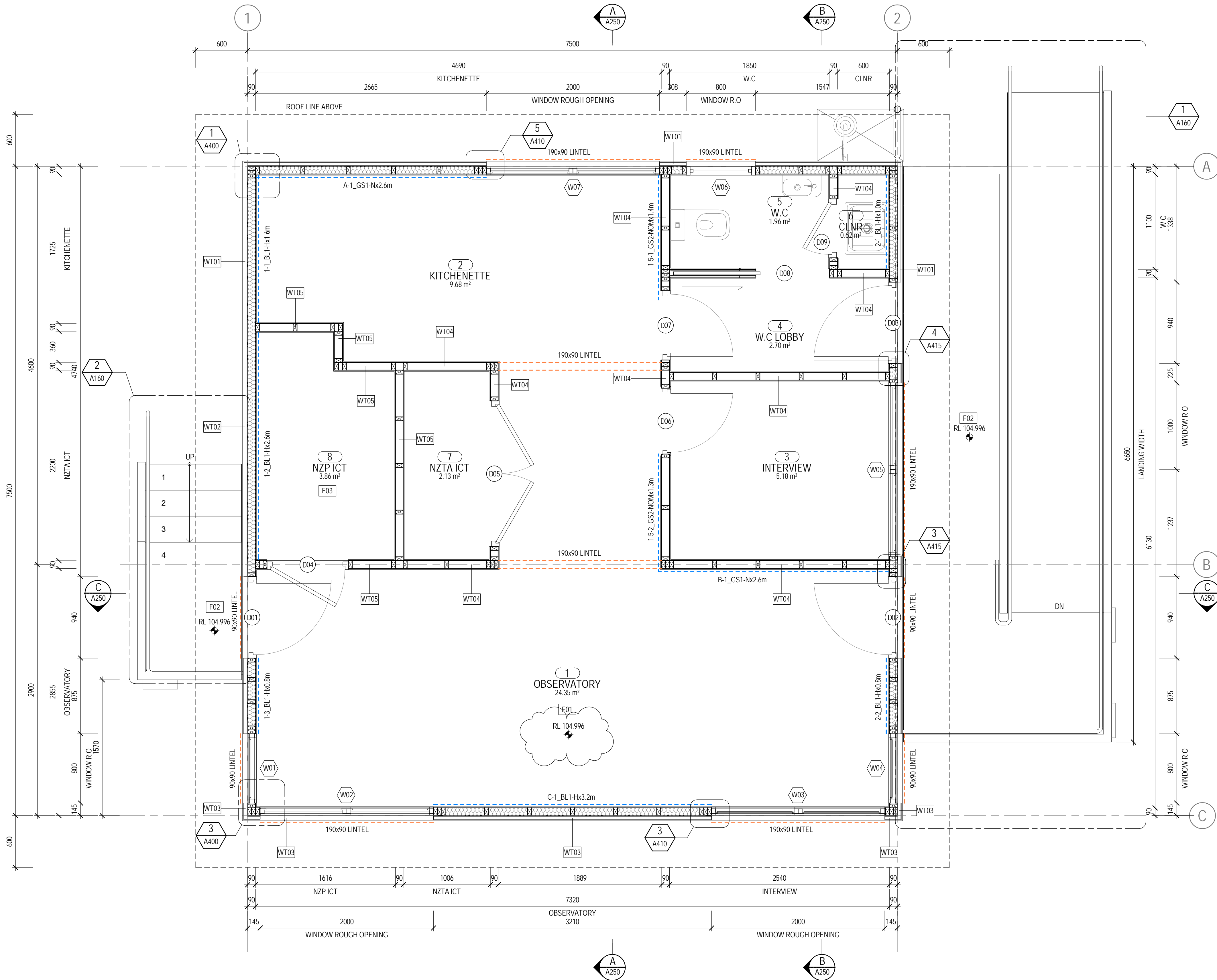
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|----|---------------|------------|
| 1  | CONSENT ISSUE | 05.07.19   |
| A  | CLIENT REVIEW | RW WIP     |
| No | Revision      | Drawn Date |

Plot Date: 15/10/2019 10:37:36 a.m.

Cad File No: G:\51\34037\CADD\Revit\TIER 1.5\TIER 1.5 RAKAIA\TIER 1.5 RAKAIA.rvt

**TENDER / CONSENT**





SET OUT PLAN  
SCALE 1:25

### INSULATION NOTES:

**ROOF:**  
FIT R3.6 FIBERGLASS BATTS TO ALL CEILING SPACES - PINK BATTS R3.6 SKILLION ROOF INSULATION SHALL BE INSTALLED TO SKILLION ROOF TO ACHIEVE 25MM AIR GAP BETWEEN INSULATION AND ROOF UNDERLAY

**WALL INSULATION:**  
EXTERIOR WALLS: ARE TO BE INSULATED WITH R2.8 PINK BATTS ULTRA FIBERGLASS BATTS.

**UNDERFLOOR INSULATION:**  
MAMMOTH POLYESTER R1.9 UNDERFLOOR SECTIONS FITTED BETWEEN FLOOR JOISTS

### BRACING LEGEND

--- BRACING ELEMENT  
1-2, BL1-Hx1.9< BRACING ELEMENT LENGTH  
--- BRACING ELEMENT TYPE  
--- BRACING LINE ELEMENT  
--- BRACING LINE  
--- LINTEL ABOVE WINDOW

### ROOM SCHEDULE

| Number | Name        | Area     |
|--------|-------------|----------|
| 1      | OBSERVATORY | 24.35 m² |
| 2      | KITCHENETTE | 9.68 m²  |
| 3      | INTERVIEW   | 5.18 m²  |
| 4      | W.C LOBBY   | 2.70 m²  |
| 5      | W.C         | 1.96 m²  |
| 6      | CLNR        | 0.62 m²  |
| 7      | NZTA ICT    | 2.13 m²  |
| 8      | NZP ICT     | 3.86 m²  |

### FLOOR LEGEND

#### FLOOR TYPES:

- F01 TIMBER FLOOR**
- 19mm PLYWOOD
  - 140x45mm FLOOR JOISTS AT 450mm CRS
  - FULL DEPTH BLOCKING BETWEEN ADJACENT FLOOR JOISTS AT 1800mm CRS MAX
  - MAMMOTH MULTI UNDERFLOOR INSULATION R1.9
  - 6mm FIBRE CEMENT LINING TO UNDERSIDE OF FLOOR JOISTS - PROPRIETARY JOINTERS.
- F02 TIMBER DECK**
- EX. 100x32mm TIMBER DECKING
  - 140x45 H3.2 FLOOR JOISTS AT 600 CRS
- F03 TIMBER FLOOR**
- 2mm GAUGED STEEL PLATE FIXED WITH SECURITY SCREWS
  - 19mm PLYWOOD
  - 140x45mm H1.2 FLOOR JOISTS AT 450mm CRS
  - FULL DEPTH BLOCKING BETWEEN ADJACENT FLOOR JOISTS AT 1800mm CRS MAX
  - MAMMOTH MULTI UNDERFLOOR INSULATION R1.9
  - 6mm FIBRE CEMENT LINING TO UNDERSIDE OF FLOOR JOISTS - PROPRIETARY JOINTERS.

### ARCHITECTURAL SYMBOLS

- CL CENTRELINE OF ELEMENT  
TS TILE SETOUT POINT  
BS BUILDING/GRID SETOUT POINT  
LD LEVEL DATUM - TOP OF ELEMENT  
LB LEVEL DATUM - BOTTOM OF ELEMENT  
RL 12.345 PLAN SPOT RELATIVE LEVEL  
FALL FALL DIRECTION SYMBOL  
ACT 2400 CEILING TAG  
D23 DOOR TAG  
G.01 ROOM NUMBER  
W1 WALL TYPE TAG  
W.G.01-01 WINDOW TAG  
C.1.01-01 CURTAIN WALL TAG  
SD CONCRETE FLOOR SLAB SETDOWN  
S CONCRETE FLOOR SLAB EDGE  
F.FL 00.000 PLAN - FINISH FLOOR LEVEL  
SL 00.000 PLAN - SLAB LEVEL

### WALL TYPE LEGEND

#### WALL TYPES:

- WT01 CORRUGATED HORIZONTAL CLADDING**
- 13mm STANDARD PLASTERBOARD INTERIOR LINING - L4 FINISH
  - 90mm TIMBER FRAMING - STUDS @ 400mm CENTRES
  - R2.8 ULTRA WALL BATTS
  - 7mm ECOPLY RAB - SCREW FIXED
  - 45x21 H3.2 TIMBER CAVITY BATTENS
  - CORRUGATED PROFILE CLADDING
- WT02 CORRUGATED HORIZONTAL CLADDING**
- 13mm STANDARD PLASTERBOARD INTERIOR LINING - L4 FINISH
  - 90mm TIMBER FRAMING - STUDS @ 400mm CENTRES
  - 2mm GAUGED STEEL SHEET INSTALLED TO INSIDE FACE OF WALL FRAMING
  - R2.8 ULTRA WALL BATTS
  - 7mm ECOPLY RAB - SCREW FIXED
  - 45x21 H3.2 TIMBER CAVITY BATTENS
  - CORRUGATED PROFILE CLADDING
- WT03 JAMES HARDIE HARDIEFLEX PANEL**
- 13mm STANDARD PLASTERBOARD INTERIOR LINING - L4 FINISH
  - 90mm TIMBER FRAMING - STUDS @ 400mm CENTRES
  - R2.8 ULTRA WALL BATTS
  - 7mm ECOPLY RAB - SCREW FIXED
  - 45x21 H3.2 TIMBER CAVITY BATTENS
  - JAMES HARDIE HARDIEFLEX SHEET CLADDING
- WT04 INTERIOR TIMBER WALL**
- 90mm TIMBER FRAMING - STUDS @ 600mm CENTRES
  - 13mm GIB PLASTERBOARD BOTH SIDES L4 FINISH - REFER TO BRACING PLAN FOR LOCATION BRACING UNITS
- WT05 INTERIOR TIMBER WALL**
- 90mm TIMBER FRAMING - STUDS @ 600mm CENTRES
  - 2mm GAUGED STEEL SHEET INSTALLED TO NZP ICT ROOM FACE OF WALL FRAMING
  - 13mm GIB PLASTERBOARD BOTH SIDES L4 FINISH - REFER TO BRACING PLAN FOR LOCATION BRACING UNITS

## TENDER / CONSENT

|    |                     |            |
|----|---------------------|------------|
| 2  | REVISED FOR CONSENT | 15.10.19   |
| 1  | CONSENT ISSUE       | 05.07.19   |
| A  | FOR INFORMATION     | 03.12.18   |
| No | Revision            | Drawn Date |



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Client **NEW ZEALAND TRANSPORT AGENCY**  
Project **TIER 1.5 - CONTROL BUILDING**  
Title **ARCHITECTURAL WORKS**  
**SET OUT PLAN**

Original Size  
**A1** Drawing No: **51-34037-A101**

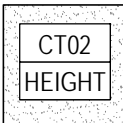
Rev: **A**



CEILING LEGEND



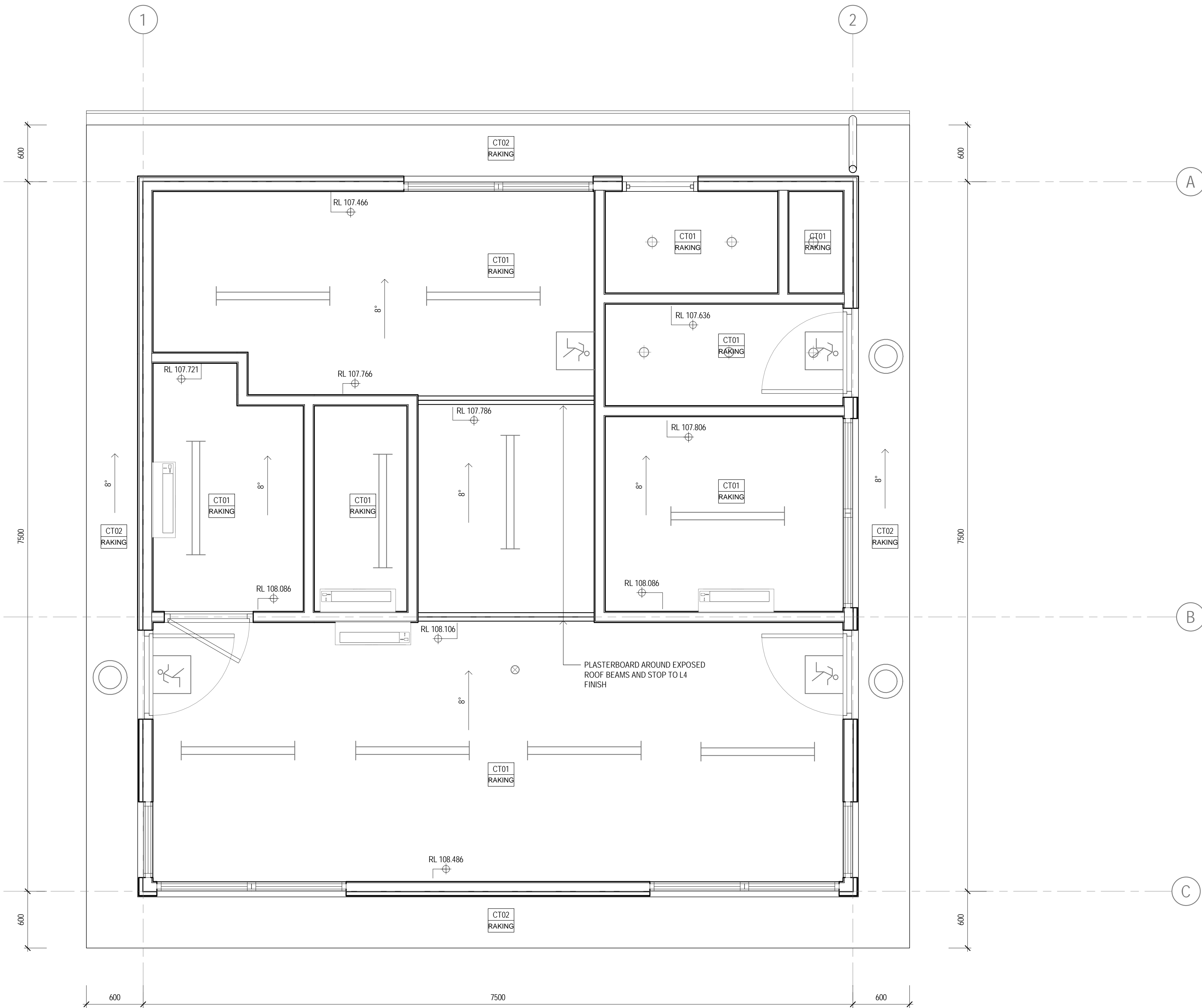
- PLASTERBOARD CEILING**
- 13mm PLASTERBOARD, L4 FINISH, PAINTED
  - 308 RONDO CEILING BATTENS ON
  - GIB 226 CLIP FIXED TO ROOF FRAMING



- SOFFIT LINING**
- 6mm THICK FIBRE CEMENT SHEET
  - PROPRIETARY JOINTERS
  - 45mm FRAMING
  - PAINTED

CEILING NOTES

- REFER TO ELECTRICAL DRAWINGS TO COORDINATE LIGHTING AND FOR INSTALLATION DETAILS
- REFER TO SERVICES DRAWINGS FOR OTHER REQUIRED CEILING ACCESS POINTS
- PROVIDE ACCESS PANELS IN CEILING IN ACCORDANCE WITH BUILDING SERVICES REQUIREMENTS.
- CEILING PLANS TO BE READ IN CONJUNCTION WITH BUILDING SERVICES AND RELEVANT SHOP DRAWINGS.
- CEILING EQUIPMENT/FITTINGS TO ALIGN WHERE POSSIBLE (CENTRE LINES) AND BE SPACED EVENLY BETWEEN ADJACENT WALLS.
- PROVIDE ADDITIONAL SUPPORTS IN THE CEILING SUSPENSION SYSTEM WHERE CEILING MOUNTED CURTAIN TRACKS ARE HUNG.
- CEILING MOUNTED EQUIPMENT/FITTINGS ARE TO ALIGN WHERE POSSIBLE (CENTRE LINES) AND BE SPACED EVENLY BETWEEN ADJACENT WALLS.



REFLECTED CEILING PLAN  
SCALE 1:25



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Project **TIER 1.5 - CONTROL BUILDING**  
Title **ARCHITECTURAL WORKS  
REFLECTED CEILING PLAN**

Original Size  
**A1** Drawing No: **51-34037-A105**

Rev: **1**

1 CONSENT ISSUE 05.07.19  
No Revision Drawn Date

|      |   |
|------|---|
| RF01 | <b>DIMOND CORRUGATE</b> <ul style="list-style-type: none"><li>• DIMOND CORRUGATE 0.55mm ROOFING</li><li>• COLORSTEEL MAXX FINISH - COLOUR 'GREY FRIARS'</li><li>• ROOF UNDERLAY</li><li>• 70x45mm H3.2 TIMBER PURLINS @ 900mm CTRS FIXED ON FLAT</li><li>• 290x45mm H1.2 TIMBER RAFTERS AT 480mm CTRS NOTCHED AT SOFFIT</li></ul> |
| GU01 | <b>STEEL GUTTER - 125 BOX</b> <ul style="list-style-type: none"><li>• DIMOND BOX 125 GUTTER PROFILE</li><li>• COLORSTEEL MAXX FINISH - COLOUR 'GREY FRIARS'</li></ul>   |
| DP01 | <b>100mmØ DOWN PIPE</b> <ul style="list-style-type: none"><li>• DIMOND 0.55mm STEEL</li><li>• FINISH TO MATCH ROOFING</li></ul>   |

1. ALL OTHER RAINWATER GOODS, FIXINGS AND SEALANTS TO MATCH ROOF SHEETING.
2. REFER TO SERVICES DRAWINGS FOR ALL ROOF SERVICE PENETRATIONS.
3. ALL ROOF PENETRATIONS TO BE APPROPRIATELY FLASHED/SEALED TO RIDGE LINE, REFER TO SPECIFICATION FOR DETAILS.
4. CONNECT ALL NEW RAINWATER DOWNPIPES TO STORM WATER RETICULATION AND LEGAL POINT OF DISCHARGE.



Plot Date: 15/10/2019 10:37:38  
a.m.



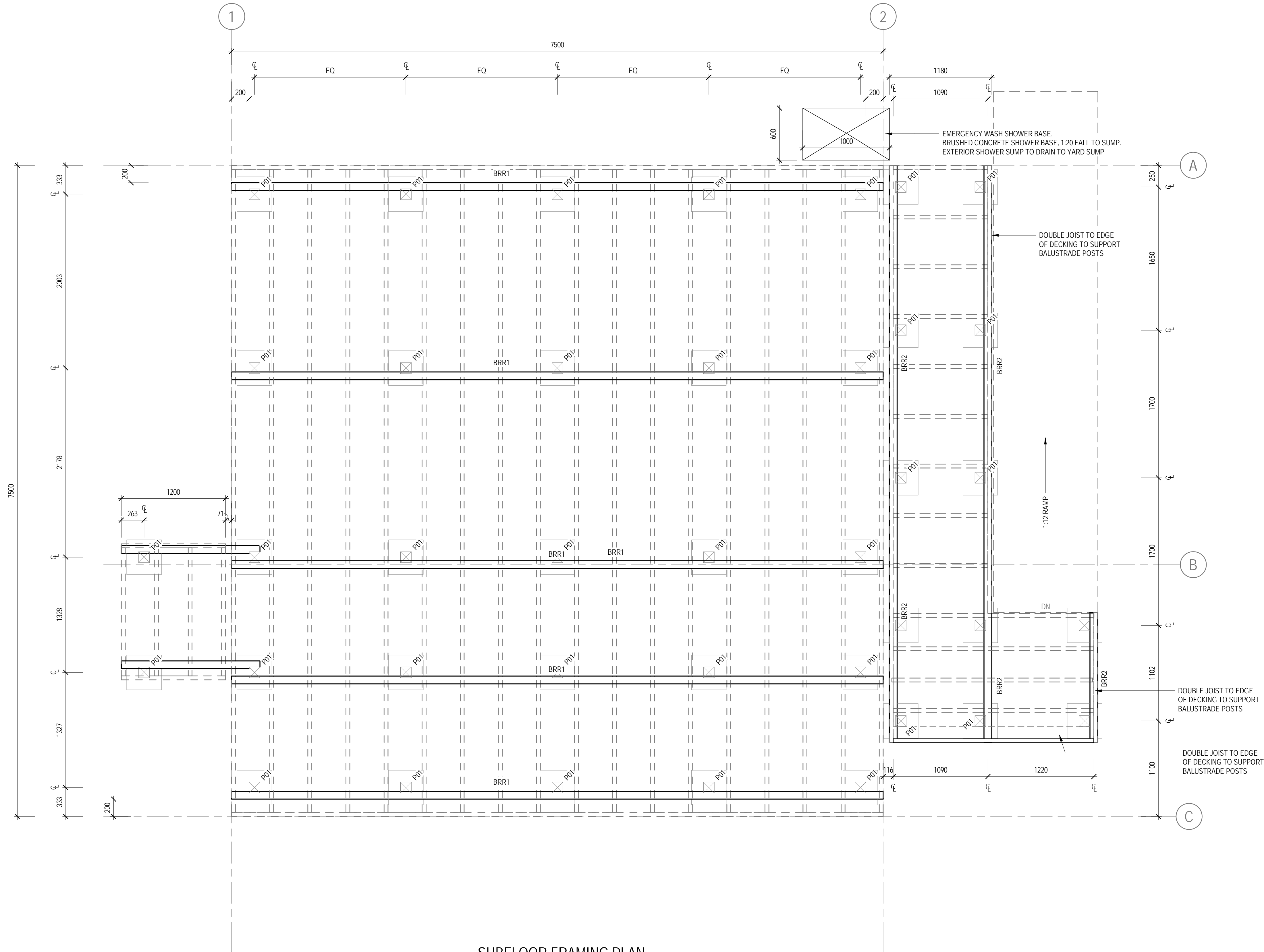
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A1 Drawing No: 51-34037-A110

ev: 1

## TENDER / CONSENT



SUBFLOOR FRAMING PLAN  
SCALE 1: 25

## SUB FLOOR FRAMING & FOOTING LEGEND

GROUND BEARING CAPACITY  
BEARING CAPACITY OF THE SOIL MUST MEET 'GOOD  
GROUND CONDITIONS' AS DEFINED IN NZS3604:2011 AND  
HAVE A ULTIMATE BEARING CAPACITY OF 300kPa.

IF THE PILE HOLES FAIL TO MEET THE 3000kPa ULTIMATE  
BEARING CAPACITY, THE ARCHITECT SHALL BE NOTIFIED  
AND A SPECIFIC ENGINEERING DESIGN WILL BE  
REQUIRED.

- P01 **TIMBER PILE**
- 125x125mm H5 TIMBER PILE IN 400x400,  
900mm DEEP CONCRETE FOOTING
- BRR1 **TIMBER BEARER - PROTECTED**
- 140x90mm SG8 H1.2 TIMBER BEARER
- BRR2 **TIMBER BEARER - EXPOSED**
- 140x90mm SG8 H3.2 TIMBER BEARER

NOTE: THE TIMBER BEARERS SHALL BE FIXED TO EACH  
TIMBER PILE WITH 1/ M12 SS BOLT WITH 50x50x3mm SS  
WASHER. BEARER TO BE OVER 300mm TO GROUND

## TENDER / CONSENT

|    |               |       |          |
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| 1  | CONSENT ISSUE | DA    | 05.07.19 |
| No | Revision      | Drawn | Date     |



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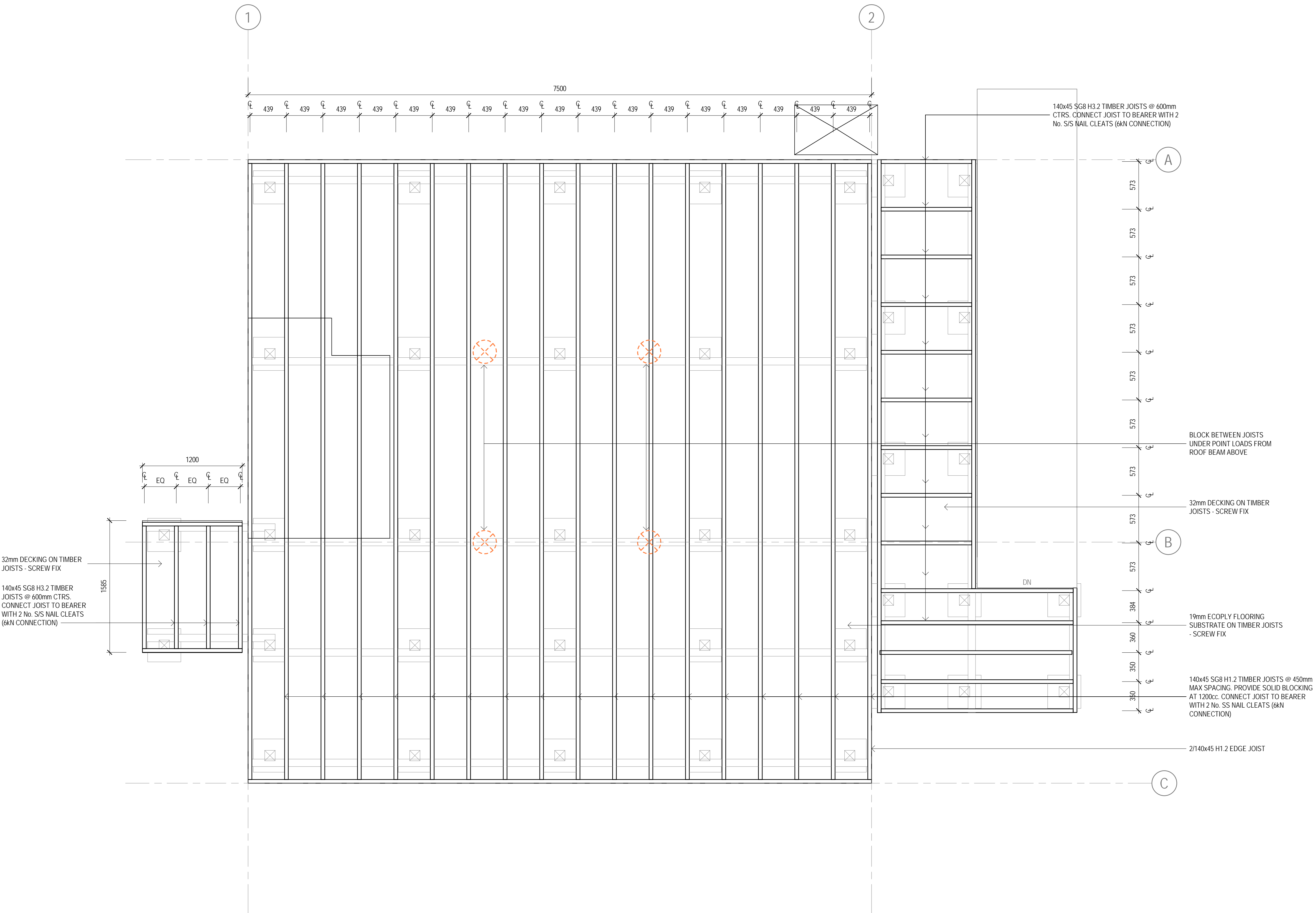
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Client **NEW ZEALAND TRANSPORT AGENCY**  
Project **TIER 1.5 - CONTROL BUILDING**  
Title **ARCHITECTURAL WORKS  
SUBFLOOR FRAMING PLAN**

Original Size  
**A1** Drawing No: **51-34037-A120**

Rev: **1**





FLOOR FRAMING PLAN  
SCALE 1 : 25



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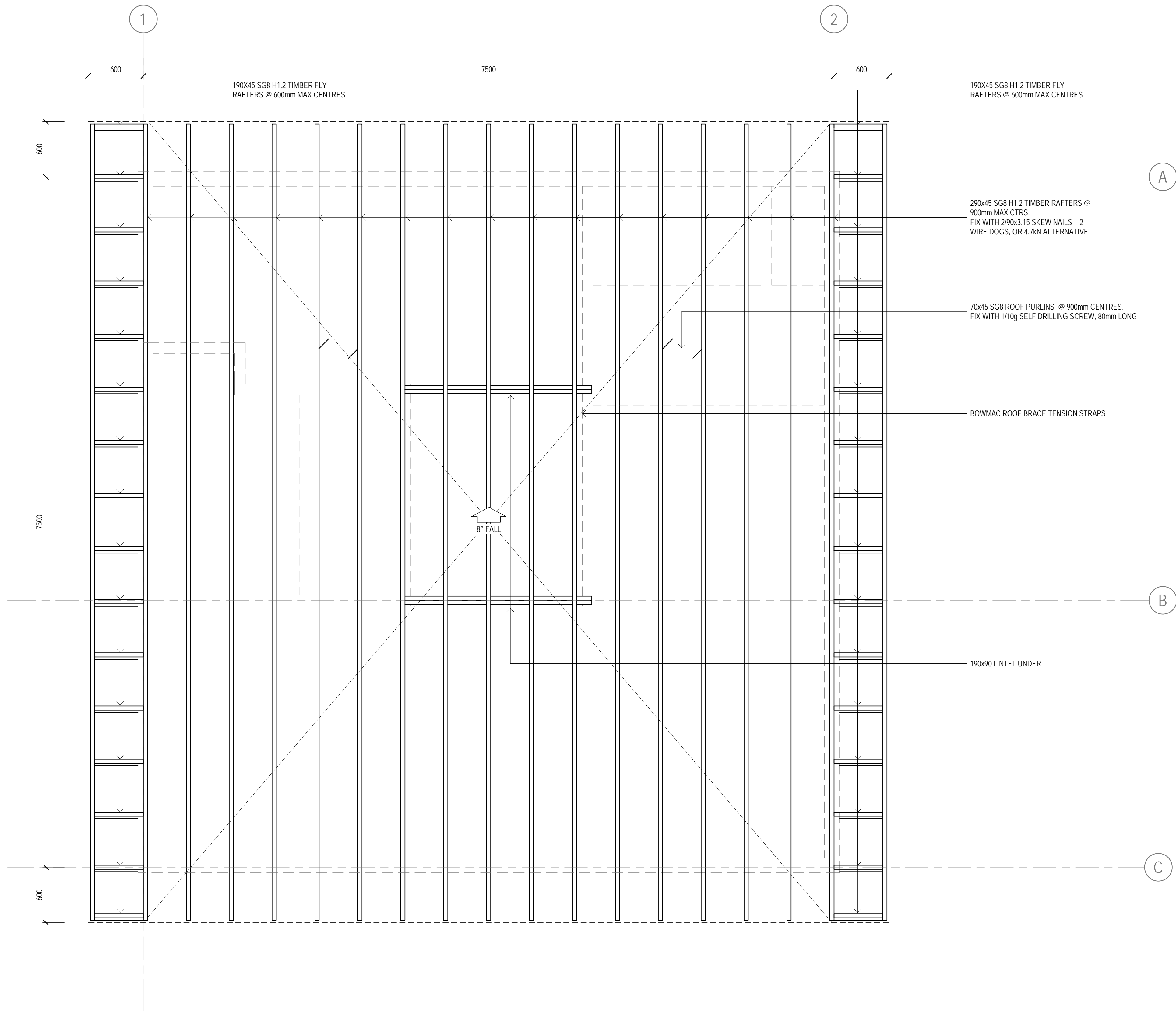
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Client **NEW ZEALAND TRANSPORT AGENCY**  
Project **TIER 1.5 - CONTROL BUILDING**  
Title **ARCHITECTURAL WORKS  
FLOOR FRAMING PLAN**

Original Size  
**A1** Drawing No: **51-34037-A121**

Rev: **1**



ROOF FRAMING PLAN  
SCALE 1 : 25



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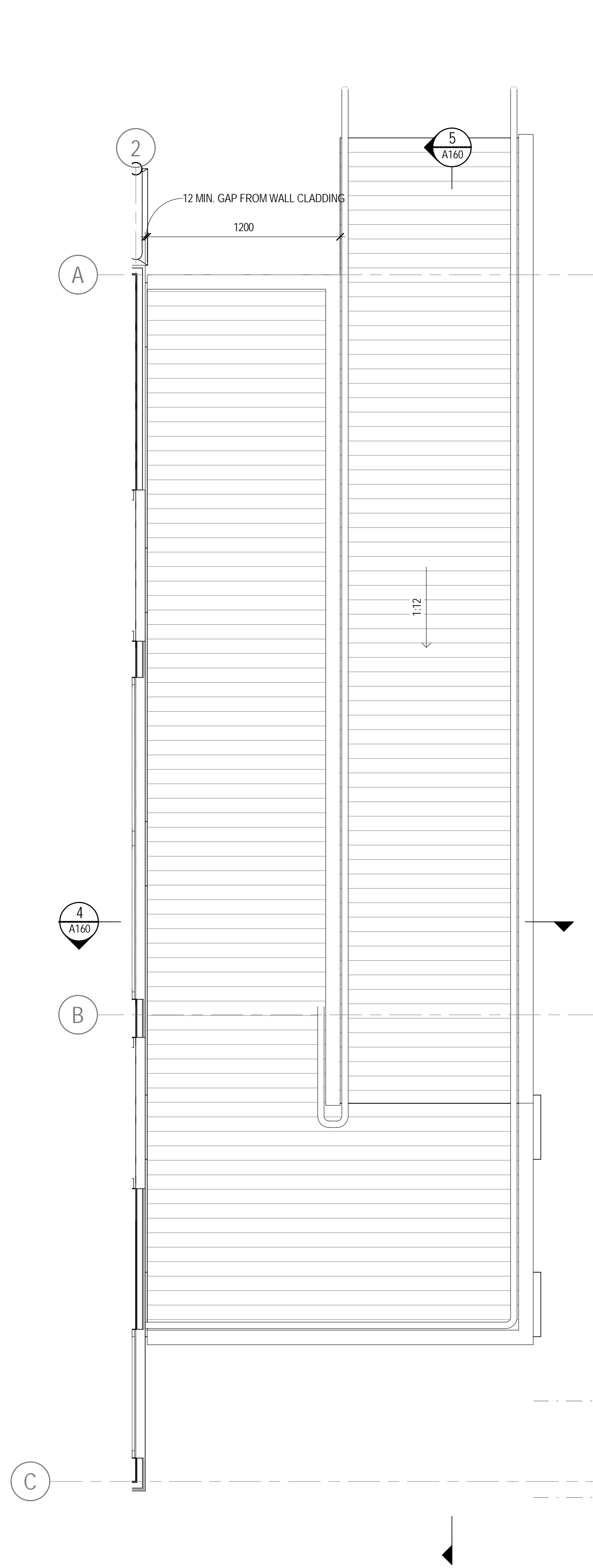
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Project **TIER 1.5 - CONTROL BUILDING**  
Title **ARCHITECTURAL WORKS**  
**ROOF FRAMING PLAN**

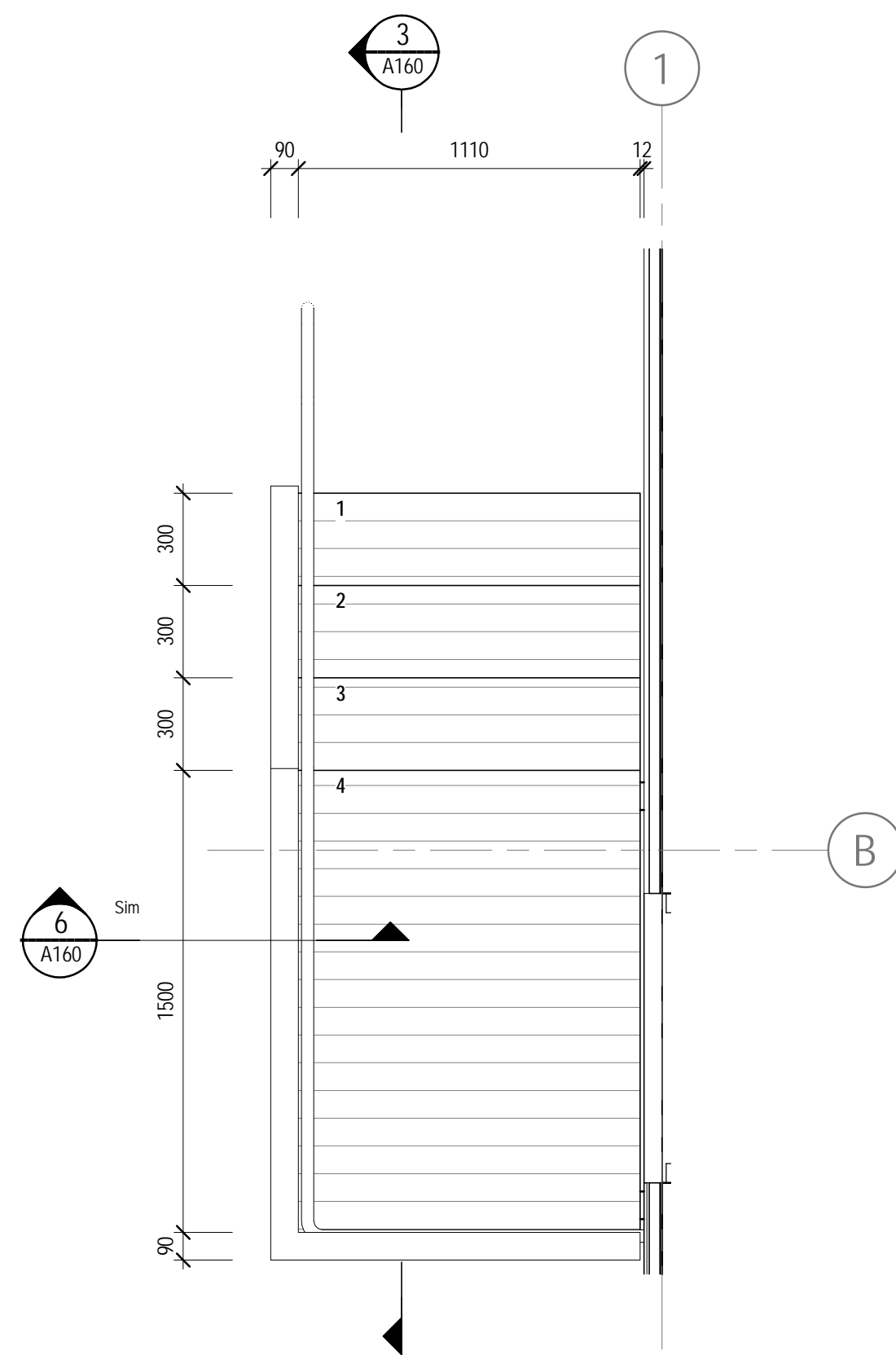
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Rev: **1**

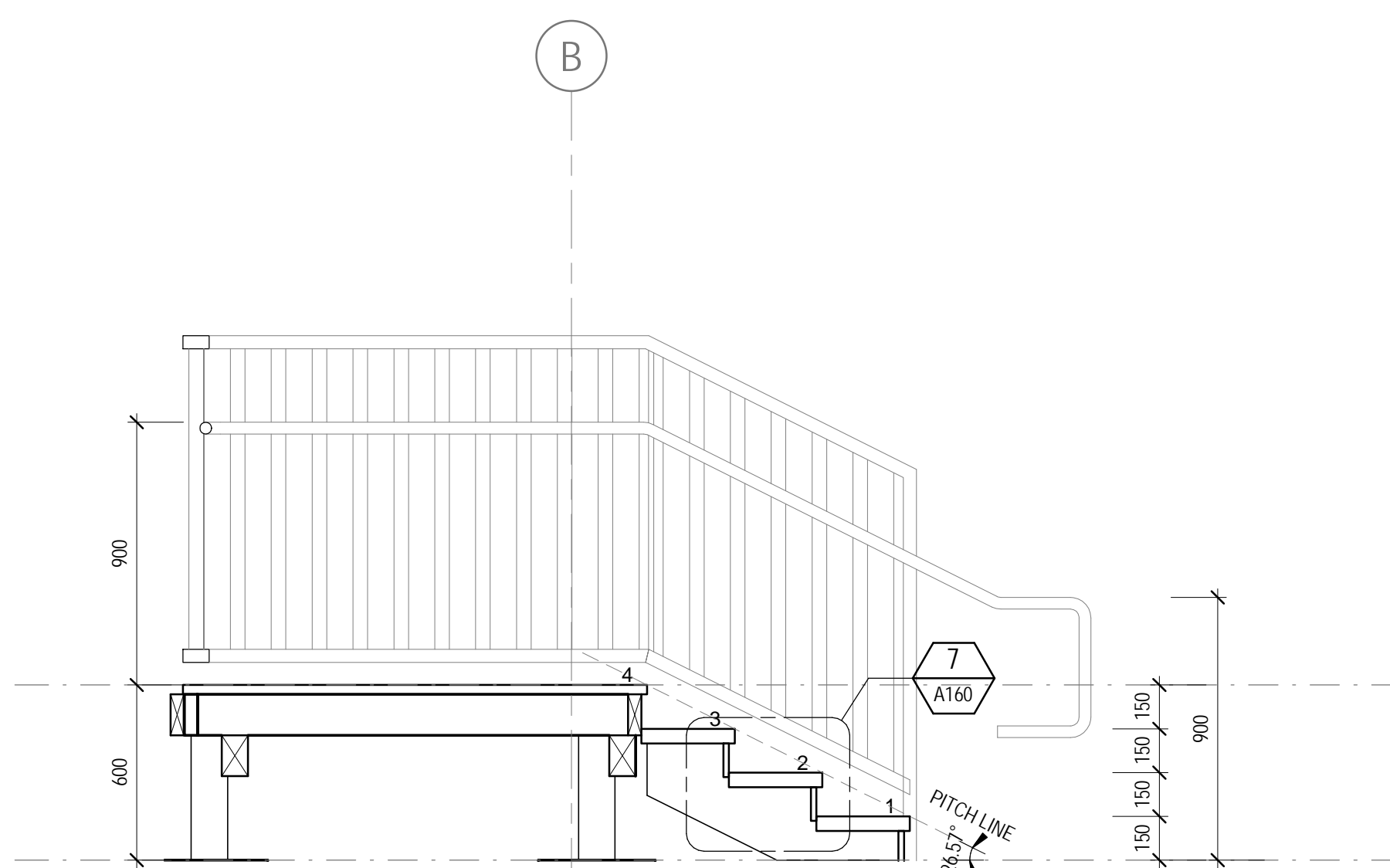
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| 1  | CONSENT ISSUE | 05.07.19   |
| No | Revision      | Drawn Date |



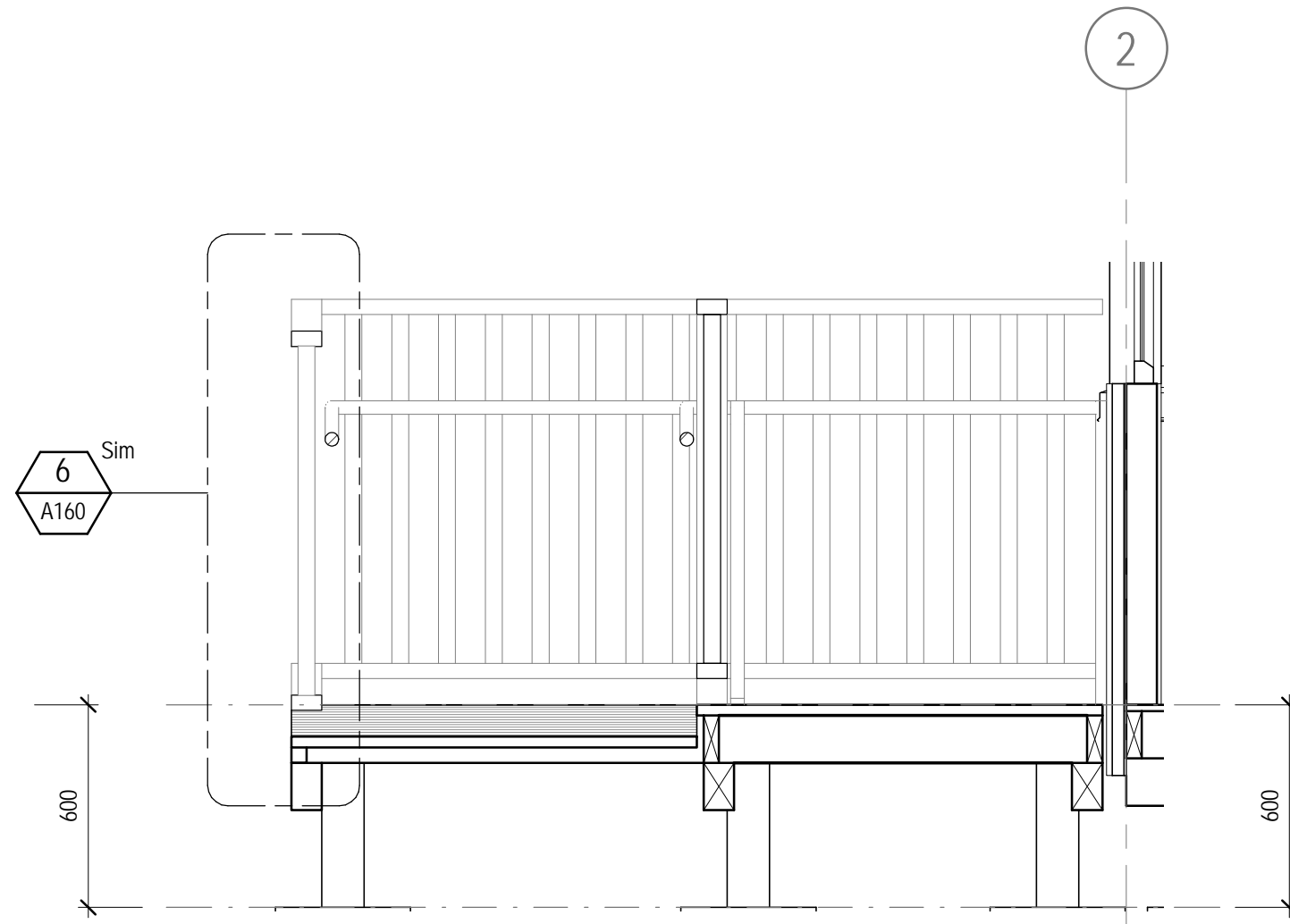
**1 STAIR 2 - ENLARGED PLAN**  
A101 SCALE 1:20



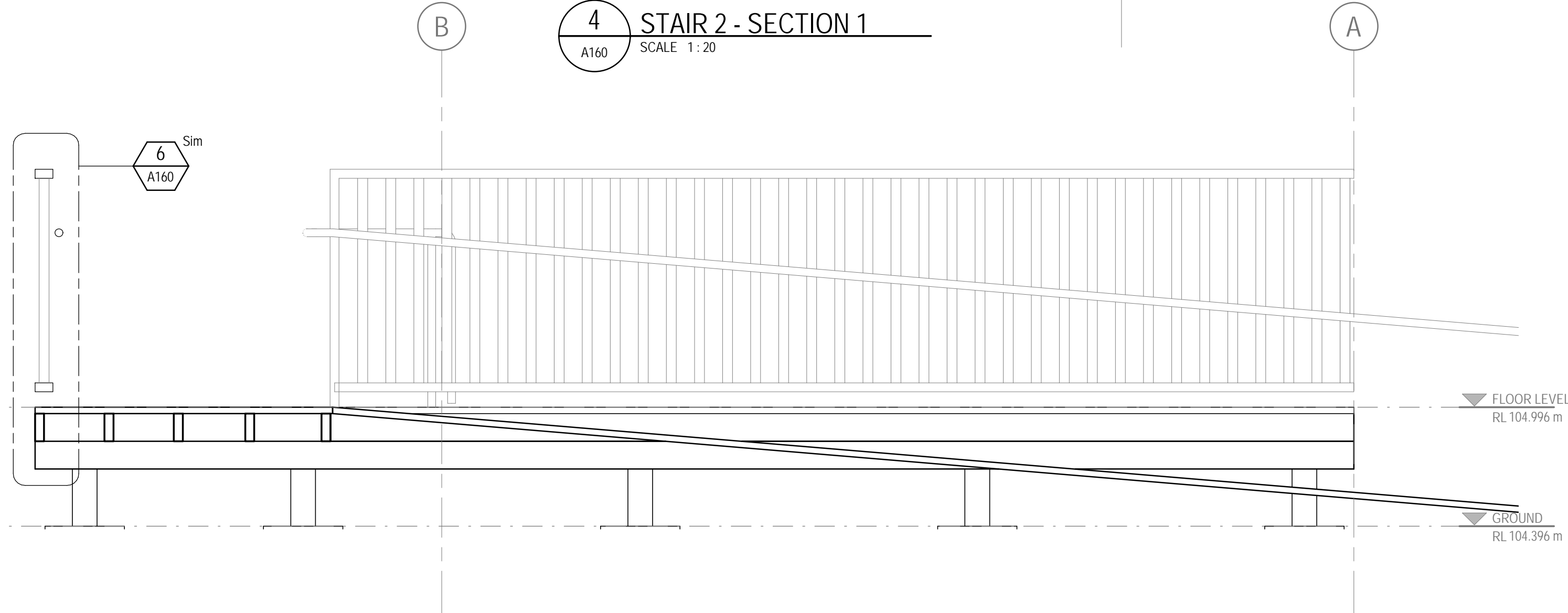
**2 STAIR 1 - ENLARGED PLAN**  
A101 SCALE 1:20



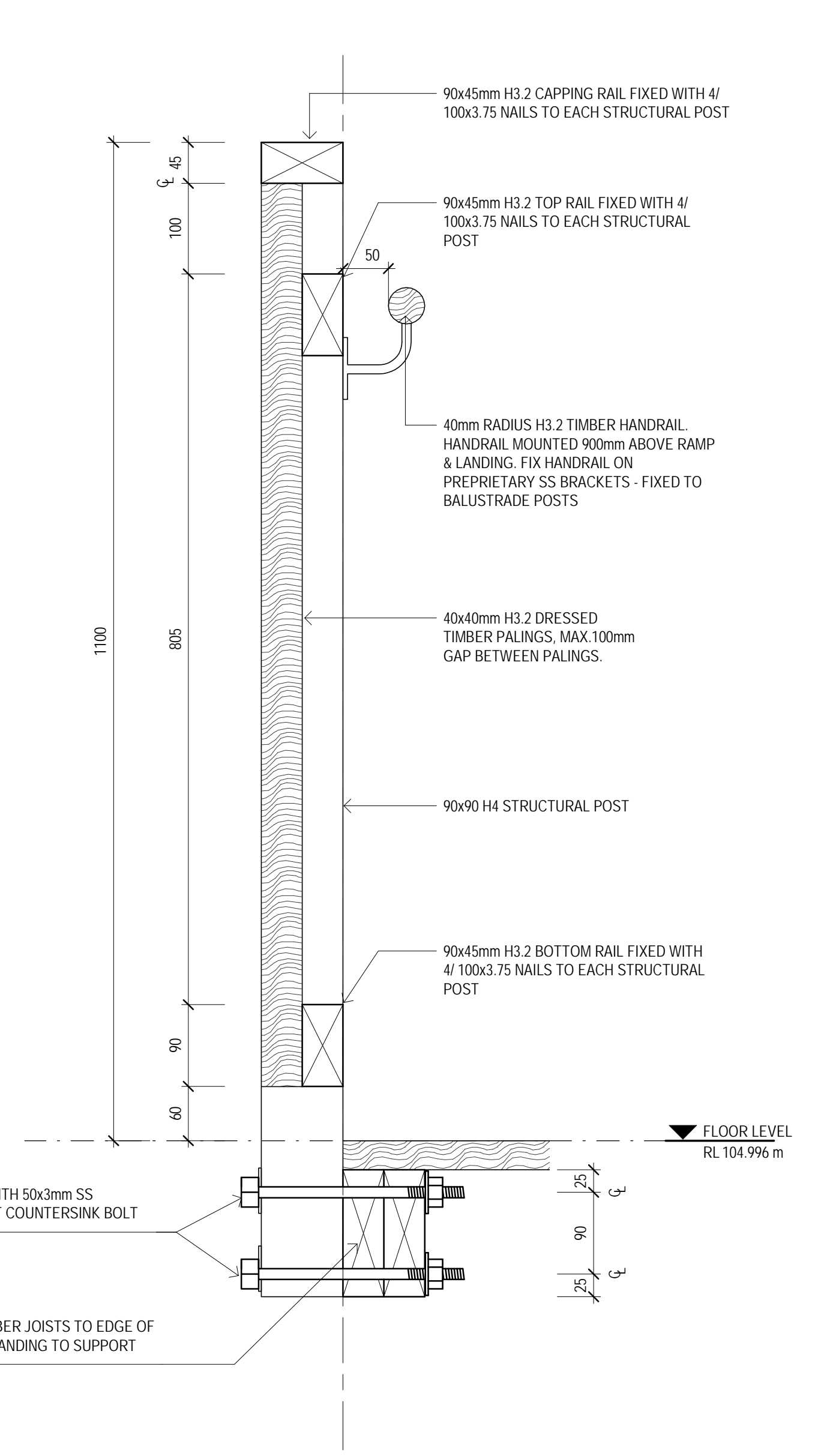
**3 STAIR 1 - SECTION 1**  
A160 SCALE 1:20



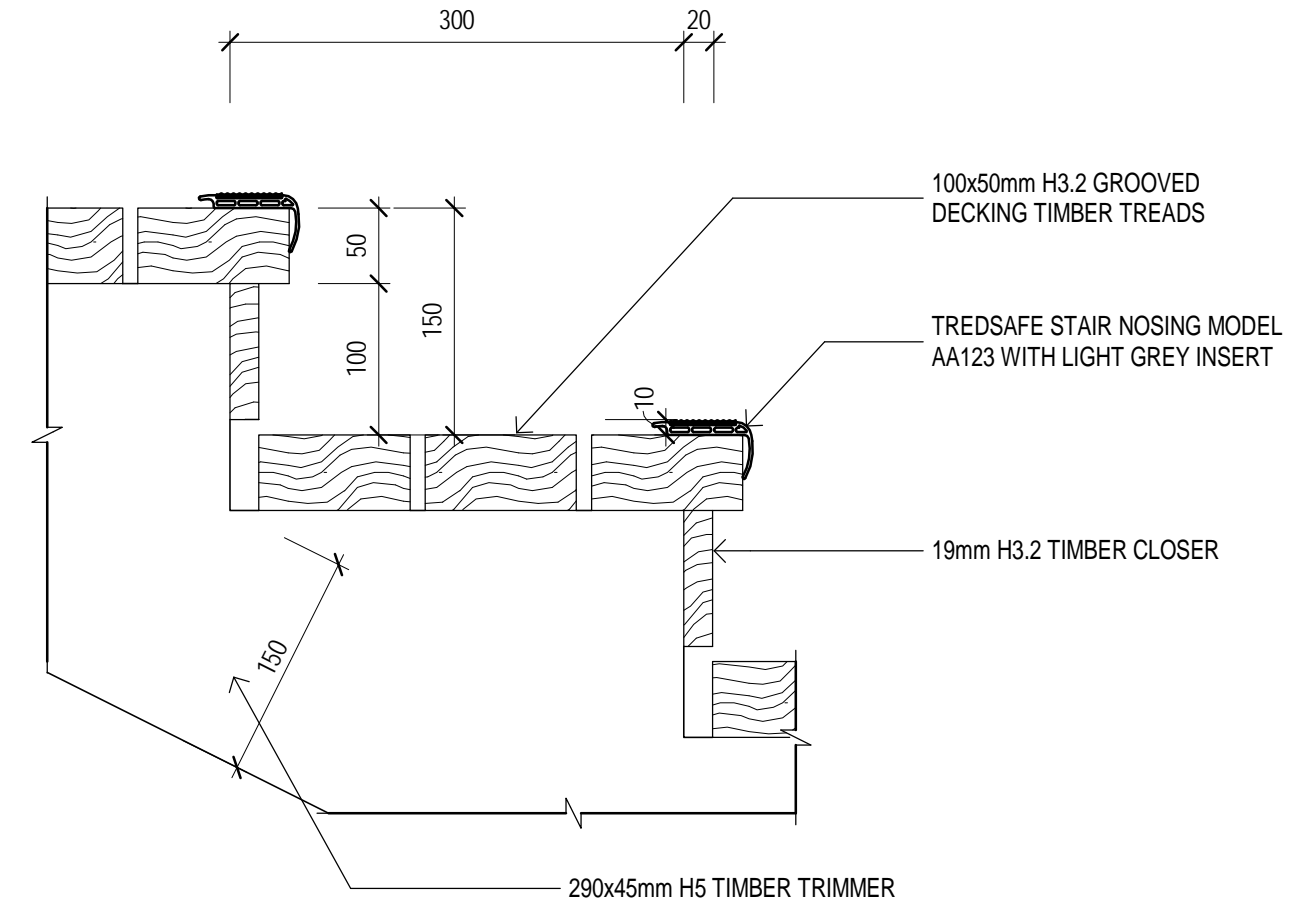
**4 STAIR 2 - SECTION 1**  
A160 SCALE 1:20



**5 STAIR 2 - SECTION 2**  
A160 SCALE 1:20



**6 TYPICAL TIMBER BALUSTRADE DETAIL**  
A160 SCALE 1:5



**7 TYPICAL RISER DETAIL**  
A160 SCALE 1:5

|    |          |               |          |
|----|----------|---------------|----------|
| 1  |          | CONSENT ISSUE | 05.07.19 |
| No | Revision | Drawn         | Date     |

Plot Date: 15/10/2019 10:37:41 a.m. Cad File No: G:\51\34037\CADD\Revit\TIER 1.5\TIER 1.5 RAKAIA\TIER 1.5 RAKAIA.rvt

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Project **TIER 1.5 - CONTROL BUILDING**  
Title **EXTERIOR RAMP & STAIR DETAILS**  
Original Size **A1** Drawing No: **51-34037-A160** Rev: **1**

**TENDER / CONSENT**





SIDE ELEVATION 1  
SCALE 1:25



FRONT ELEVATION  
SCALE 1:25

## WALL TYPE LEGEND

### WALL TYPES:

- |      |  |
|------|--|
| WT01 | <b>CORRUGATED HORIZONTAL CLADDING</b> <ul style="list-style-type: none"><li>13mm STANDARD PLASTERBOARD</li><li>INTERIOR LINING - L4 FINISH</li><li>90mm TIMBER FRAMING - STUDS @ 400mm CENTRES</li><li>R2.8 ULTRA WALL BATTS</li><li>7mm ECOPLY RAB - SCREW FIXED</li><li>45x21 H3.2 TIMBER CAVITY BATTENS</li><li>CORRUGATED PROFILE CLADDING</li></ul>   |
| WT02 | <b>CORRUGATED HORIZONTAL CLADDING</b> <ul style="list-style-type: none"><li>13mm STANDARD PLASTERBOARD</li><li>INTERIOR LINING - L4 FINISH</li><li>90mm TIMBER FRAMING - STUDS @ 400mm CENTRES</li><li>2mm GAUGED STEEL SHEET INSTALLED TO INSIDE FACE OF WALL FRAMING</li><li>R2.8 ULTRA WALL BATTS</li><li>7mm ECOPLY RAB - SCREW FIXED</li><li>45x21 H3.2 TIMBER CAVITY BATTENS</li><li>CORRUGATED PROFILE CLADDING</li></ul> |
| WT03 | <b>JAMES HARDIE HARDIEFLEX PANEL</b> <ul style="list-style-type: none"><li>13mm STANDARD PLASTERBOARD</li><li>INTERIOR LINING - L4 FINISH</li><li>90mm TIMBER FRAMING - STUDS @ 400mm CENTRES</li><li>R2.8 ULTRA WALL BATTS</li><li>7mm ECOPLY RAB - SCREW FIXED</li><li>45x21 H3.2 TIMBER CAVITY BATTENS</li><li>JAMES HARDIE HARDIEFLEX SHEET CLADDING</li></ul>   |
| WT04 | <b>INTERIOR TIMBER WALL</b> <ul style="list-style-type: none"><li>90mm TIMBER FRAMING - STUDS @ 600mm CENTRES</li><li>13mm GIB PLASTERBOARD BOTH SIDES L4 FINISH - REFER TO BRACING PLAN FOR LOCATION BRACING UNITS</li></ul>  |
| WT05 | <b>INTERIOR TIMBER WALL</b> <ul style="list-style-type: none"><li>90mm TIMBER FRAMING - STUDS @ 600mm CENTRES</li><li>2mm GAUGED STEEL SHEET INSTALLED TO NZP ICT ROOM FACE OF WALL FRAMING</li><li>13mm GIB PLASTERBOARD BOTH SIDES L4 FINISH - REFER TO BRACING PLAN FOR LOCATION BRACING UNITS</li></ul>  |

## ROOF LEGEND

- |      |   |
|------|---|
| RF01 | <b>DIMOND CORRUGATE</b> <ul style="list-style-type: none"><li>DIMOND CORRUGATE 0.55mm ROOFING</li><li>COLORSTEEL MAXX FINISH - COLOUR 'GREY FRIARS'</li><li>ROOF UNDERLAY</li><li>70x45mm H3.2 TIMBER PURLINS @ 900mm CTRS FIXED ON FLAT</li><li>290x45mm H1.2 TIMBER RAFTERS AT 480mm CTRS NOTCHED AT SOFFIT</li></ul> |
| GU01 | <b>STEEL GUTTER - 125 BOX</b> <ul style="list-style-type: none"><li>DIMOND BOX 125 GUTTER PROFILE</li><li>COLORSTEEL MAXX FINISH - COLOUR 'GREY FRIARS'</li></ul>   |
| DP01 | <b>100mmØ DOWN PIPE</b> <ul style="list-style-type: none"><li>DIMOND 0.55mm STEEL</li><li>FINISH TO MATCH ROOFING</li></ul>   |

### ROOF NOTES

- ALL OTHER RAINWATER GOODS, FIXINGS AND SEALANTS TO MATCH ROOF SHEETING.
- REFER TO SERVICES DRAWINGS FOR ALL ROOF SERVICE PENETRATIONS.
- ALL ROOF PENETRATIONS TO BE APPROPRIATELY FLASHED/SEALED TO RIDGE LINE, REFER TO SPECIFICATION FOR DETAILS.
- CONNECT ALL NEW RAINWATER DOWNPIPES TO STORM WATER RETICULATION AND LEGAL POINT OF DISCHARGE.

## TENDER / CONSENT

|    |                     |   |       |          |
|----|---------------------|---|-------|----------|
|    |                     |   |       |          |
| 2  | REVISED FOR CONSENT |   |       | 15.10.19 |
| 1  | CONSENT ISSUE       |   |       | 05.07.19 |
| B  | CLIENT REVIEW       |   |       | 18.01.19 |
| A  | CLIENT REVIEW       |   |       |          |
| No | Revision            | Note: * indicates signatures on original issue of drawing or last revision of drawing | Drawn | Date     |
|    |                     |   | RW    | DA       |
|    |                     |   | NW    | WIP      |



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| Approved (Project Director) |              | Date   |         |
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Client **NEW ZEALAND TRANSPORT AGENCY**  
Project **TIER 1.5 - CONTROL BUILDING**  
Title **ARCHITECTURAL WORKS EXTERIOR ELEVATIONS**

Original Size  
**A1** Drawing No: **51-34037-A200**

Rev: **2**





**SIDE ELEVATION 2**  
SCALE 1:25



**REAR ELEVATION**  
SCALE 1:25

## WALL TYPE LEGEND

### WALL TYPES:

- |      |  |
|------|--|
| WT01 | <b>CORRUGATED HORIZONTAL CLADDING</b> <ul style="list-style-type: none"><li>13mm STANDARD PLASTERBOARD</li><li>INTERIOR LINING - L4 FINISH</li><li>90mm TIMBER FRAMING - STUDS @ 400mm CENTRES</li><li>R2.8 ULTRA WALL BATTS</li><li>7mm ECOPLY RAB - SCREW FIXED</li><li>45x21 H3.2 TIMBER CAVITY BATTENS</li><li>CORRUGATED PROFILE CLADDING</li></ul>   |
| WT02 | <b>CORRUGATED HORIZONTAL CLADDING</b> <ul style="list-style-type: none"><li>13mm STANDARD PLASTERBOARD</li><li>INTERIOR LINING - L4 FINISH</li><li>90mm TIMBER FRAMING - STUDS @ 400mm CENTRES</li><li>2mm GAUGED STEEL SHEET INSTALLED TO INSIDE FACE OF WALL FRAMING</li><li>R2.8 ULTRA WALL BATTS</li><li>7mm ECOPLY RAB - SCREW FIXED</li><li>45x21 H3.2 TIMBER CAVITY BATTENS</li><li>CORRUGATED PROFILE CLADDING</li></ul> |
| WT03 | <b>JAMES HARDIE HARDIEFLEX PANEL</b> <ul style="list-style-type: none"><li>13mm STANDARD PLASTERBOARD</li><li>INTERIOR LINING - L4 FINISH</li><li>90mm TIMBER FRAMING - STUDS @ 400mm CENTRES</li><li>R2.8 ULTRA WALL BATTS</li><li>7mm ECOPLY RAB - SCREW FIXED</li><li>45x21 H3.2 TIMBER CAVITY BATTENS</li><li>JAMES HARDIE HARDIEFLEX SHEET CLADDING</li></ul>   |
| WT04 | <b>INTERIOR TIMBER WALL</b> <ul style="list-style-type: none"><li>90mm TIMBER FRAMING - STUDS @ 600mm CENTRES</li><li>13mm GIB PLASTERBOARD BOTH SIDES</li><li>L4 FINISH - REFER TO BRACING PLAN FOR LOCATION BRACING UNITS</li></ul>  |
| WT05 | <b>INTERIOR TIMBER WALL</b> <ul style="list-style-type: none"><li>90mm TIMBER FRAMING - STUDS @ 600mm CENTRES</li><li>2mm GAUGED STEEL SHEET INSTALLED TO NZP ICT ROOM FACE OF WALL FRAMING</li><li>13mm GIB PLASTERBOARD BOTH SIDES</li><li>L4 FINISH - REFER TO BRACING PLAN FOR LOCATION BRACING UNITS</li></ul>  |

## ROOF LEGEND

- |      |   |
|------|---|
| RF01 | <b>DIMOND CORRUGATE</b> <ul style="list-style-type: none"><li>DIMOND CORRUGATE 0.55mm ROOFING</li><li>COLORSTEEL MAXX FINISH - COLOUR 'GREY FRIARS'</li><li>ROOF UNDERLAY</li><li>70x45mm H3.2 TIMBER PURLINS @ 900mm CTRS FIXED ON FLAT</li><li>290x45mm H1.2 TIMBER RAFTERS AT 480mm CTRS NOTCHED AT SOFFIT</li></ul> |
| GU01 | <b>STEEL GUTTER - 125 BOX</b> <ul style="list-style-type: none"><li>DIMOND BOX 125 GUTTER PROFILE</li><li>COLORSTEEL MAXX FINISH - COLOUR 'GREY FRIARS'</li></ul>   |
| DP01 | <b>100mmØ DOWN PIPE</b> <ul style="list-style-type: none"><li>DIMOND 0.55mm STEEL</li><li>FINISH TO MATCH ROOFING</li></ul>   |

### ROOF NOTES

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- REFER TO SERVICES DRAWINGS FOR ALL ROOF SERVICE PENETRATIONS.
- ALL ROOF PENETRATIONS TO BE APPROPRIATELY FLASHED/SEALED TO RIDGE LINE, REFER TO SPECIFICATION FOR DETAILS.
- CONNECT ALL NEW RAINWATER DOWNPIPES TO STORM WATER RETICULATION AND LEGAL POINT OF DISCHARGE.

## TENDER / CONSENT

|    |               |   |       |             |                  |          |
|----|---------------|---|-------|-------------|------------------|----------|
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0 250 500 750 1000 1250mm  
SCALE 1:25 AT ORIGINAL SIZE



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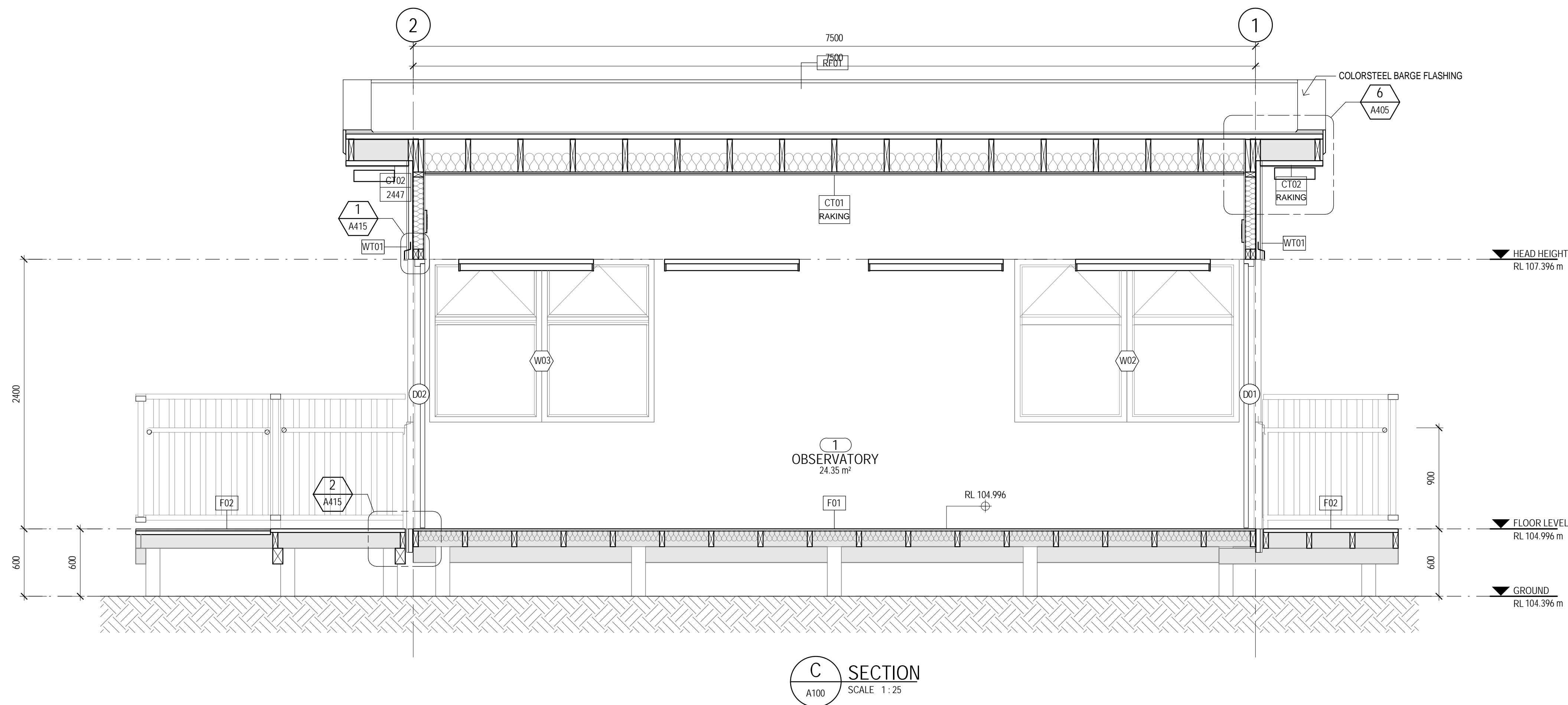
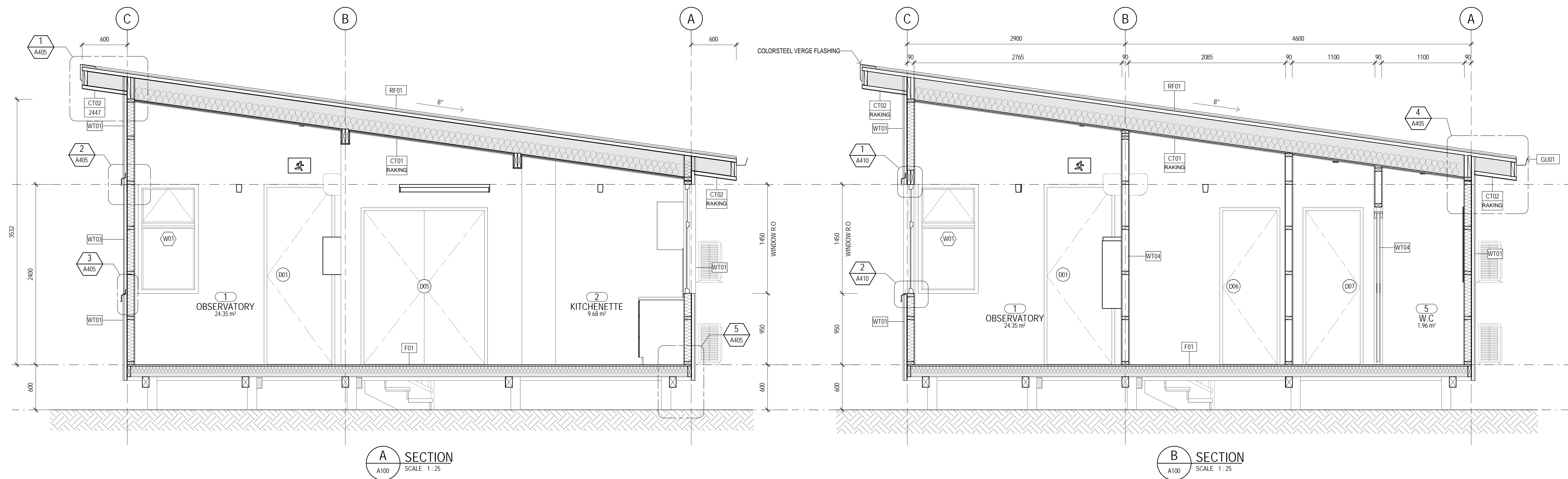
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Client **NEW ZEALAND TRANSPORT AGENCY**  
Project **TIER 1.5 - CONTROL BUILDING**

Title **EXTERIOR ELEVATIONS**  
Original Size **A1**  
Drawing No: **51-34037-A201**

Rev: **1**





## TENDER / CONSENT

|         |                 |          |
|---------|-----------------|----------|
| 1       | CONSENT ISSUE   | 05.07.19 |
| A       | FOR INFORMATION | 03.12.18 |
| No      | Revision        | Date     |
| DA      | DA              | NW       |
| Job     | Project         | Director |
| Manager | Director        |          |

Plot Date: 15/10/2019 10:37:51 a.m.

Cad File No: G:\51\34037\CADD\Revit\TIER 1.5\TIER 1.5 RAKAIA\TIER 1.5 RAKAIA.rvt



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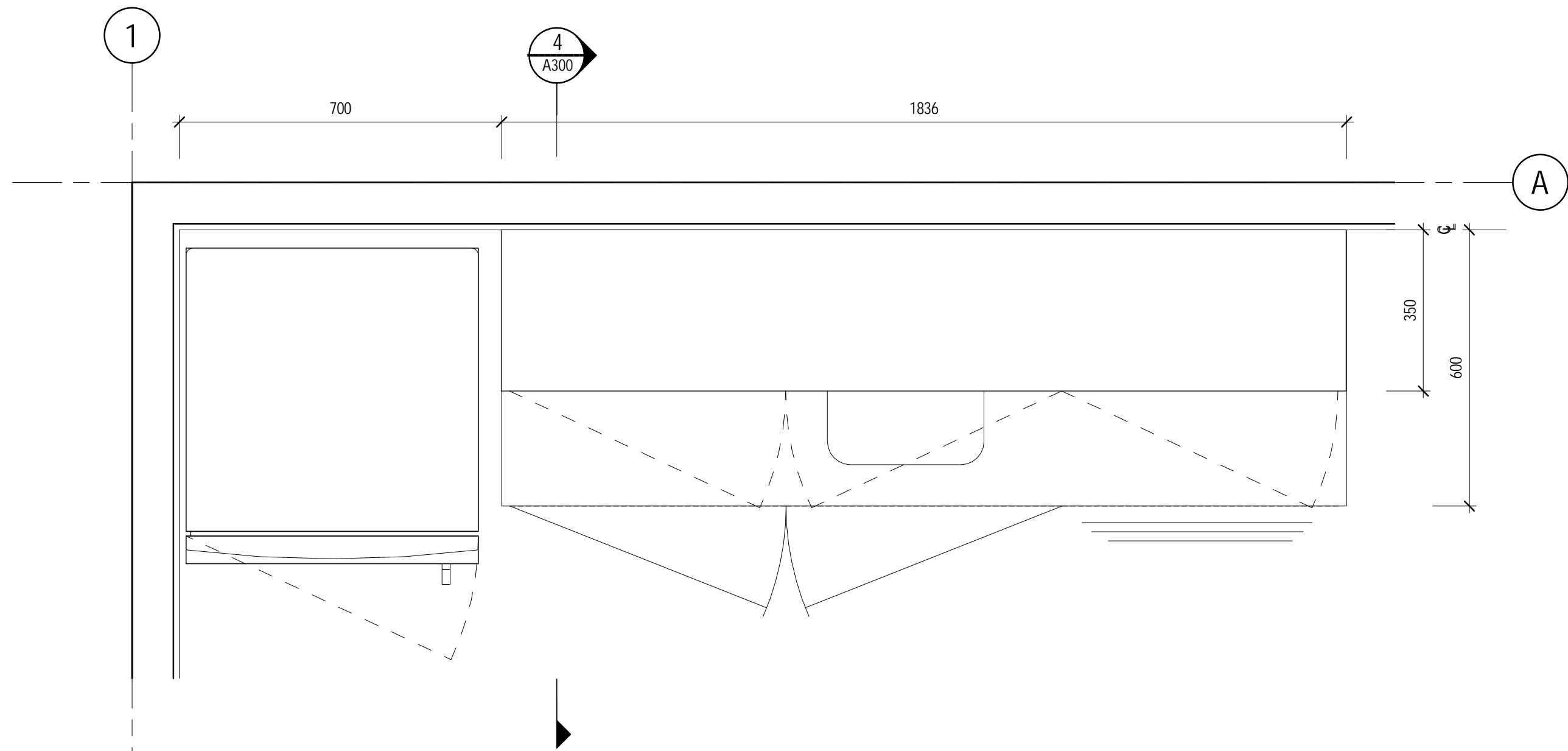
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Client **NEW ZEALAND TRANSPORT AGENCY**  
Project **TIER 1.5 - CONTROL BUILDING**  
Title **ARCHITECTURAL WORKS SECTIONS**

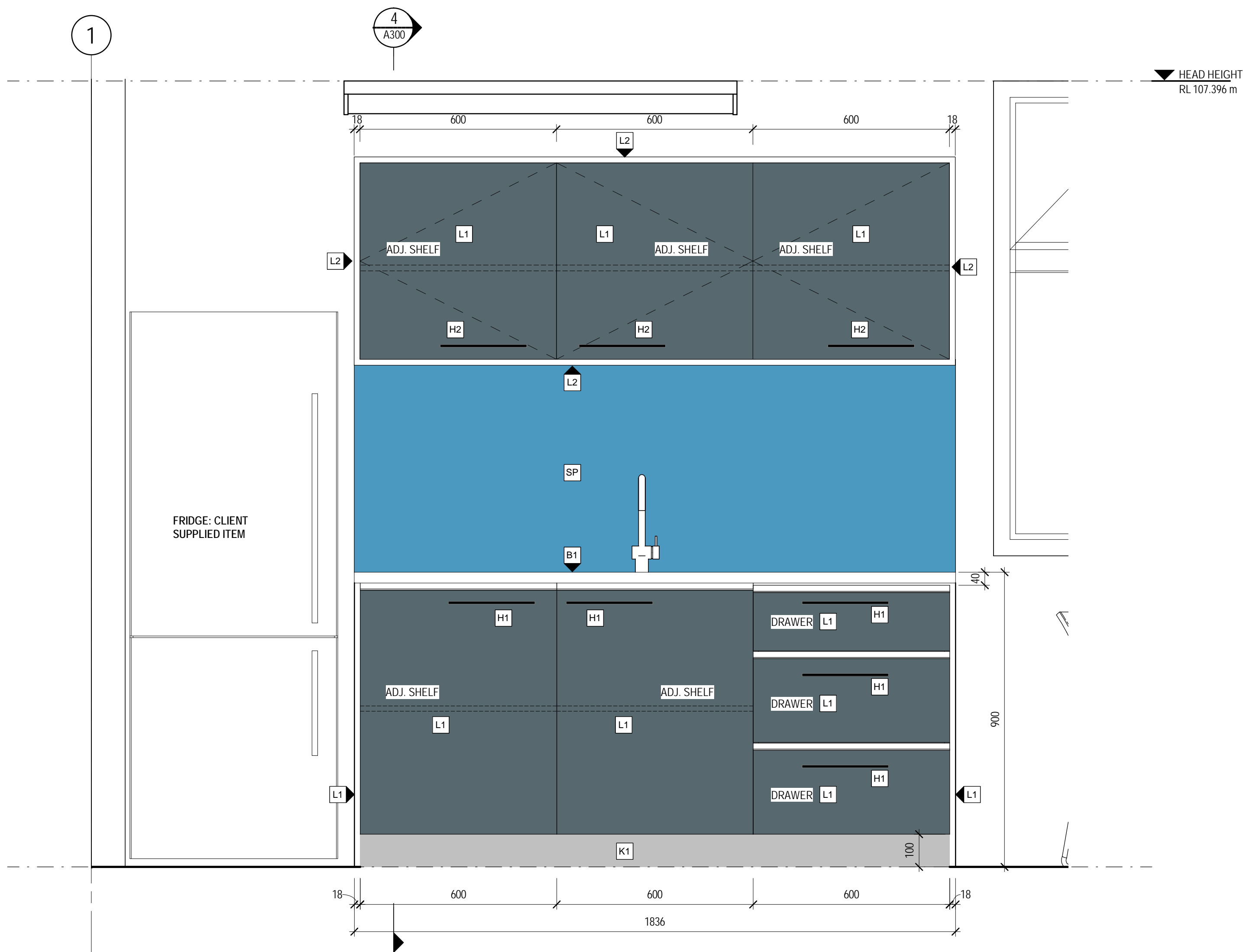
Original Size  
**A1** Drawing No: **51-34037-A250**

Rev: **1**

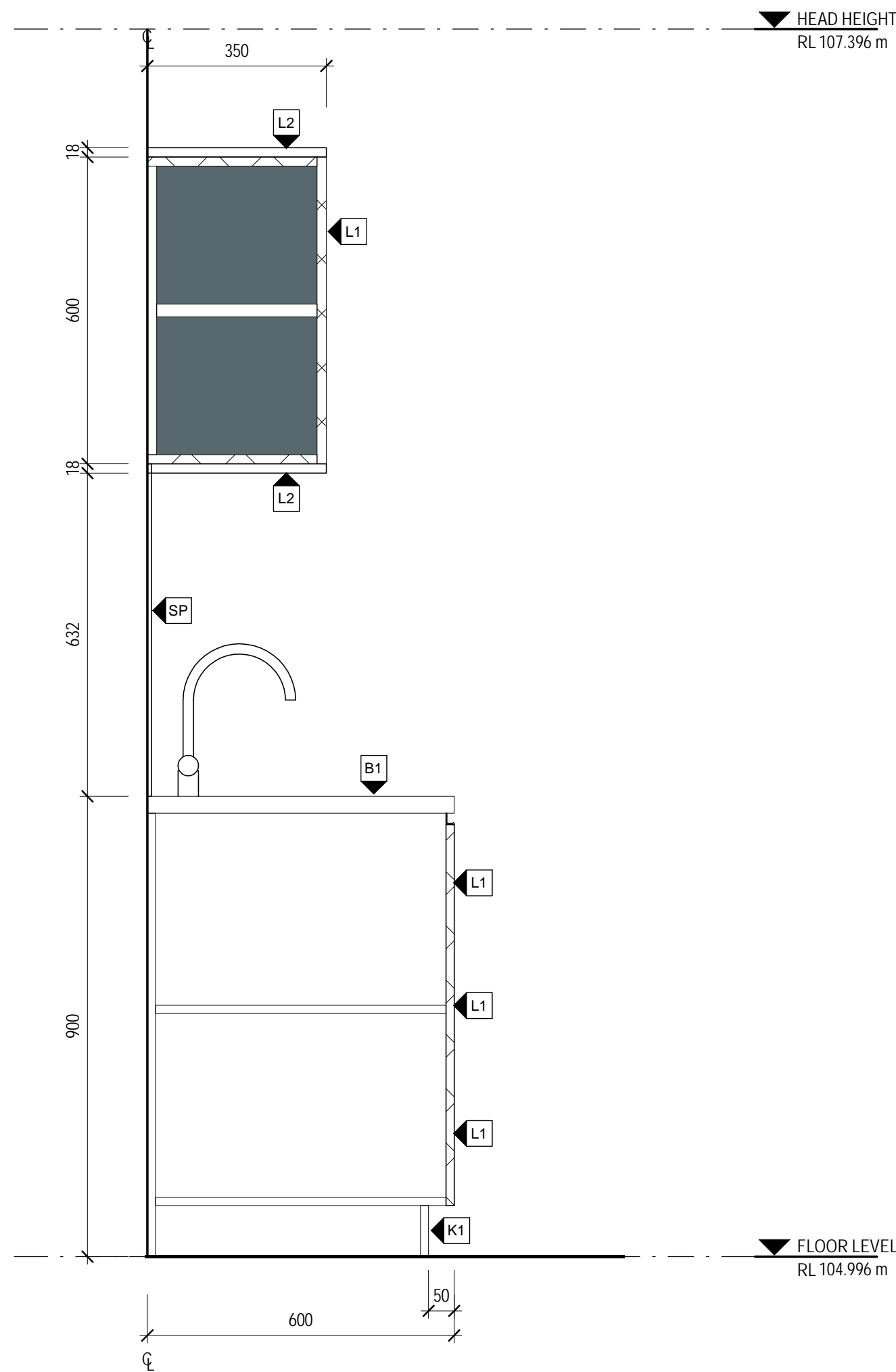




KITCHEN JOINERY PLAN  
SCALE 1 : 10



KITCHEN JOINERY - FRONT ELEVATION  
SCALE 1 : 10



KITCHEN JOINERY - SECTION  
SCALE 1 : 10

NOTES

**GENERAL:**  
It is the joiners responsibility to setout and build in all kitchen appliances. Appliances are to be fitted in accordance with the manufacturers recommendations with all venting spaces, clearances etc.  
All appliances shall be supplied by owner. Owner to confirm appliance models prior to kitchen joinery fabrication commencing.

**DRAWER RUNNERS**  
All drawers to have full height sides and backs with soft closing system. Drawer slider tracks to be sized to suit drawer width/weight

**HINGES**  
Generally concealed HETTICH, Sensy or similar approved 130 degree throw out to standard carcass doors, with soft closing system. Full or half overlay as required to conceal carcass behind.  
**Site measure** prior to manufacturing of joinery, coordinate joinery with the setout of new and relocated appliances

All dimensions are to be checked on site, any discrepancies are to be brought to designers attention. Units and tops are to be a neat fit between walls. Allow to template bench top to ensure an accurate fit.

**CARCASSES:**  
Carcases are to be 18mm standard white Melteca in general. All carcasses are to be dashed with 3mm PVC where not visible. Concealed shelves are to be 18mm white Melteca with 3mm pvc all sides except where noted otherwise.

CABINETRY FINISHES

- L1** JOINERY FINISH - TYPE 1  
18mm MDF (MR) Bestwood Melamine, colour **CARBON EMBOSSED**
- L2** JOINERY FINISH - TYPE 2  
18mm MDF (MR) Bestwood Melamine - colour **RANFURLY OAK, WILDERNESS**
- KP** KICKPLATE - TYPE 1  
Brushed stainless steel sheet mounted on 18mm MDF (MR)
- B1** KITCHEN BENCHTOPS - TYPE 1  
Brushed Stainless steel benchtop on 36mm Meranti Plywood substrate
- KITCHEN SINK**  
Burns & Ferrall BFD380R15 Single Bowl sink (Bowl size 380x400x200) allow to integrate into Stainless Steel benchtop
- H1** HANDLES - BASE CABINETS & DRAWERS  
Mardecco Arezzo 4030, 264mm x 8.5mm Black
- H2** HANDLES - OVER HEAD CABINETS  
Mardecco Arezzo 4030, 264mm x 8.5mm Black
- SP** SPLASHBACK  
10mm Tempered glass splashback  
Coloured -Resene Blumine
- EQ1** MIXER TAP  
Methven Minimalist goose neck sink mixer tap

TENDER / CONSENT

|    |               |   |  |  |       |             |                  |          |
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|    |               |   |  |  |       |             |                  |          |
| 1  | CONSENT ISSUE |   |  |  | RW    | DA          | NW               | 05.07.19 |
| No | Revision      | Note: * indicates signatures on original issue of drawing or last revision of drawing |  |  | Drawn | Job Manager | Project Director | Date     |



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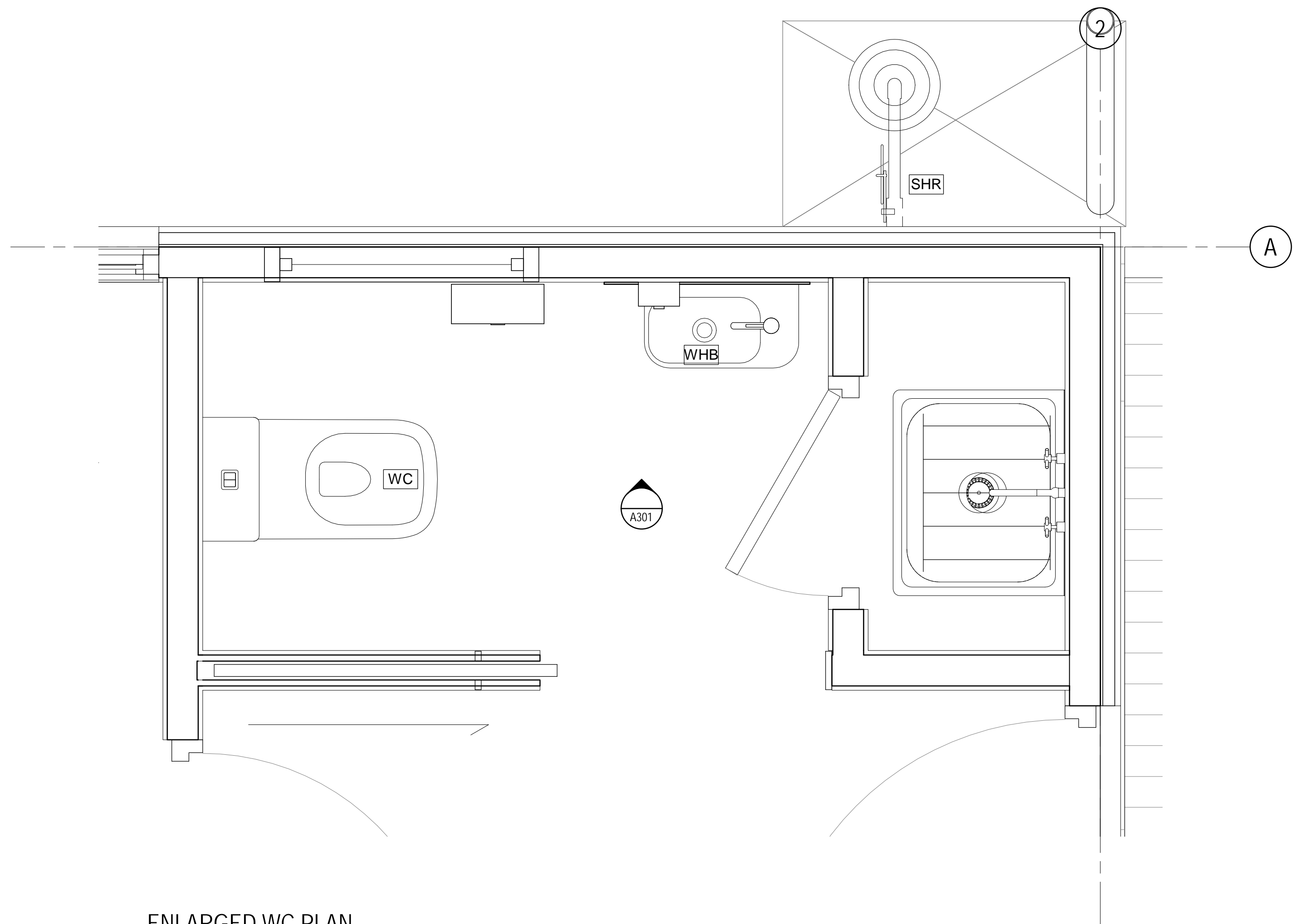
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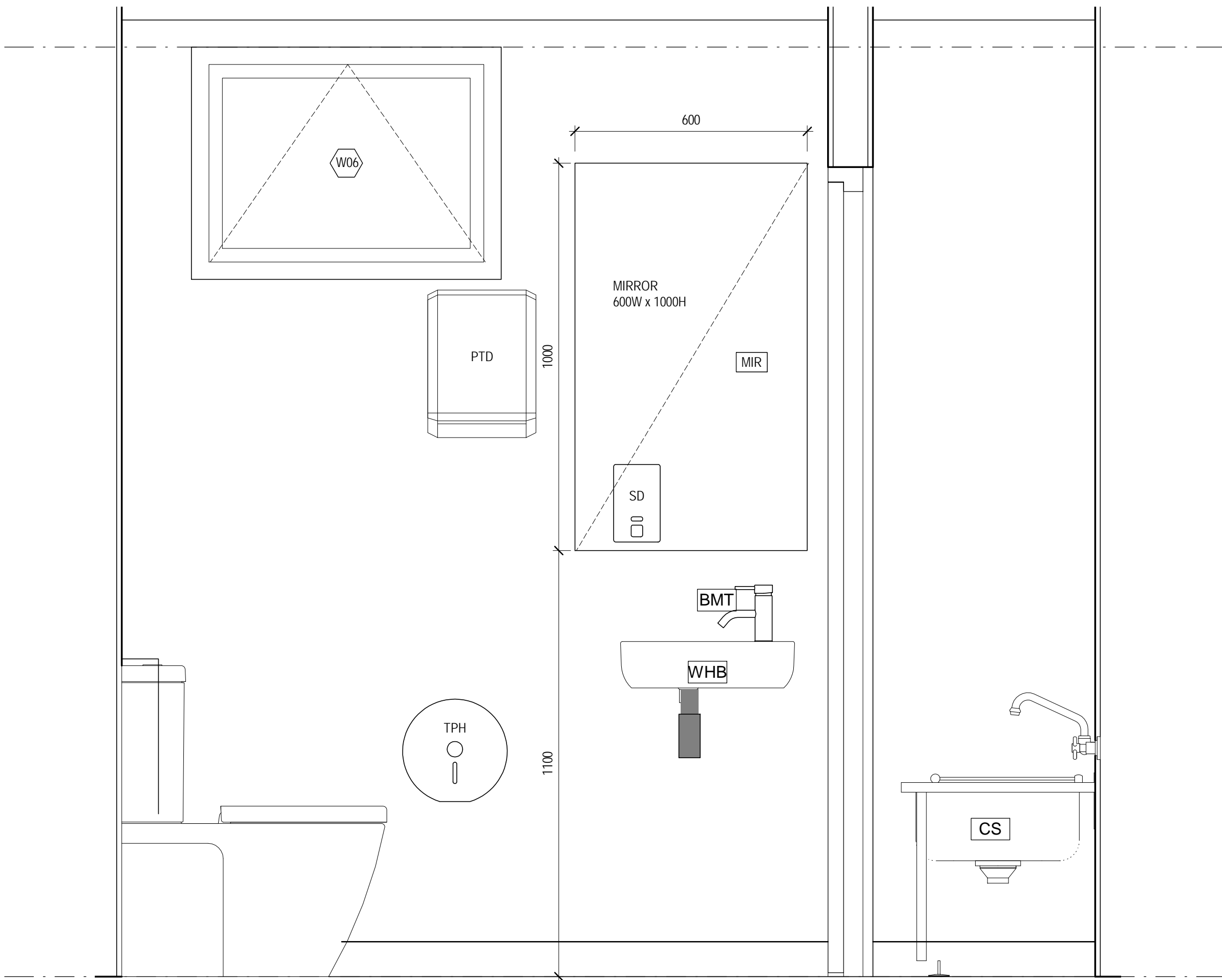
Client **NEW ZEALAND TRANSPORT AGENCY**  
Project **TIER 1.5 - CONTROL BUILDING**  
Title **ARCHITECTURAL WORKS**  
**KITCHEN JOINERY SETOUT**

Original Size **A1** Drawing No: **51-34037-A300**

Rev: **1**



ENLARGED WC PLAN  
SCALE 1:10



WC ELEVATION  
SCALE 1:10

**BATHROOM FIXTURES:**

- WC PAN:** CAROMA CUBE WALL FACED TOILET SUITE WITH SOFT CLOSE SEAT, PRODUCT CODE: 824615W
- BASIN:** CAROMA LUNA HAND WALL BASIN, BLACK BOTTLE TRAP
- BASIN MIXER:** CAROMA LIANO BASIN MIXER
- CLEANERS SINK:** FRANKE SS CLEANERS SINK WITH SPLASHBACK AND BUCKET GRID. CODE: FRCS
- CLEANERS SINK TAPWARE:** ZURN SINK FAUCET FOR CLEANERS SINK, MODEL: ZURN Z-SF
- EXTERIOR SHOWER:** SPEAKMAN LIFESAVER WALL MOUNTED EXTERIOR EMERGENCY SHOWER HEAD WITH PULL DOWN ARM

**BATHROOM ACCESSORIES:**

- MIRROR:** 1000mmH x 600mmW FRAMLESS MIRROR - GLUE FIXED TO WALL SURFACE
- TOILET ROLL HOLDER:** SINGLE JUMBO DISPENSER RESERVE, LIVI-COTTONSOFT
- SOAP DISPENSER:** ASI SURFACE MOUNTED VERTICAL SOAP DISPENSER
- PAPER TOWEL DISPENSER:** ASI SURFACE MOUNTED PAPER TOWEL DISPENSER

**TENDER / CONSENT**

|       |               |   |
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| 1     | CONSENT ISSUE | 05.07.19  |
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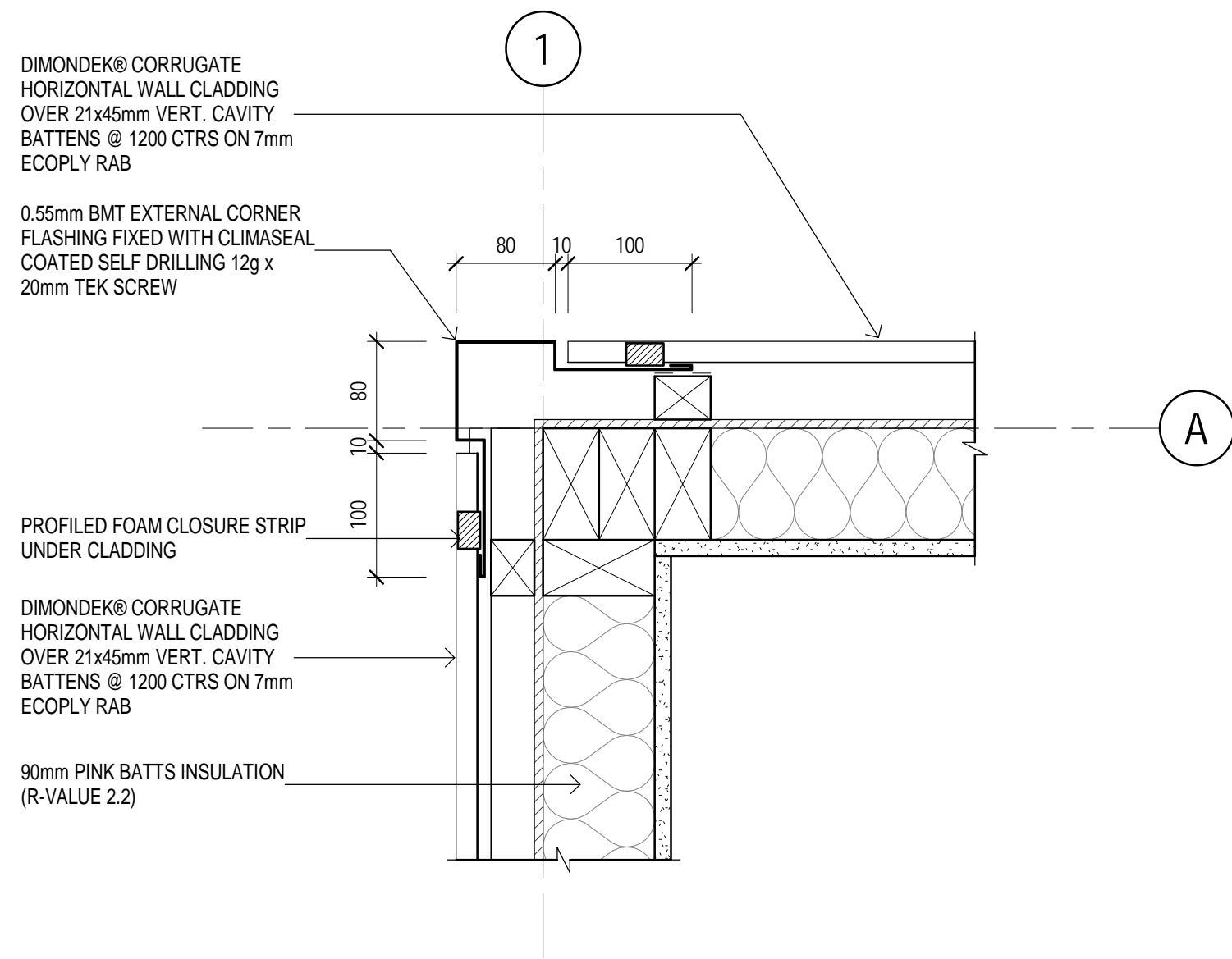
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| Approved           | Approver     |  |          |
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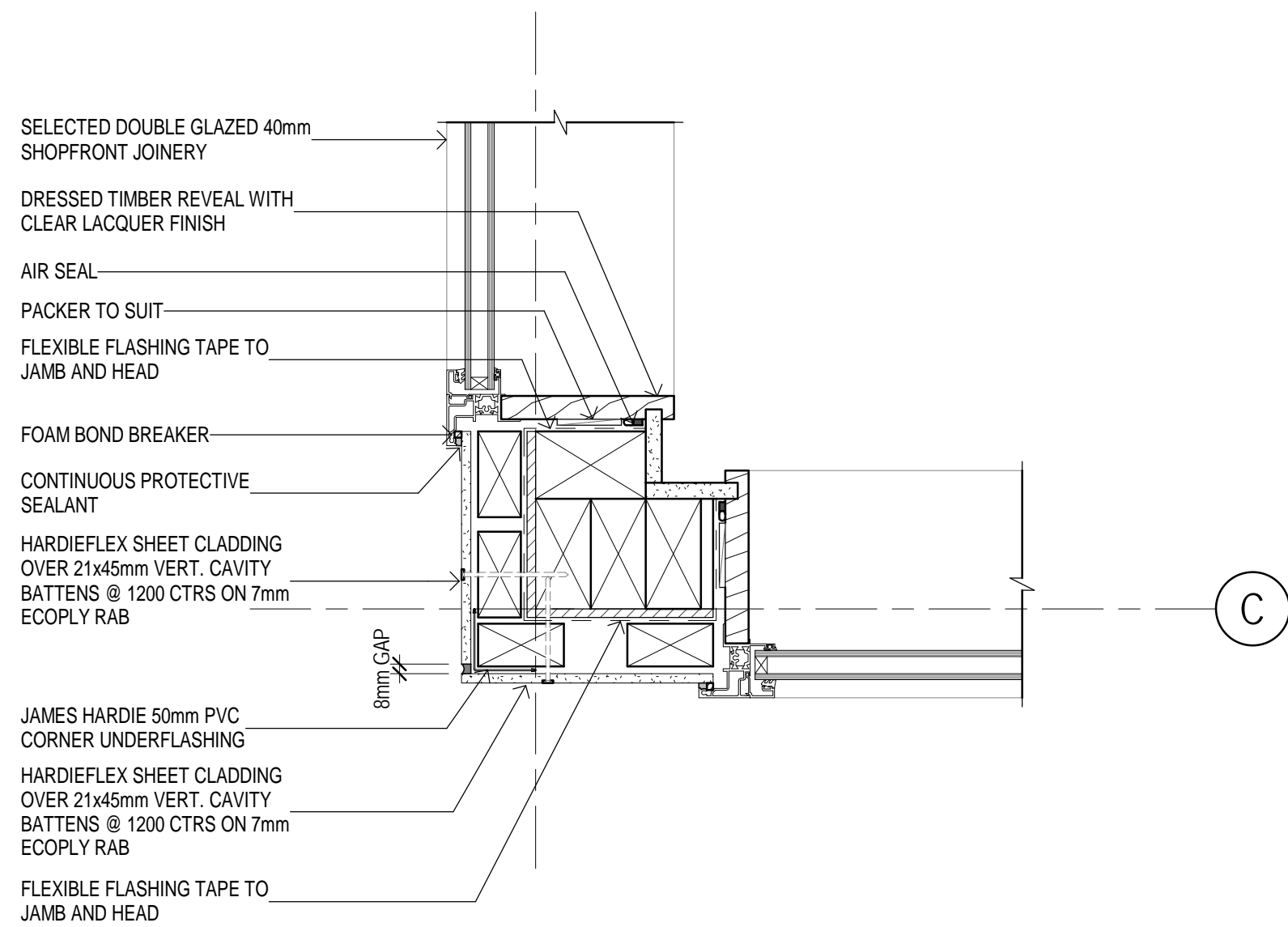
Client **NEW ZEALAND TRANSPORT AGENCY**  
Project **TIER 1.5 - CONTROL BUILDING**

Title **WC ELEVATIONS**  
Original Size **A1**  
Drawing No: **51-34037-A301**

Rev: **1**



**1 CORRUGATE CLADDING EXTERNAL CORNER**  
A101 SCALE 1 : 5



**3 FCS PANEL EXTERNAL CORNER**  
A101 SCALE 1 : 5

## TENDER / CONSENT

|    |               |   |  |  |       |             |                  |      |          |
|----|---------------|---|--|--|-------|-------------|------------------|------|----------|
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Client **NEW ZEALAND TRANSPORT AGENCY**  
Project **TIER 1.5 - CONTROL BUILDING**  
Title **ARCHITECTURAL WORKS PLAN DETAILS**

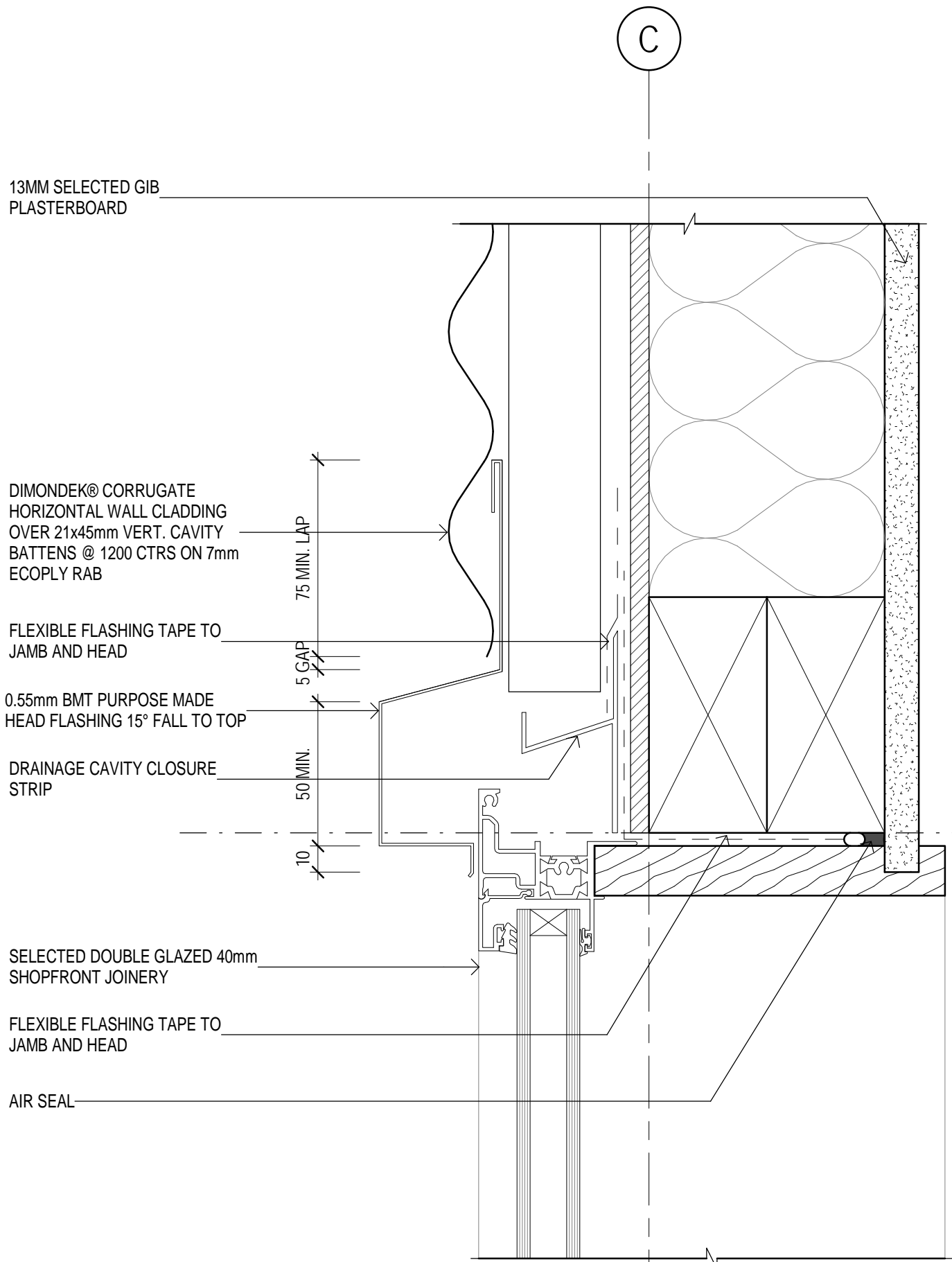
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Rev: **1**

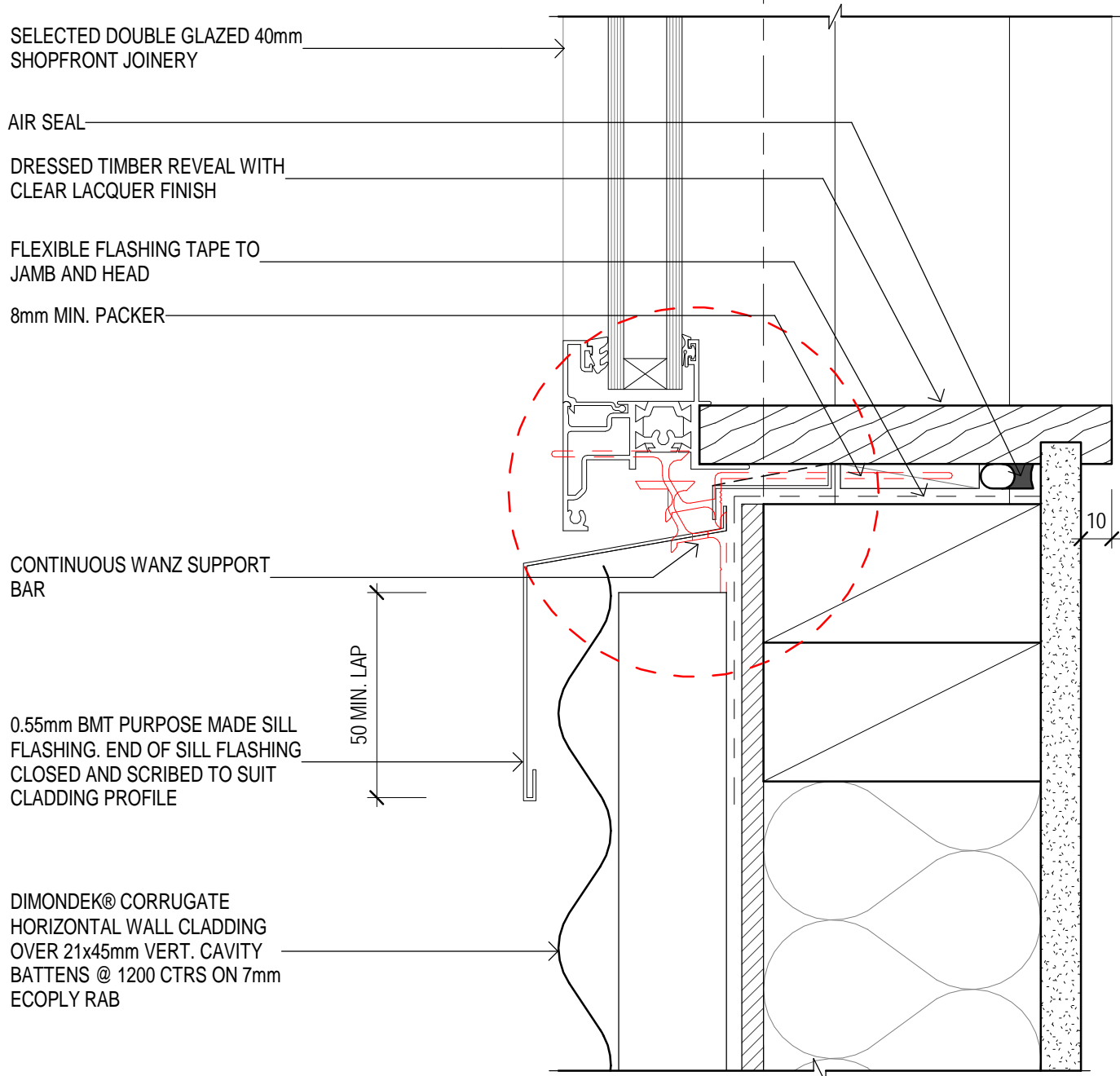




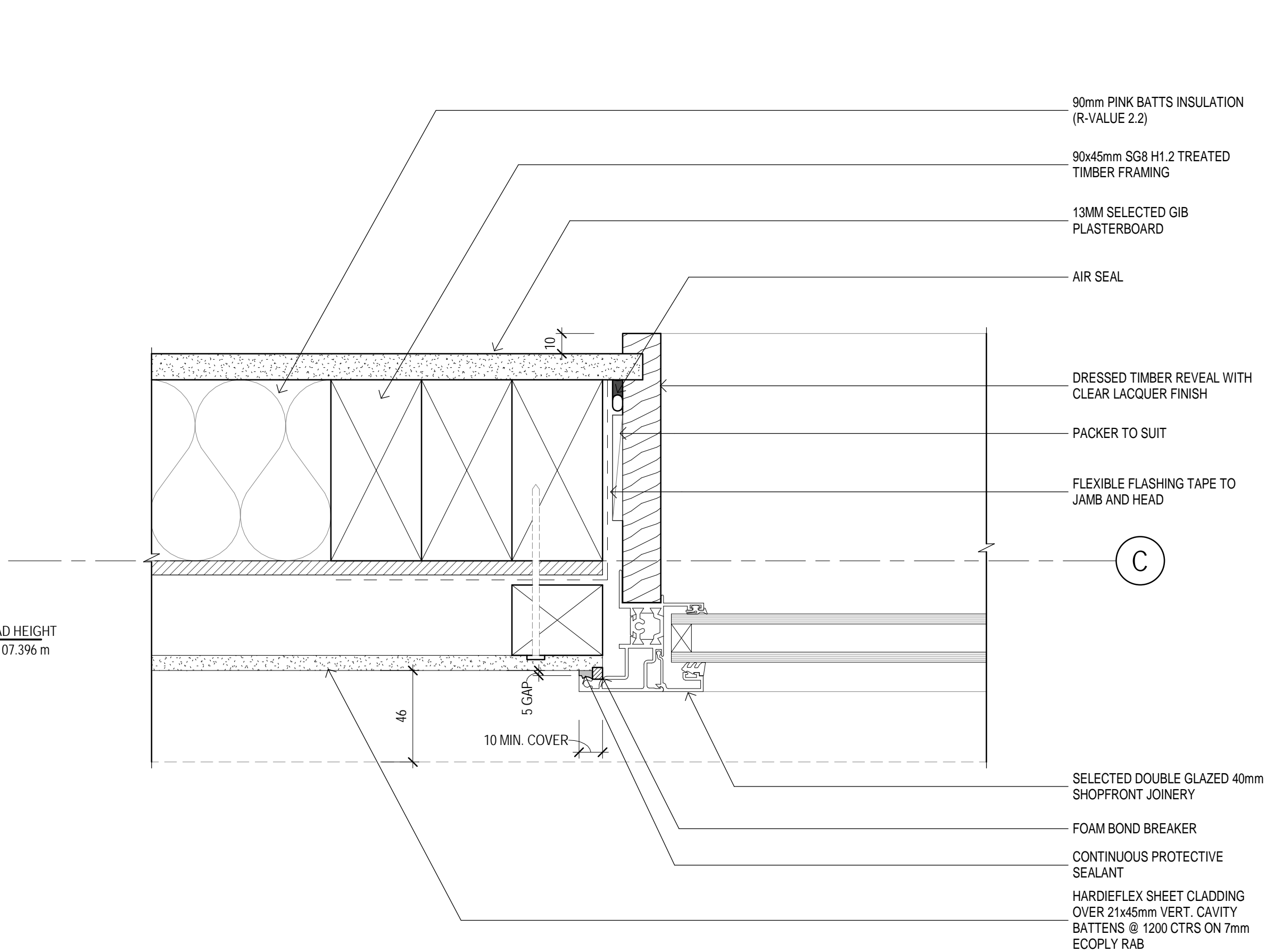




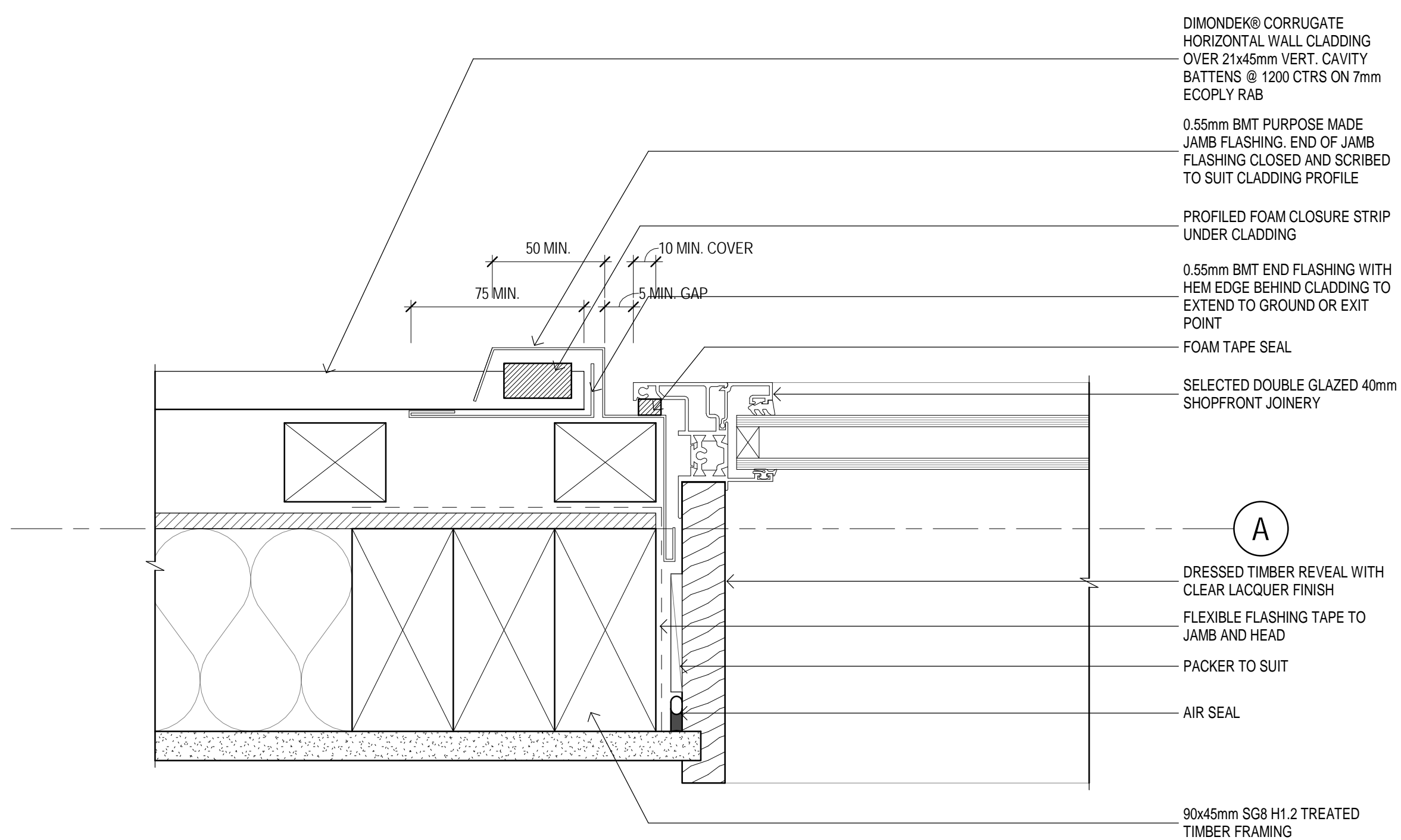
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A250 SCALE 1:2



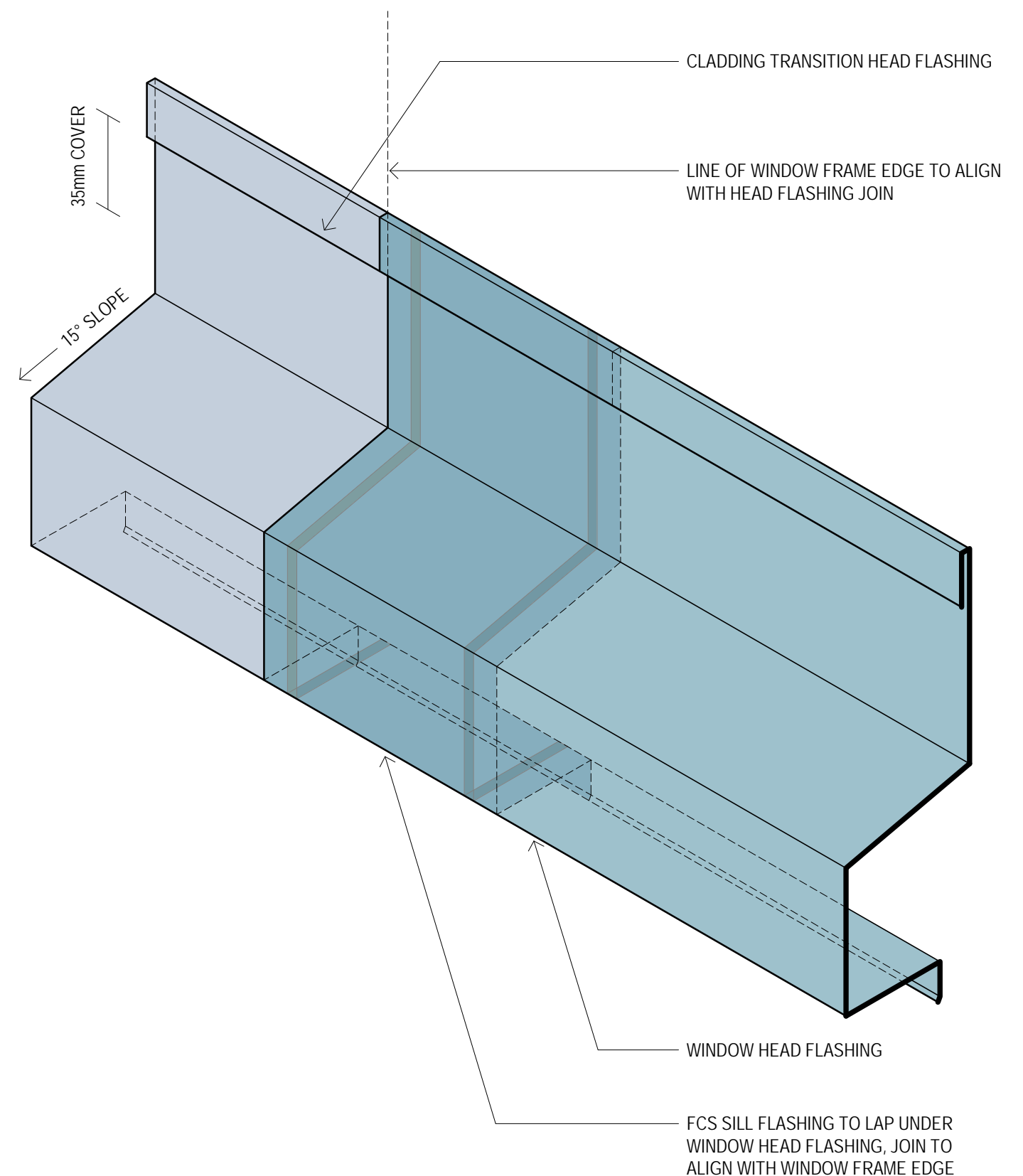
2 WINDOW SILL DETAIL  
A250 SCALE 1:2



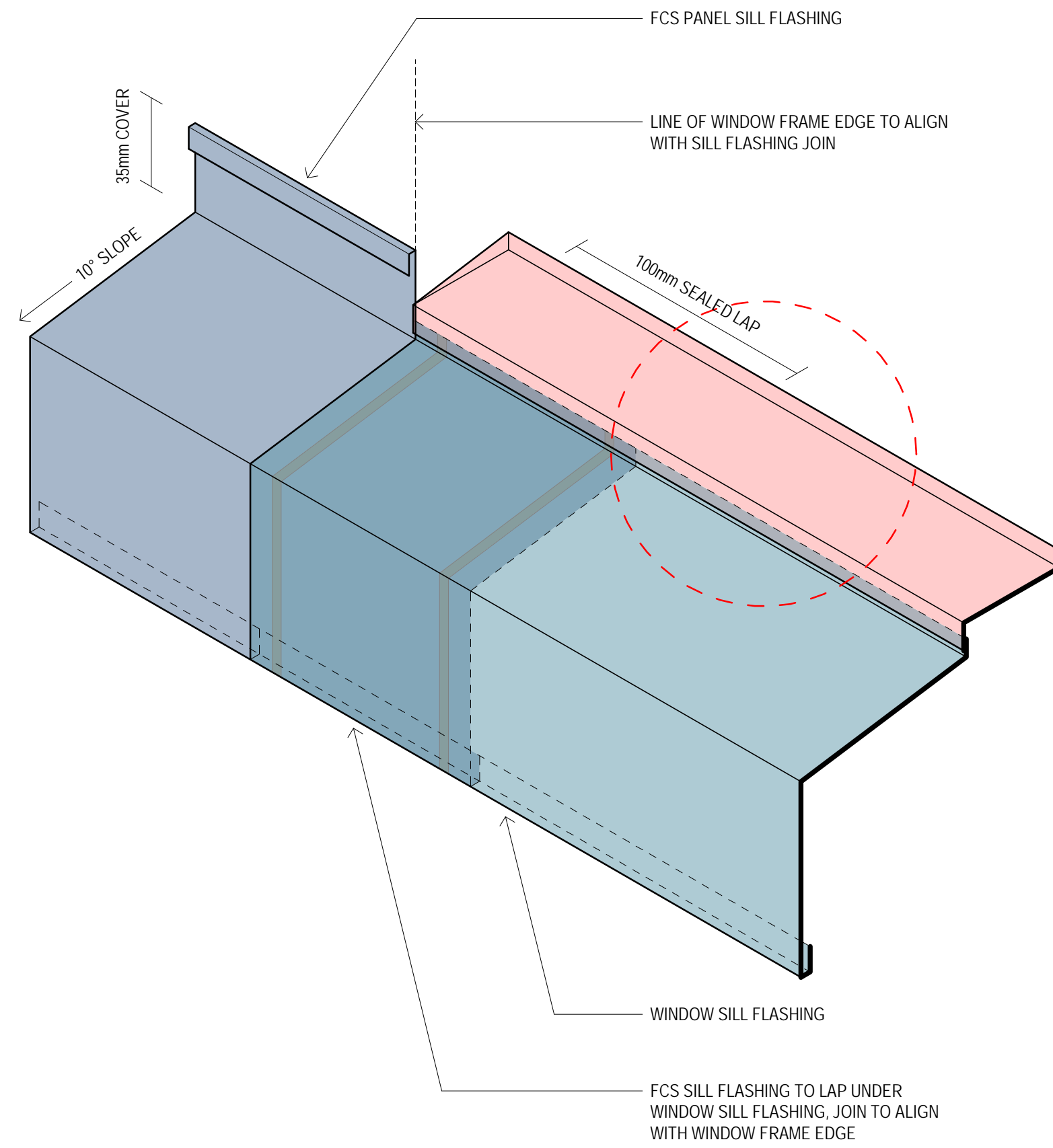
3 WINDOW JAMB - FCS  
A101 SCALE 1:2



5 Detail 0  
A101 SCALE 1:2



HEAD FLASHING - TRANSITION  
SCALE 1:2



SILL FLASHING - TRANSITION  
SCALE 1:2

## TENDER / CONSENT

|       |               |   |
|-------|---------------|---|
| 1     | CONSENT ISSUE | 05.07.19  |
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| Drawn | Job Manager   | Project Director  |
| Date  |               |   |

Plot Date: 15/10/2019 10:37:59 a.m. Cad File No: G:\51\34037\CADD\Revit\TIER 1.5\TIER 1.5 RAKAIA\TIER 1.5 RAKAIA.rvt



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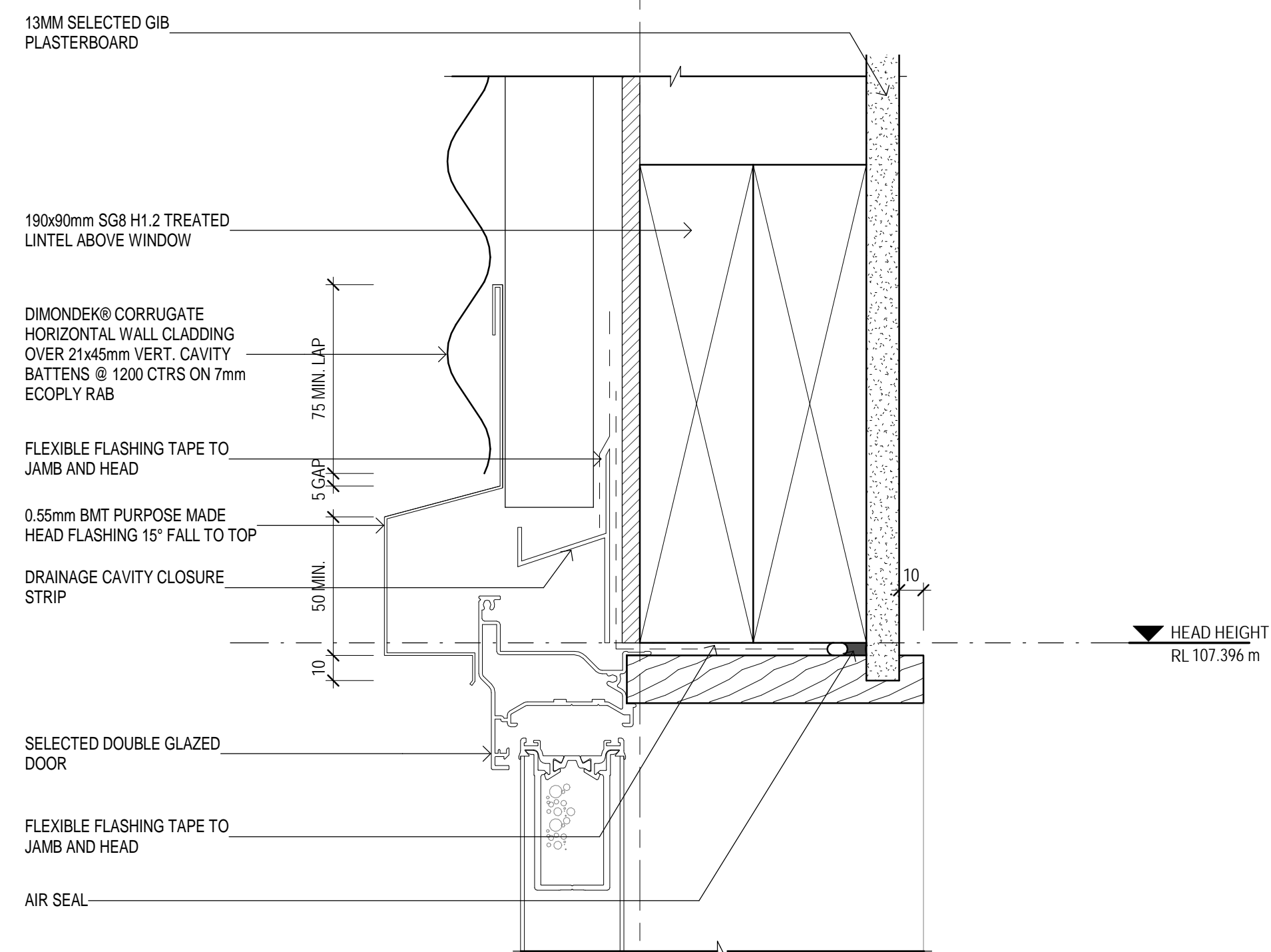
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Client **NEW ZEALAND TRANSPORT AGENCY**  
Project **TIER 1.5 - CONTROL BUILDING**  
Title **ARCHITECTURAL WORKS WINDOW DETAILS**

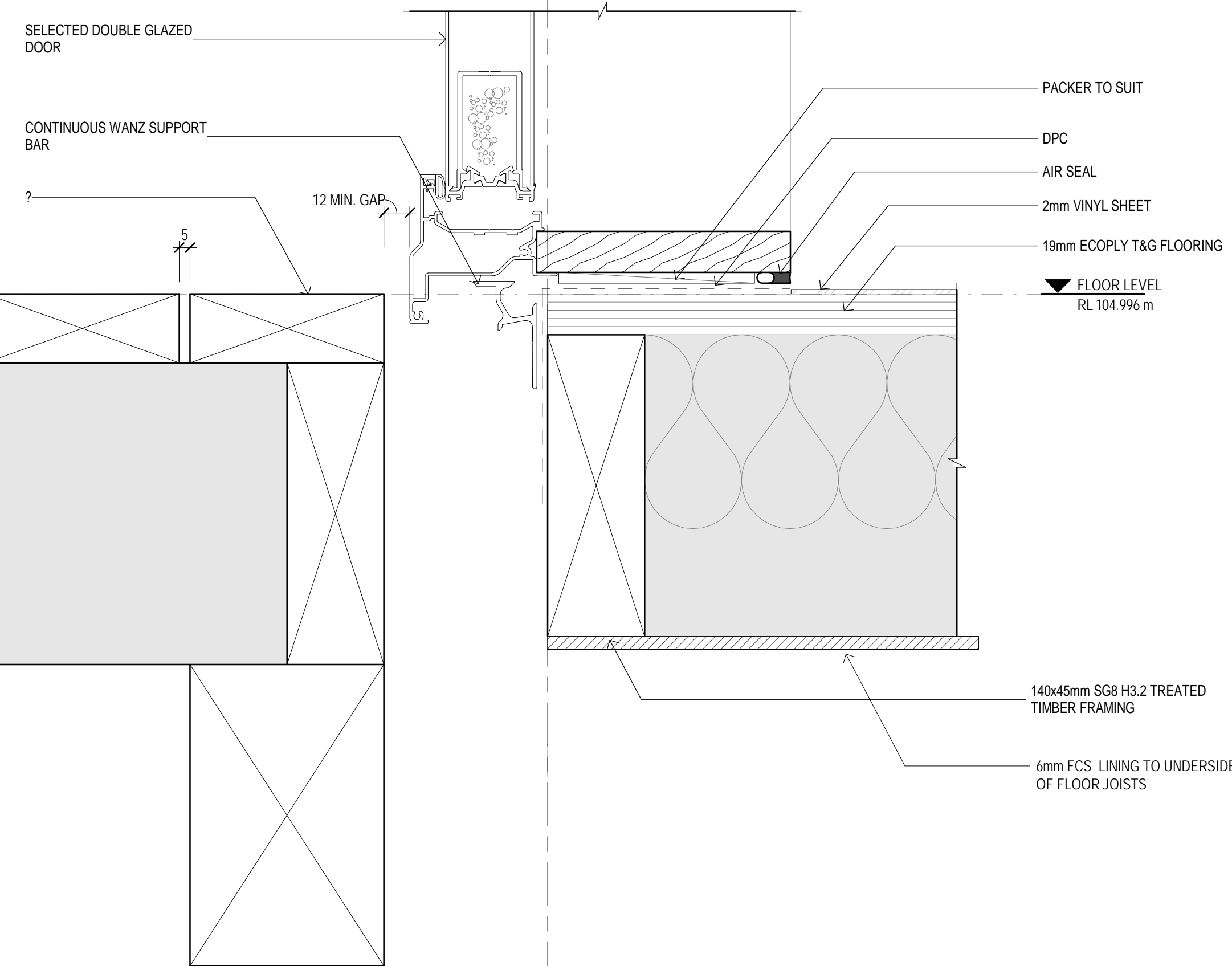
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Rev: **1**

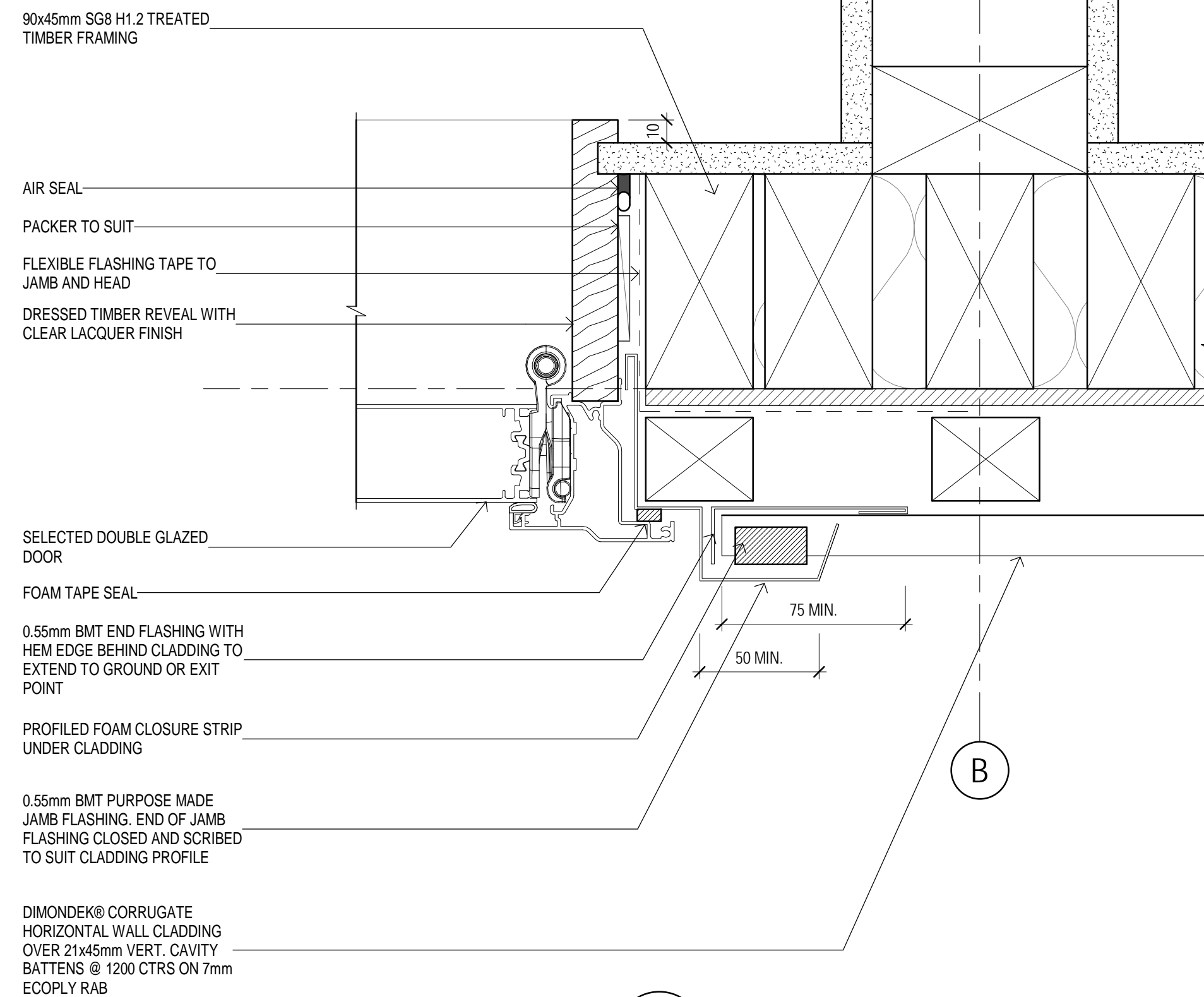




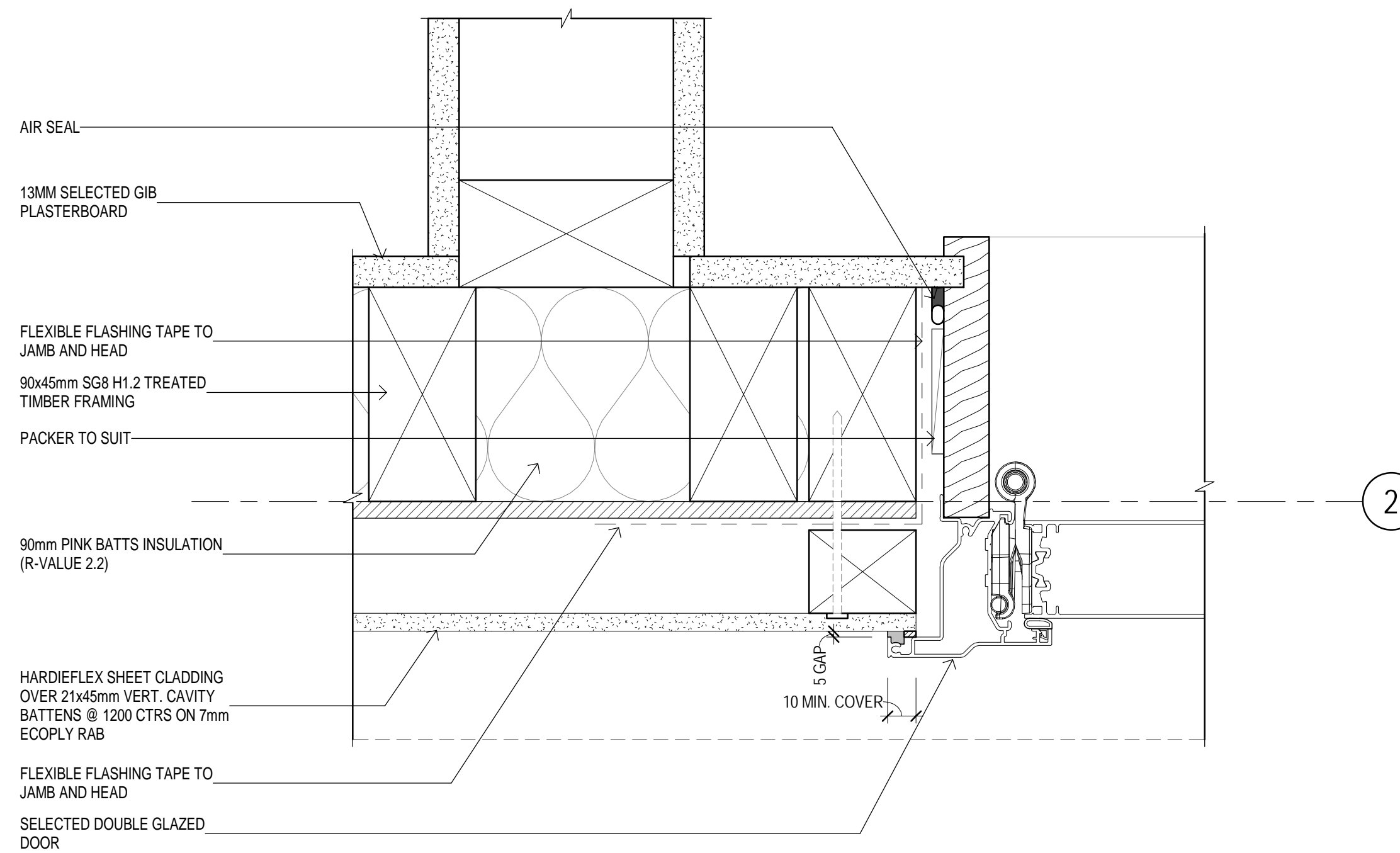
1 TYPICAL DOOR HEAD  
A250 SCALE 1:2



2 TYPICAL DOOR SILL  
A250 SCALE 1:2



3 DOOR JAMB - CORRUGATE  
A101 SCALE 1:2



4 DOOR JAMB - FCS  
A101 SCALE 1:2

## TENDER / CONSENT

|       |               |   |
|-------|---------------|---|
| 1     | CONSENT ISSUE | 05.07.19  |
| No    | Revision      | Note: * indicates signatures on original issue of drawing or last revision of drawing |
| Drawn | Job Manager   | Project Director  |
| Date  |               |   |

Plot Date: 15/10/2019 10:38:00 a.m.

Cad File No: G:\51\34037\CADD\Revit\TIER 1.5\TIER 1.5 RAKAIA\TIER 1.5 RAKAIA.rvt

0 20 40 60 80 100 mm  
SCALE 1:2 AT ORIGINAL SIZE



**GHDWOODHEAD**  
creativespaces

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### DO NOT SCALE

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|-----------------------------|-----------|--------------|---------|
| Drawn                       | R.WURSTER | Designer     | D.ANGUS |
| Drafting Check              |           | Design Check | Checker |
| Approved (Project Director) |           | Approver     |         |
| Date                        |           |              |         |
| Scale                       | 1:2       |              |         |

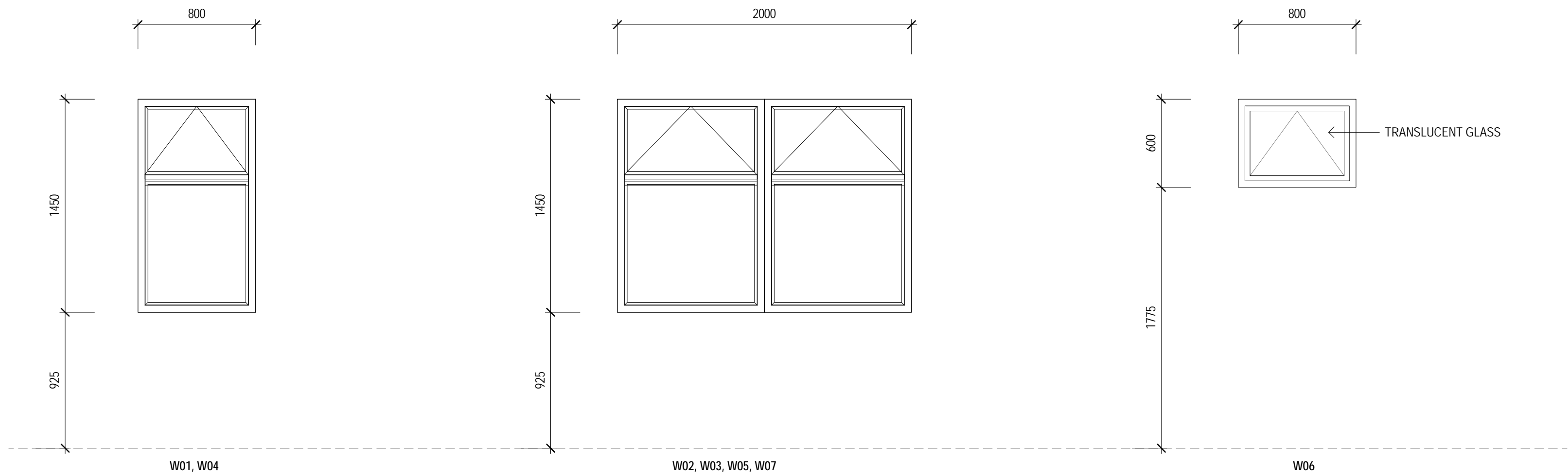
This Drawing must not be used for Construction unless signed as Approved

Client **NEW ZEALAND TRANSPORT AGENCY**  
Project **TIER 1.5 - CONTROL BUILDING**  
Title **ARCHITECTURAL WORKS DOOR DETAILS**

Original Size **A1** Drawing No: **51-34037-A415**

Rev: **1**

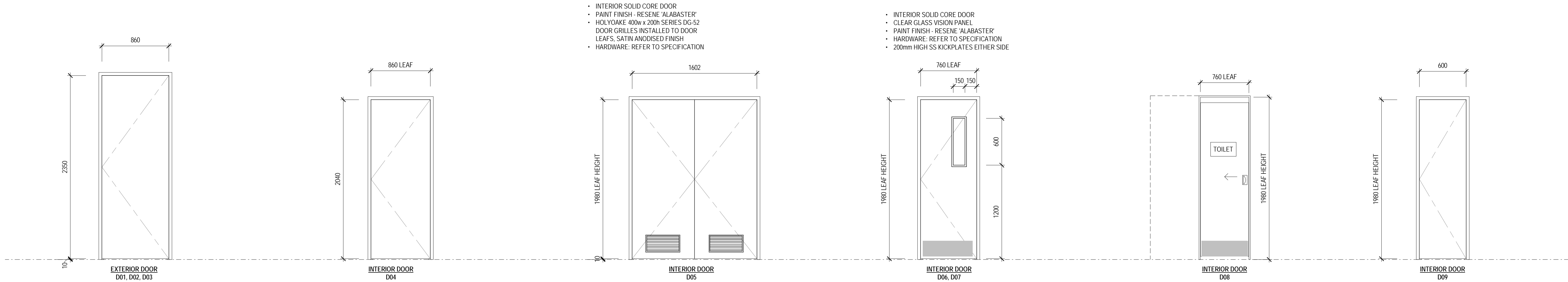




- NULOOK SOVERIGN SERIES - FLUSH SASH
  - AWNING OPENING SASHES
  - AWNING OPENINGS TO BE SECURED WITH KEYED WINDOW BOLTS
  - CONSENSATION CHANNELS TO ALL SILL MEMBERS
  - BLACK ANODISED FINISH
  - GLAZING: DOUBLE GLAZED TRANSLUCENT LAMINATE GLASS
- **HARDWARE:** PROVIDE SS SCISSOR ARM SECURITY STAY & WEDGELESS WINDOW HANDLES
- **GLAZING: DOUBLE GLAZED UNIT**
- EXTERIOR GLASS UNIT: 11.5mm ANTI-BANDIT LAMINATED GLASS
  - 12mm AIR GAP BETWEEN GLASS UNITS
  - INTERIOR GLASS UNIT: 6.76mm LAMINATED GLASS

- NULOOK SOVERIGN SERIES - FLUSH SASH
  - AWNING OPENING SASHES
  - AWNING OPENINGS TO BE SECURED WITH KEYED WINDOW BOLTS
  - CONSENSATION CHANNELS TO ALL SILL MEMBERS
  - SAFELITE PVB LAMINATED SAFETY GLAZING
  - BLACK ANODISED FINISH
- **HARDWARE:** PROVIDE SS SCISSOR ARM SECURITY STAY & WEDGELESS WINDOW HANDLES
- **GLAZING: DOUBLE GLAZED UNIT**
- EXTERIOR GLASS UNIT: 11.5mm ANTI-BANDIT LAMINATED GLASS
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  - BLACK ANODISED FINISH
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- **HARDWARE:** PROVIDE SS SCISSOR ARM SECURITY STAY & WEDGELESS WINDOW HANDLES
- **GLAZING: DOUBLE GLAZED UNIT**
- EXTERIOR GLASS UNIT: 11.5mm ANTI-BANDIT LAMINATED GLASS
  - 12mm AIR GAP BETWEEN GLASS UNITS
  - INTERIOR GLASS UNIT: 6.76mm LAMINATED GLASS



- INTERIOR SOLID CORE DOOR
- PAINT FINISH - RESENE 'ALABASTER'
- HOLYOAKE 400w x 200h SERIES DG-S2
- DOOR GRILLES INSTALLED TO DOOR LEAF, SATIN ANODISED FINISH
- HARDWARE: REFER TO SPECIFICATION

- INTERIOR SOLID CORE DOOR
- CLEAR GLASS VISION PANEL
- PAINT FINISH - RESENE 'ALABASTER'
- HARDWARE: REFER TO SPECIFICATION
- 200mm HIGH SS KICKPLATES EITHER SIDE

- LEAF  
FIRE RATING  
VISION PANEL  
FRAME  
FACING  
FACING FINISH  
HINGES  
LATCH  
CLOSER  
HANDLE  
PUSHPLATE  
KICKPLATE  
STOP  
COMMENTS
- SOLID CORE 44mm THICK  
N/A  
N/A  
ALUMINIUM, PC1 FINISH  
MILD STEEL FACING (SUITABLE FOR EXTERIOR USE)  
PAINT FINISH IN 'GREY FRIARS'  
4 Pair  
LEGGE 990 C57 60mm BACKSET MORTICE PASSAGE LATCH  
LCN 1461P SIZE 1-6 REGULAR FC DOOR CLOSER  
LEGGE LATCH FURNITURE TO MATCH EXISTING  
N/A  
N/A  
LEGGE 12821 DOOR STOP  
PROXY CARD SECURITY INSTALLED TO DOOR

- LEAF  
FIRE RATING  
VISION PANEL  
FRAME  
FACING  
FACING FINISH  
HINGES  
LATCH  
CLOSER  
HANDLE  
PUSHPLATE  
KICKPLATE  
STOP
- PACIFIC DOORS 3UE HINGED DOOR  
N/A  
N/A  
STEEL  
GALV MILD STEEL FACING (SUITABLE FOR EXTERIOR USE)  
PAINT FINISH IN 'GREY FRIARS'  
4 Pair  
MOTTURA MULTIPoint LOCKING SYSTEM INBUILT  
LCN 1461P SIZE 1-6 REGULAR FC DOOR CLOSER  
N/A MOTTURA LOCKING SYSTEM ONLY  
N/A  
LEGGE 12821 DOOR STOP

- LEAF  
FIRE RATING  
VISION PANEL  
FRAME  
FACING  
FACING FINISH  
HINGES  
LATCH  
CLOSER  
HANDLE  
PUSHPLATE  
KICKPLATE  
STOP  
COMMENTS
- INTERIOR SOLID CORE  
N/A  
N/A  
TIMBER  
TIMBER  
PAINT FINISH IN 'GREY FRIARS'  
4 Pair  
LEGGE 990 C57 60mm BACKSET MORTICE PASSAGE LATCH  
LCN 1461P SIZE 1-6 REGULAR FC DOOR CLOSER  
LEGGE LATCH FURNITURE TO MATCH EXISTING  
COMBINATION PUSH PIN PAD  
N/A  
N/A  
LEGGE 12821 DOOR STOP  
DOOR GRILLE INSTALLED TO DOOR LEAFS

- LEAF  
FIRE RATING  
VISION PANEL  
FRAME  
FACING  
FACING FINISH  
HINGES  
LATCH  
CLOSER  
HANDLE  
PUSHPLATE  
KICKPLATE  
STOP  
COMMENTS
- INTERIOR SOLID CORE  
N/A  
YES  
TIMBER  
TIMBER  
PAINT FINISH IN 'GREY FRIARS'  
4 Pair  
LEGGE 990 C57 60mm BACKSET MORTICE PASSAGE LATCH  
LCN 1461P SIZE 1-6 REGULAR FC DOOR CLOSER  
LEGGE LATCH FURNITURE TO MATCH EXISTING  
N/A  
N/A  
LEGGE 12821 DOOR STOP  
PROXY CARD SECURITY REQUIRED TO DOOR D07

- CS FOR DOORS POWDERSEAL EASI-OPEN CAVITY SLIDER
- PAINT FINISH - RESENE 'GREY FRIARS'
- HARDWARE: CL100 LAVLOCK WITH TURN AND EMERGENCY RELEASE
- 200mm HIGH SS KICKPLATES EITHER SIDE
- UNISEX TOILET SIGNAGE TO BE INSTALLED TO OUTSIDE DOOR LEAF

- INTERIOR SOLID CORE DOOR
- PAINT FINISH - RESENE 'GREY FRIARS'
- HARDWARE: REFER TO SPECIFICATION
- 20mm UNDERCUT TO DOOR LEAF

## TENDER / CONSENT

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Drawn R.WURSTER  
Drafting Check  
Approved (Project Director)  
Date  
Scale 1 : 25

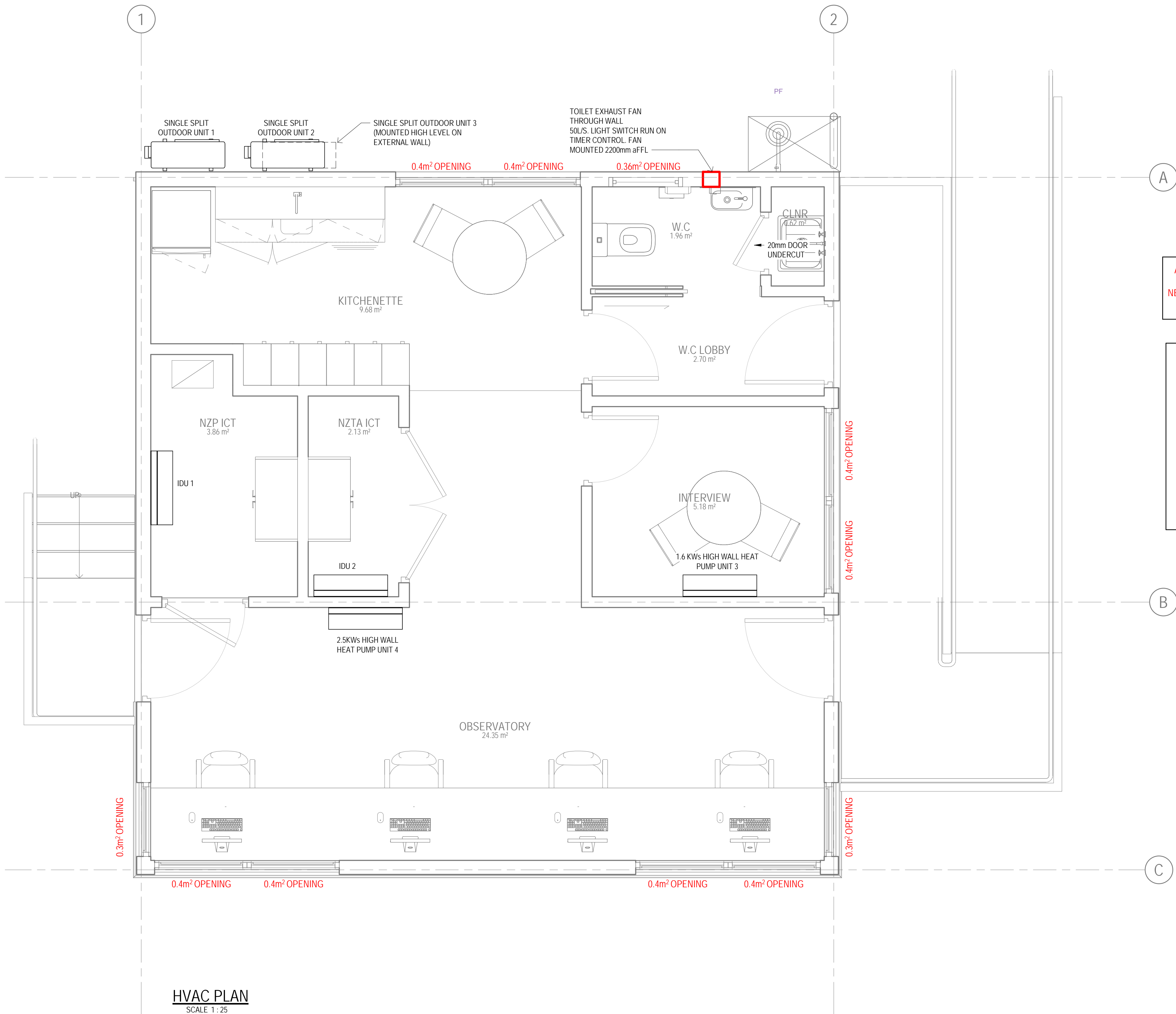
Designer D.ANGUS  
Design Check  
This Drawing must not be used for Construction unless signed as Approved

Client **NEW ZEALAND TRANSPORT AGENCY**  
Project **TIER 1.5 - CONTROL BUILDING**  
Title **ARCHITECTURAL WORKS DOOR & WINDOW SCHEDULE**

Original Size  
**A1** Drawing No: **51-34037-A500**

Rev: **1**





ALL WINDOWS OPENABLE  
FOR FRESH AIR SUPPLY,  
NET OPENABLE AREA NOTED  
NEXT TO WINDOW

#### LEGEND

IDU - 1 & 2: MITSUBISHI HIGH WALL UNIT (OR  
EQUAL APPORVED) TO SUIT CLIENT  
SERVER RACK LOADS - TO BE  
ADVISED BY NZTA.

KWs: KILOWATT COOLING SENSIBLE LOAD  
FOR HIGH WALL UNITS

**HVAC PLAN**  
SCALE 1 : 25

0 250 500 750 1000 1250mm  
SCALE 1:25 AT ORIGINAL SIZE

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Scale 1 : 25

## TENDER / CONSENT

Client **NEW ZEALAND TRANSPORT AGENCY**  
Project **TIER 1.5 - CONTROL BUILDING**

Title **MECHANICAL LAYOUT PLAN**

Original Size **A1** Drawing No: **51-34037-A801**

Rev: **1**

1 CONSENT ISSUE  
No Revision  
EB 05.07.19  
Drawn Date

Plot Date: 15/10/2019 10:38:03  
a.m.













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
NOTES:

1. LIAISE WITH NZTA TO ESTABLISH A NEW MAIN CABLE TO DISTRIBUTION BOARD (DB-1.5). SUPPLY AND INSTALL POWER & COMMS CONDUIT AND FEEDER CABLE WHERE NECESSARY FROM MAIN SUPPLY TO TIER 1.5 BUILDING.
2. EXACT LOCATION AND POWER SUPPLY TERMINATION TO BE CO-ORDINATED ON SITE.
3. FOR EXTRACT FAN AT HIGH LEVEL TO BE CONTROLLED BY WC LIGHTING SWITCH.
4. CONTROL PANEL FOR LIGHTING, GATES, ALARMS ETC. LIAISE WITH CIVIL DESIGNER FOR EXACT REQUIREMENT. LOCATION TO BE COORDINATED ON SITE.

POWER

-  DISTRIBUTION BOARD (DB)
-  CONTROL PANEL
-  2 SWITCHED SOCKET OUTLET. NO. INDICATES QUANTITY. (2 SHOWN)
-  4 SWITCHED SOCKET OUTLET. NO. INDICATES QUANTITY. (4 SHOWN)
-  CL CLEANER OUTLET
-  CIRCUIT LINE
-   $\emptyset$ FAN POWER SUPPLY FOR EXTRACT FAN
-   $\emptyset$ FDG POWER SUPPLY FOR FRIDGE
-   $\emptyset$ HWB POWER SUPPLY FOR HOT WATER BOILER
-   $\emptyset$ HWC POWER SUPPLY FOR HOT WATER CYLINDER
-   $\emptyset$ ODU POWER SUPPLY FOR HEAT PUMP OUTDOOR UNIT
-   $\emptyset$ SER POWER SUPPLY FOR SERVER

COMMUNICATIONS

-  2 COMMUNICATIONS OUTLET FOR DATA. PROVIDE SINGLE MOUNTING PLATE WITH NUMBER OF OUTLETS AS INDICATED (2 SHOWN)

COMMUNICATIONS SERVICES SHOWN FOR INFORMATION & CO-ORDINATION ONLY. SUPPLY AND INSTALLATION OF SERVICES BY OTHERS

ABBREVIATIONS

- AB ABOVE BENCH
- AFFL ABOVE FINISHED FLOOR LEVEL
- CL CLEANER'S SOCKET
- CW COMPLETE WITH
- FDG FRIDGE
- HWB HOT WATER BOILER
- HWC HOT WATER CYLINDER
- NTS NOT TO SCALE
- ODU HEAT PUMP OUTDOOR UNIT
- UB UNDER BENCH

GENERAL NOTES

1. ALL ELECTRICAL INSTALLATION SHALL COMPLY WITH AS/NZS 3000.
2. LOCATION OF ALL DOORS AND DOOR SWINGS TO BE CONFIRMED WITH THE ARCHITECT PRIOR TO LIGHT SWITCH AND WIRING INSTALLATION.
3. UNLESS STATED OTHERWISE ALL LIGHT SWITCHES TO BE MOUNTED AT 1200mm AFFL AND POWER OUTLETS AT 300mm AFFL.
4. RUN AN UNSWITCHED ACTIVE TO EACH EMERGENCY LIGHT FITTING AND PROVIDE EMERGENCY TEST FACILITIES.
5. ALL CONDUITS SHALL BE INSTALLED CW PLASTIC DRAW WIRES.
6. LIAISE WITH ALL TRADES.
7. WHERE REQUIRED FOR SUPPORT AND FOR SEISMIC REQUIREMENTS ALLOW TO PROVIDE AND INSTALL UNISTRUT C/W BRACKETS AND FIXINGS BETWEEN PURLINS AND STRUCTURAL MEMBERS AS REQUIRED.
8. CABLES SHALL BE RUN IN TREFOIL FORMATION UNLESS STATED OTHERWISE.
9. ALL DISTRIBUTION BOARDS SHALL BE TPN CONFIGURATION UNLESS STATED OTHERWISE.
10. ALL CIRCUITS LABELED AS SPARE ON THE SINGLE LINE DIAGRAM AND IN THE DISTRIBUTION BOARD SCHEDULES SHALL BE PROVIDED C/W CIRCUIT BREAKERS.
11. ALL SURFACE CONDUITS SHALL BE GRAY.
12. ALL LUMINARIES SHALL BE SEISMIC RESTRAINT WITH GRIPPLE SEISMIC KIT.
13. THE SUB CONTRACTOR IS TO COORDINATE WITH ALL RELEVANT ARCHITECTURAL DRAWINGS, DETAILS, ELEVATIONS, JOINERY DETAILS AND WITH JOINERY INSTALLER.
14. EMERGENCY LIGHT FITTING AND EXIT SIGNS SHALL BE SUPPLIED BY LOCAL LIGHTING CIRCUIT.
15. LIAISE WITH MECHANICAL TRADE FOR EXACT LOCATION OF MECHANICAL EQUIPMENT AND FINAL TERMINATION OF CABLINGS.

POWER & COMMS LAYOUT

SCALE 1:25



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Drawn

Drafting Check

Approved (Project Director)

Date

Scale

Designer

Design Check

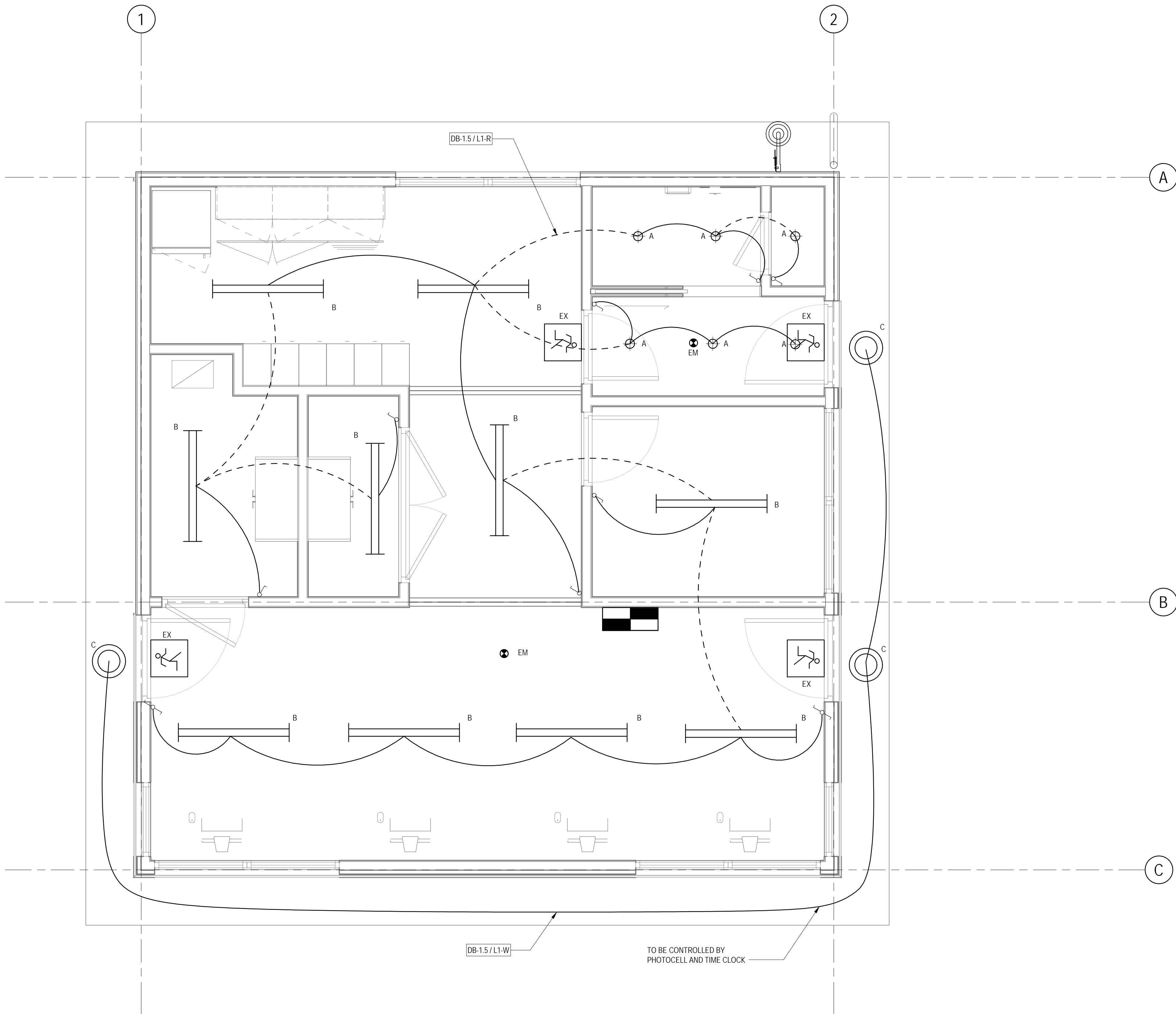
Client **NEW ZEALAND TRANSPORT AGENCY**  
Project **TIER 1.5 - CONTROL BUILDING**

Title

POWER, & COMMS LAYOUT

Original Size  
A1 Drawing No: **51-34037-A900**

Rev: **1**



**LIGHTING LAYOUT**  
SCALE 1:25

**LIGHTING**

- SWITCHING LINE
- CIRCUIT LINE
- ONE WAY LIGHT SWITCH
- TWO WAY LIGHT SWITCH
- SURFACE MOUNTED LUMINAIRE
- DOWNLIGHT
- BULKHEAD TYPE LUMINAIRE
- RECESSED OCCUPANCY SENSOR
- SURFACE MOUNTED IP55 PIR SENSOR

**EMERGENCY LIGHTING**

- INTERNALLY ILLUMINATED EXIT SIGN WITH DIRECTIONAL ARROWS
- INTERNALLY ILLUMINATED EXIT SIGN
- RECESSED EMERGENCY LUMINAIRE

| LUMINAIRE SCHEDULE |       |   |
|--------------------|-------|---|
| LABEL              | IMAGE | DESCRIPTION   |
| A                  |       | VERSALUX COMO MINI, 11W LED AND 775lm OUTPUT, IP44 RATED, FACETED CLEAR REFLECTOR, C/W HF NON-DIM DRIVER, 4000K COLOUR TEMPERATURE. LUMINAIRE TO BE RECESSED INTO CEILING   |
| B                  |       | VERSALUX AXIUM LINEAR EXTRUDED LUMINAIRE, 34W LED WITH 4100lm OUTPUT, IP20 RATED, C/W INTEGRAL ELECTRONIC GEAR, 4000K COLOUR TEMPERATURE. LUMINAIRE TO BE SUSPENDED AT 2400mm AFFL.   |
| D                  |       | LEGRAND BULKHEAD R 360 PLAIN LED LUMINAIRE WITH EMERGENCY LIGHTING FUNCTION, 18W LED WITH 2700lm OUTPUT, IP65 AND IK10 RATED, C/W INTEGRAL FIXED OUTPUT ELECTRONIC GEAR, 4000K COLOUR TEMPERATURE, C/W BATTERY PACK WITH MINIMUM 90 MINUTES DISCHARGE TIME. LUMINAIRE TO BE SURFACE MOUNTED TO UNDERSIDE OF SOFFIT. |
| EM                 |       | LEGRAND SATELLITE CORRIDOR NON-MAINTAINED SPU EMERGENCY LUMINAIRE 685204/LI, C/W 0.95W LED, Li-ion BATTERY PACK, D50 CLASSIFICATION, MINIMUM 90 MINUTES DISCHARGE TIME. LUMINAIRE TO BE RECESSED INTO CEILING.  |
| EX                 |       | LEGRAND G2 LED EMERGENCY MAINTAINED SPU RUNNING MAN DECAL EXIT SIGN, WHITE BODY, C/W Li-ion BATTERY PACK AND WALL/SURFACE MOUNTING KIT, MINIMUM 90 MINUTES DISCHARGE TIME. LUMINAIRE TO BE SURFACE MOUNTED TO WALL ABOVE DOOR.  |

**TENDER / CONSENT**

|    |               |       |          |
|----|---------------|-------|----------|
| 1  | CONSENT ISSUE | SZ    | 05.07.19 |
| No | Revision      | Drawn | Date     |



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Project **TIER 1.5 - CONTROL BUILDING**

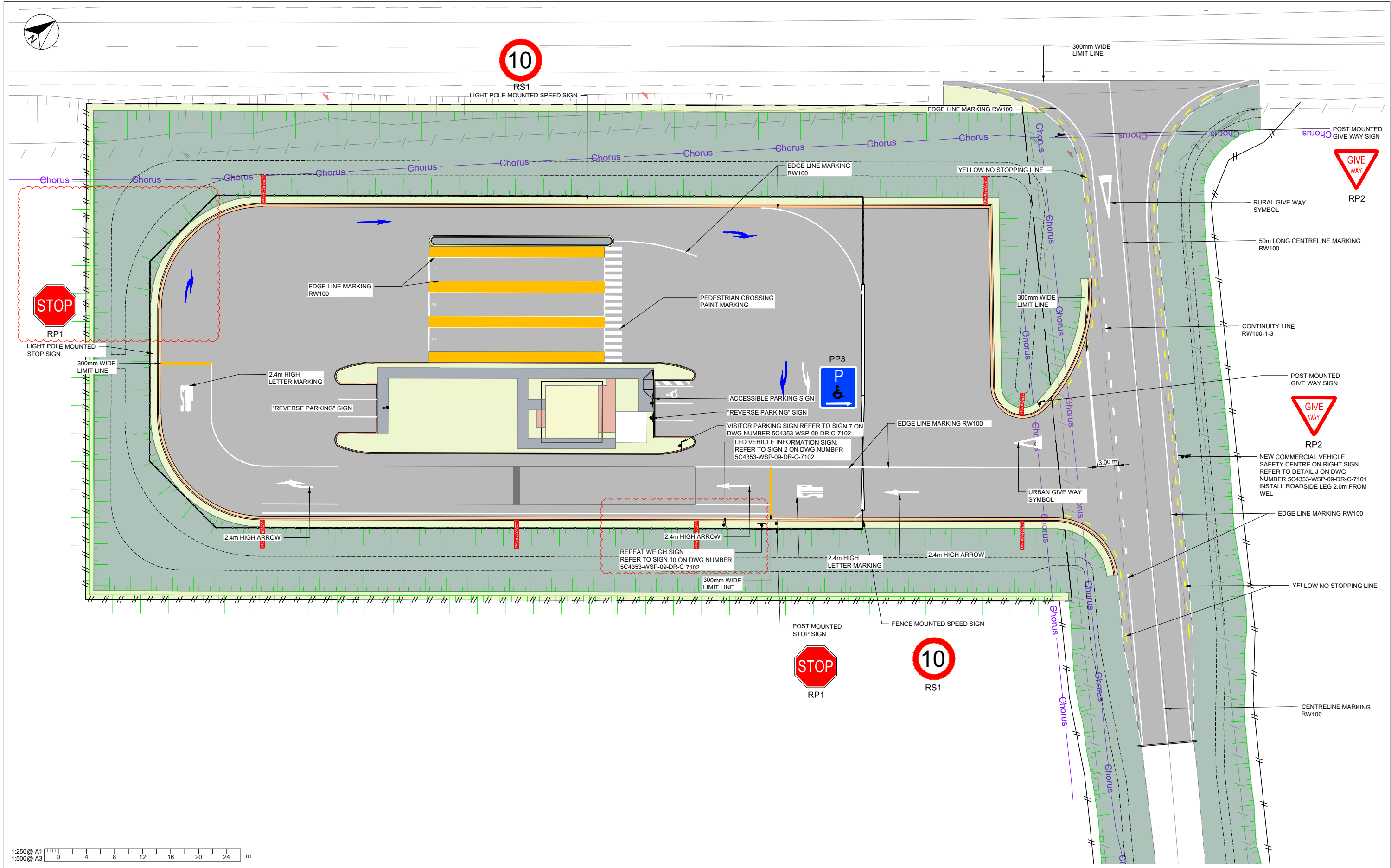
Title **LIGHTING LAYOUT**

Original Size **A1** Drawing No: **51-34037-A901**

Rev: **1**

## Appendix B





| REVISION | AMENDMENT                         | APPROVED | DATE       |
|----------|-----------------------------------|----------|------------|
| A        | FOR INFORMATION                   |          | 2021.12.17 |
| B        | FOR REVIEW                        | BS       | 2021.12.21 |
| C        | FOR PRICING                       | BS       | 2022.01.27 |
| D        | ISSUED FOR TENDER                 | B.S.     | 2022-04-22 |
| E        | EXIT AND REPEAT WEIGH SIGN UPDATE | B.S.     | 2022-05-18 |
|          |                                   |          |            |
|          |                                   |          |            |
|          |                                   |          |            |



Wellington Office  
+64 4 471 7000

PO Box 12-003  
Wellington 6144  
New Zealand

CIVIL

SCALES  
1:250 @ A1, 1:500 @ A3

ORIGINAL SIZE  
A1

|                             |                       |                             |
|-----------------------------|-----------------------|-----------------------------|
| DRAWN<br>C. NELLES          | DESIGNED<br>C. NELLES | APPROVED<br>B. STERLING     |
| DRAWING VERIFIED<br>B. HOPE | DESIGN VERIFIED       | APPROVED DATE<br>2021.12.17 |

TENDER

PROJECT  
WAKA KOTAHI NZ TRANSPORT AGENCY  
RAKAIA SOUTHBOUND  
WEIGH RIGHT PROGRAMME

TITLE  
SIGNS AND LINE MARKING  
PLAN VIEW

WSP PROJECT NO. (SUB-PROJECT)  
5C4353-WSP-09-DR-

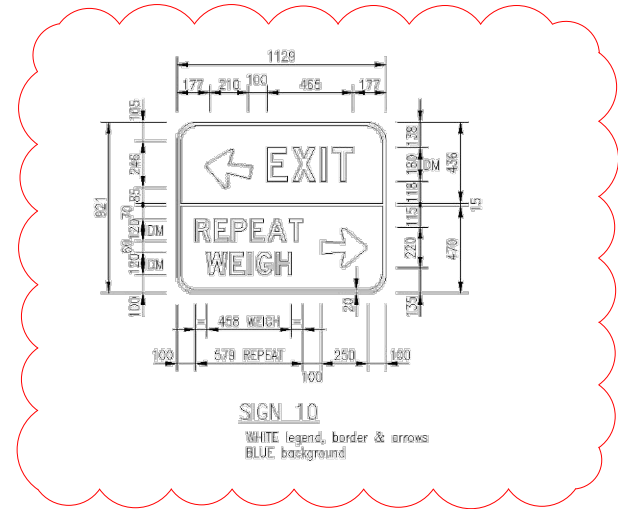
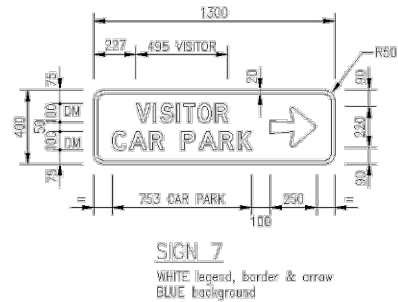
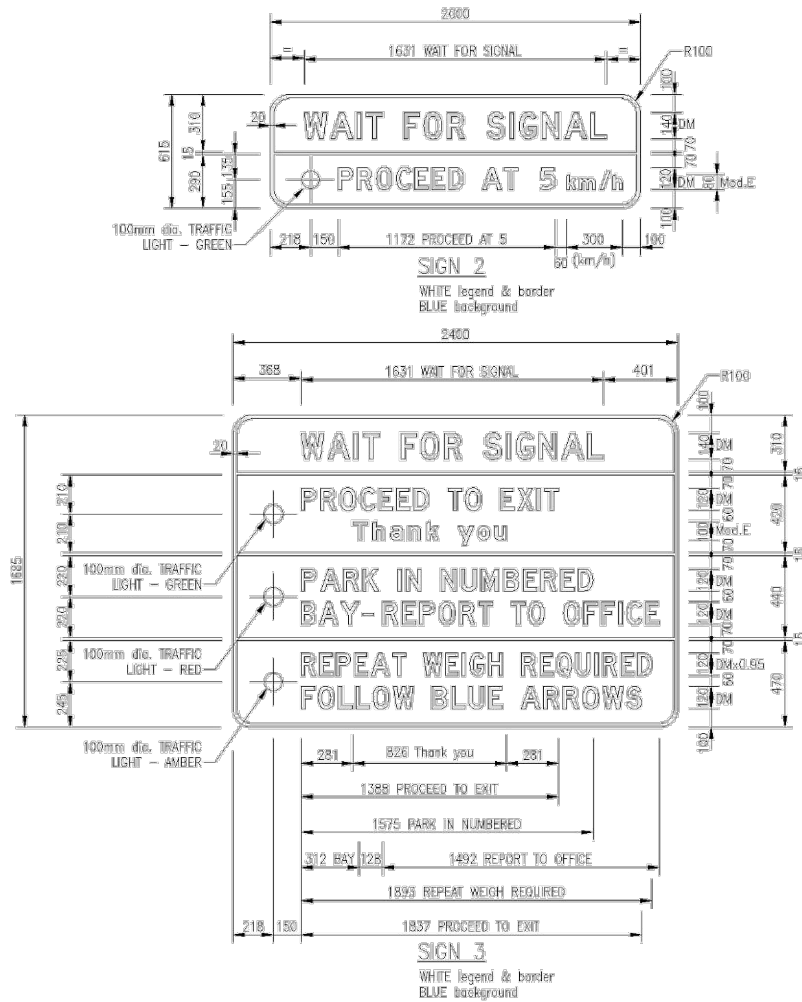
SHEET NO.  
C-7000

REVISION  
E

## Appendix C

NOTES

1. LEGEND IS SERIES E 125.
2. CONTRACTOR TO ORGANISE FOR SHOP DRAWINGS OF TRAFFIC SIGNS. SIGNS TO BE IN ACCORDANCE WITH THE TRAFFIC CONTROL DEVICES MANUAL AND MANUAL OF TRAFFIC SIGNS AND ROAD MARKINGS.
3. TRAFFIC SIGN POSTS TO BE IN ACCORDANCE WITH RSMA.



| SIGN NO. | SIGN TYPE | COLOURS |        |             | SIGN SUPPORTS                 |                          |                  |                      |                   | CONCRETE |
|----------|-----------|---------|--------|-------------|-------------------------------|--------------------------|------------------|----------------------|-------------------|----------|
|          |           | LEGEND  | BORDER | BACK-GROUND | A GL TO UNDERSIDE OF SIGN (m) | TIMBER SUPPORT SIZE (mm) | B PILE DEPTH (m) | C CONC. PILE DIA (m) | WEEDBAND REQUIRED |          |
| SIGN 2   | INFO.     | White   | White  | Blue        | 1.5                           | 2/100x100                | 0.70             | 0.40                 | NO                | NO       |
| SIGN 3   | INFO.     | White   | White  | Blue        | 1.5                           | 2/150x150*               | 1.10             | 0.50                 | NO                | NO       |

| REVISION | AMENDMENT                         | APPROVED | DATE       |
|----------|-----------------------------------|----------|------------|
| A        | FOR INFORMATION                   |          | 2021.12.17 |
| B        | FOR REVIEW                        | BS       | 2021.12.21 |
| C        | FOR PRICING                       | BS       | 2022.01.27 |
| D        | ISSUED FOR TENDER                 | B.S.     | 2022-04-22 |
| E        | EXIT AND REPEAT WEIGH SIGN UPDATE | B.S.     | 2022-05-18 |
|          |                                   |          |            |
|          |                                   |          |            |
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|          |                                   |          |            |



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New Zealand

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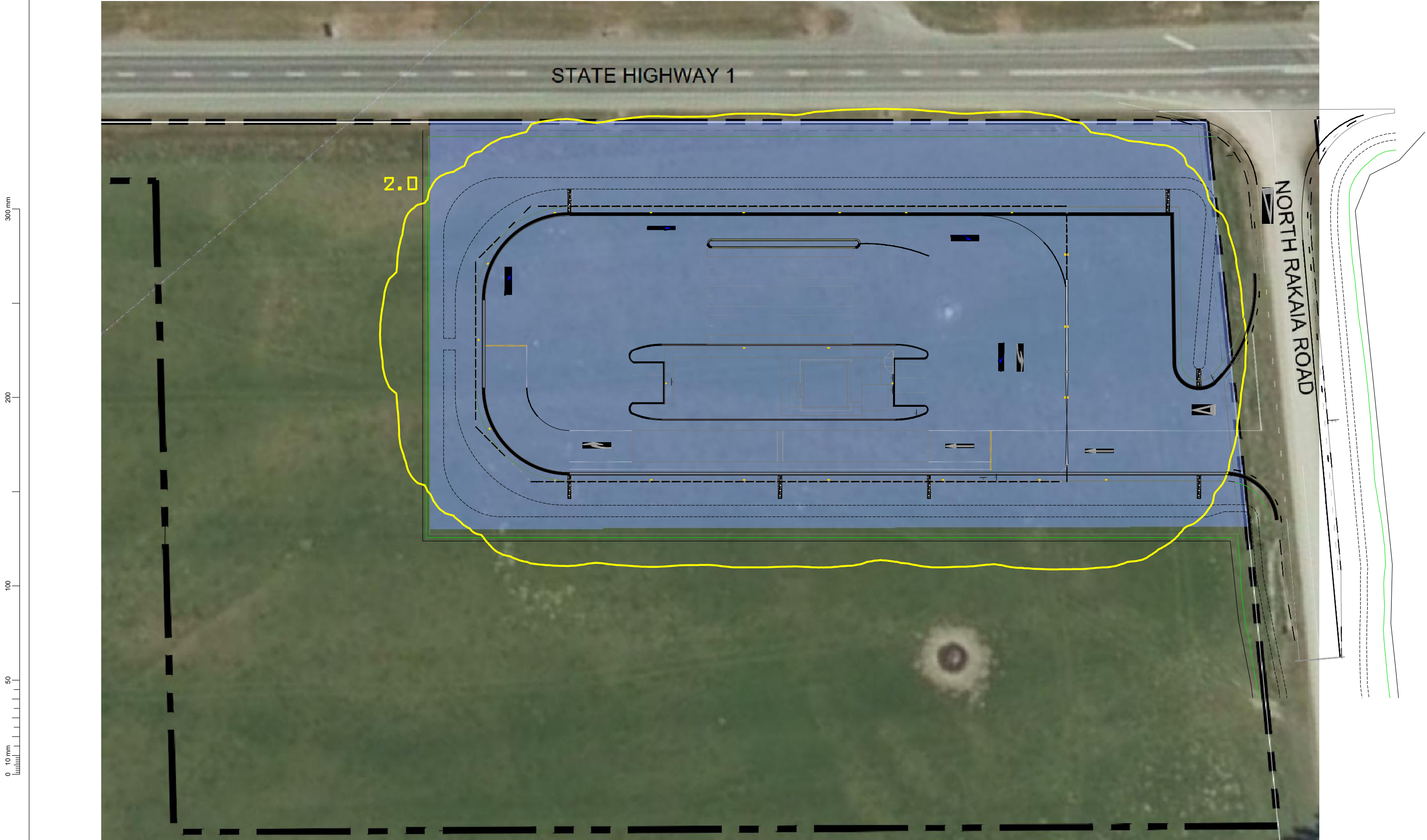
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| C.NELLES         | C. NELLES       | B. STERLING   |               |
| DRAWING VERIFIED | DESIGN VERIFIED | APPROVED DATE |               |
| P. FIEREK        |                 | 2021.12.17    |               |

TENDER

|                               |  |                                 |          |
|-------------------------------|--|---------------------------------|----------|
| PROJECT                       |  | WAKA KOTAHI NZ TRANSPORT AGENCY |          |
|                               |  | RAKAIA SOUTHBOUND               |          |
|                               |  | WEIGH RIGHT PROGRAMME           |          |
| TITLE                         |  | STANDARD DETAILS                |          |
|                               |  | STATIC SIGNAGE - SHEET 3        |          |
| WSP PROJECT NO. (SUB-PROJECT) |  | SHEET NO.                       | REVISION |
| 5C4353-WSP-09-DR-             |  | C-7102                          | D        |



## Appendix D



| REVISION | AMENDMENT  | APPROVED | DATE       |
|----------|------------|----------|------------|
| A        | FOR TENDER | BS       | 2022.07.20 |
|          |            |          |            |
|          |            |          |            |
|          |            |          |            |
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|          |            |          |            |
|          |            |          |            |
|          |            |          |            |



Christchurch Office  
+64 3 363 5400

PO Box 1482  
Christchurch 8140  
New Zealand

ELECTRICAL

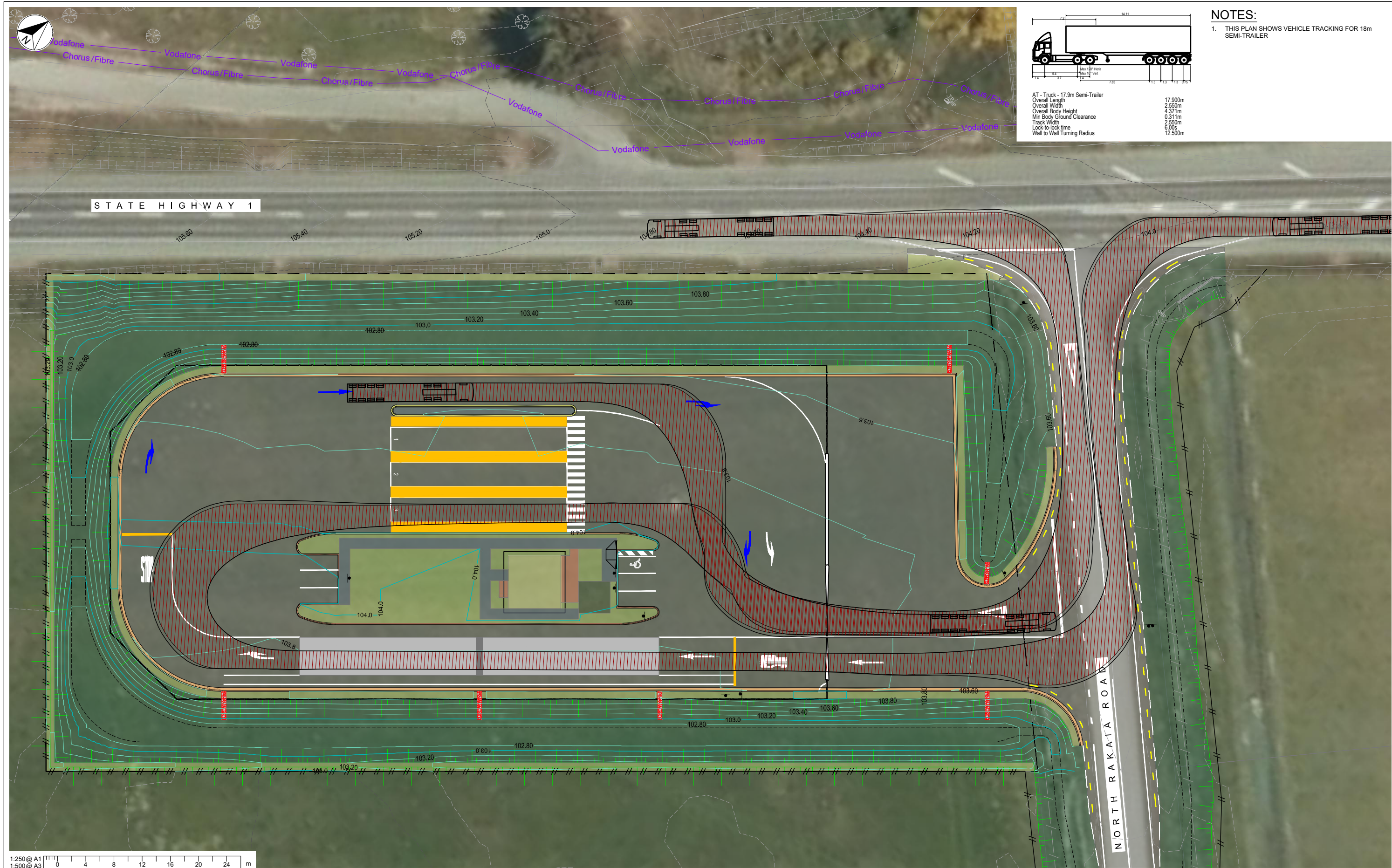
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| F. DEL MORAL     | F. DEL MORAL    | B. STERLING   |               |
| DRAWING VERIFIED | DESIGN VERIFIED | APPROVED DATE |               |
| N. GRAHAM        | N. GRAHAM       | 2022.07.20    |               |

TENDER

|  |           |          |  |
|--|-----------|----------|--|
| PROJECT<br>WAKA KOTAHI NZ TRANSPORT AGENCY<br>RAKAIA SOUTHBOUND<br>WEIGH RIGHT PROGRAMME |           |          |  |
| TITLE<br>SITE<br>2LX ISOLINE PLOT  |           |          |  |
| WSP PROJECT NO. (SUB-PROJECT)  | SHEET NO. | REVISION |  |
| 5C4353.09  | E-4001    | A        |  |

## Appendix E





| REVISION | AMENDMENT         | APPROVED | DATE       |
|----------|-------------------|----------|------------|
| A        | FOR INFORMATION   | LS       | 2021.12.17 |
| B        | FOR REVIEW        | BS       | 2021.12.21 |
| C        | FOR PRICING       | BS       | 2022.01.27 |
| D        | ISSUED FOR TENDER | BS       | 2022-04-22 |
|          |                   |          |            |
|          |                   |          |            |
|          |                   |          |            |
|          |                   |          |            |



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Wellington 6144  
New Zealand

CIVIL

SCALES  
1:250 @ A1, 1:500 @ A3

ORIGINAL SIZE  
A1

| DRAWN            | DESIGNED        | APPROVED      |
|------------------|-----------------|---------------|
| B. HOPE          | C. NELLES       | B. STERLING   |
| DRAWING VERIFIED | DESIGN VERIFIED | APPROVED DATE |
| C. NELLES        | B. McNEILL      | 2021.12.17    |

TENDER

PROJECT  
WAKA KOTAHI NZ TRANSPORT AGENCY  
RAKAIA SOUTHBOUND  
WEIGH RIGHT PROGRAMME

TITLE  
COMMERCIAL VEHICLE SAFETY CENTRE  
TRACKING CURVES - SHEET 2 OF 2

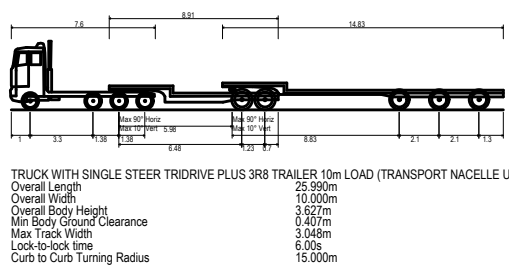
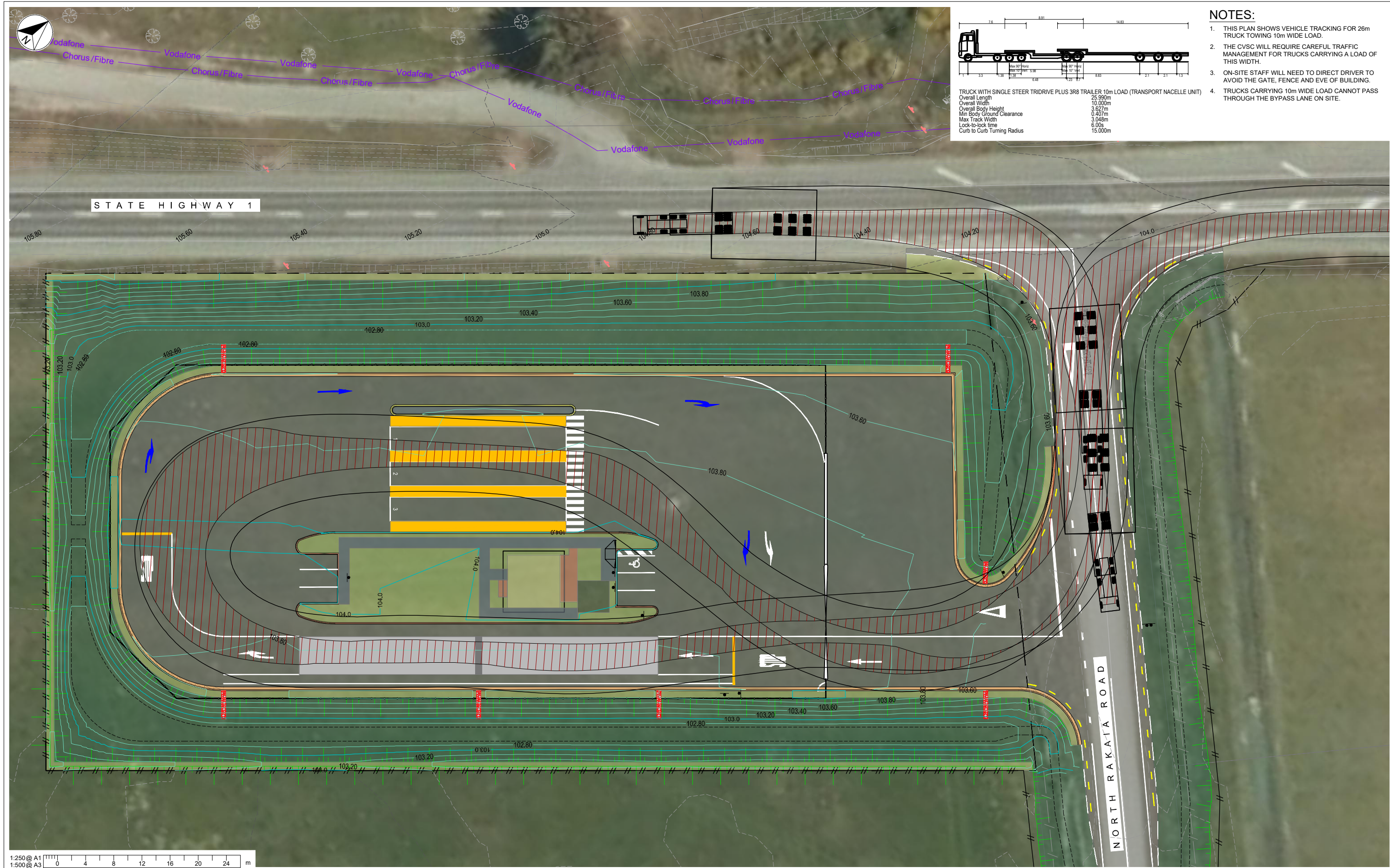
WSP PROJECT NO. (SUB-PROJECT)  
5C4353-WSP-09-DR-

SHEET NO.  
C-2310

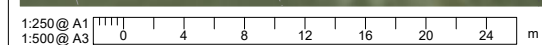
REVISION  
D

## Appendix F





- NOTES:**
1. THIS PLAN SHOWS VEHICLE TRACKING FOR 26m TRUCK TOWING 10m WIDE LOAD.
  2. THE CVSC WILL REQUIRE CAREFUL TRAFFIC MANAGEMENT FOR TRUCKS CARRYING A LOAD OF THIS WIDTH.
  3. ON-SITE STAFF WILL NEED TO DIRECT DRIVER TO AVOID THE GATE, FENCE AND EVE OF BUILDING.
  4. TRUCKS CARRYING 10m WIDE LOAD CANNOT PASS THROUGH THE BYPASS LANE ON SITE.



| REVISION | AMENDMENT         | APPROVED | DATE       |
|----------|-------------------|----------|------------|
| A        | FOR INFORMATION   | LS       | 2021.12.17 |
| B        | FOR REVIEW        | BS       | 2021.12.21 |
| C        | FOR PRICING       | BS       | 2022.01.27 |
| D        | ISSUED FOR TENDER | BS       | 2022-04-22 |
|          |                   |          |            |
|          |                   |          |            |
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CIVIL

| SCALES                 |                 | ORIGINAL SIZE |
|------------------------|-----------------|---------------|
| 1:250 @ A1, 1:500 @ A3 |                 | A1            |
| DRAWN                  | DESIGNED        | APPROVED      |
| B. HOPE                | C. NELLES       | B. STERLING   |
| DRAWING VERIFIED       | DESIGN VERIFIED | APPROVED DATE |
| C. NELLES              | B. McNEILL      | 2021.12.17    |

TENDER

|                                  |           |
|----------------------------------|-----------|
| PROJECT                          |           |
| WAKA KOTAHI NZ TRANSPORT AGENCY  |           |
| RAKAI SOUTHBOUND                 |           |
| WEIGH RIGHT PROGRAMME            |           |
| TITLE                            |           |
| COMMERCIAL VEHICLE SAFETY CENTRE |           |
| TRACKING CURVES - SHEET 1 OF 2   |           |
| WSP PROJECT NO. (SUB-PROJECT)    | SHEET NO. |
| 5C4353-WSP-09-DR-                | C-2300    |
| REVISION                         | D         |



## Appendix G

## Hammond, Sam

---

**From:** Hammond, Sam  
**Sent:** Monday, 9 May 2022 9:57 am  
**To:** Andrew Mazey  
**Cc:** Sterling, Brendan; Nelles, Cindy; Charlotte.Scotchbrook@selwyn.govt.nz  
**Subject:** RE: North Rakaia Road Design for Waka Kotahi Weigh Right Programme  
**Attachments:** D190066 - s171 - Council Recommendation.pdf  
  
**Importance:** High

Hi Andrew,

Waka Kotahi have agreed to the use of a de-acceleration lane for commercial vehicles traveling south and turning left onto North Rakaia Road. WSP are currently in the process of preparing plans which show this. These plans will be provided as soon as they become available.

On the basis that a de-acceleration lane will be provided which allows commercial vehicles to safely separate from the main traffic on SH1, can you **please confirm**:

- a. SDC transport have no other concerns with the proposal; and
- b. SDC will provide written approval of the upgrade works occurring to North Rakaia Road.

For context: Condition 8 of SDC's previous s171 recommendation (see attached – page 11) required the following:

8. *That prior to the undertaking of construction works, the engineering plans and specifications relating to the upgrades to the local road shall be reviewed and approved by the Council's Asset Manager, Transportation.*

Please give me a call or send me an email if you have any question.

Thanks,



**Samuel Hammond**

Graduate Planner – Resource Management  
BRP (Hons) - NZPI

T: +64 3 367 0058

---

**From:** Hammond, Sam  
**Sent:** Friday, 25 March 2022 10:30 am  
**To:** Andrew Mazey <[Andrew.Mazey@selwyn.govt.nz](mailto:Andrew.Mazey@selwyn.govt.nz)>  
**Cc:** [Charlotte.Scotchbrook@selwyn.govt.nz](mailto:Charlotte.Scotchbrook@selwyn.govt.nz); Nelles, Cindy <[Cindy.Nelles@wsp.com](mailto:Cindy.Nelles@wsp.com)>  
**Subject:** North Rakaia Road Design for Waka Kotahi Weigh Right Programme

Hi Andrew,

Thanks for your response. We'll continue to speak to our client regarding the potential use of a de-acceleration zone. An update will be provided when we have one.

Waka Kotahi has agreed to amend the State Highway Maintenance Agreement if required. However, we've realised the purpose of the initial Notice of Requirement is

*"to undertake maintenance, operation and use of, and improvements to the State Highway Network"*

As North Rakaia Road is located within Designation TR7/NZTA-7, the maintenance of this 95m section of North Rakaia Road is covered by the designation. Can you please confirm this existing maintenance requirement is sufficient.

I have attached a copy of the initial Notice of Requirement document. Please refer to Page 10.

If you require clarification on this, please give me a call. Alternatively, Charlotte (SDC) may be able to assist.

Thanks,



**Samuel Hammond**

Graduate Planner – Resource Management  
BRP (Hons) - NZPI

T: +64 3 367 0058

---

**From:** Andrew Mazey <[Andrew.Mazey@selwyn.govt.nz](mailto:Andrew.Mazey@selwyn.govt.nz)>

**Sent:** Thursday, 24 March 2022 6:07 PM

**To:** Hammond, Sam <[Samuel.Hammond@wsp.com](mailto:Samuel.Hammond@wsp.com)>

**Cc:** Nelles, Cindy <[Cindy.Nelles@wsp.com](mailto:Cindy.Nelles@wsp.com)>; Charlotte Scotchbrook <[Charlotte.Scotchbrook@selwyn.govt.nz](mailto:Charlotte.Scotchbrook@selwyn.govt.nz)>

**Subject:** RE: North Rakaia Road Design for Waka Kotahi Weigh Right Programme

Hi Sam thanks – one last thing to clear up as you acknowledged below from my earlier points to follow up on. I am concerned how a unit can safely separate from the main traffic lane and de- accelerate from SH1 100km/hr environment and get itself turned into North Rakaia Rd (and proximity to main Rakaia Intersection etc)

Otherwise everything else OK

Thanks

Andrew

---

**From:** Hammond, Sam [[mailto:Samuel.Hammond@wsp.com](mailto:mailto:Samuel.Hammond@wsp.com)]

**Sent:** Monday, 21 March 2022 9:40 AM

**To:** Andrew Mazey <[Andrew.Mazey@selwyn.govt.nz](mailto:Andrew.Mazey@selwyn.govt.nz)>

**Cc:** Nelles, Cindy <[Cindy.Nelles@wsp.com](mailto:Cindy.Nelles@wsp.com)>; Charlotte Scotchbrook <[Charlotte.Scotchbrook@selwyn.govt.nz](mailto:Charlotte.Scotchbrook@selwyn.govt.nz)>

**Subject:** North Rakaia Road Design for Waka Kotahi Weigh Right Programme

Hi Andrew,

Please see the attached plan which shows tracking lines of vehicles making a left turn off SH1 onto North Rakaia Road. This plan will be included as an appendix to our Notice of Requirement and Outline Plan Application.

At this time, what further information does SDC require before providing transport approval?

Thanks,



**Samuel Hammond**

Graduate Planner – Resource Management  
BRP (Hons) - NZPI

T: +64 3 367 0058

---

**From:** Hammond, Sam

**Sent:** Wednesday, 16 March 2022 2:50 PM

**To:** Andrew Mazey <[Andrew.Mazey@selwyn.govt.nz](mailto:Andrew.Mazey@selwyn.govt.nz)>

**Cc:** Nelles, Cindy <[Cindy.Nelles@wsp.com](mailto:Cindy.Nelles@wsp.com)>; [Charlotte.Scotchbrook@selwyn.govt.nz](mailto:Charlotte.Scotchbrook@selwyn.govt.nz)

**Subject:** RE: North Rakaia Road Design for Waka Kotahi Weigh Right Programme

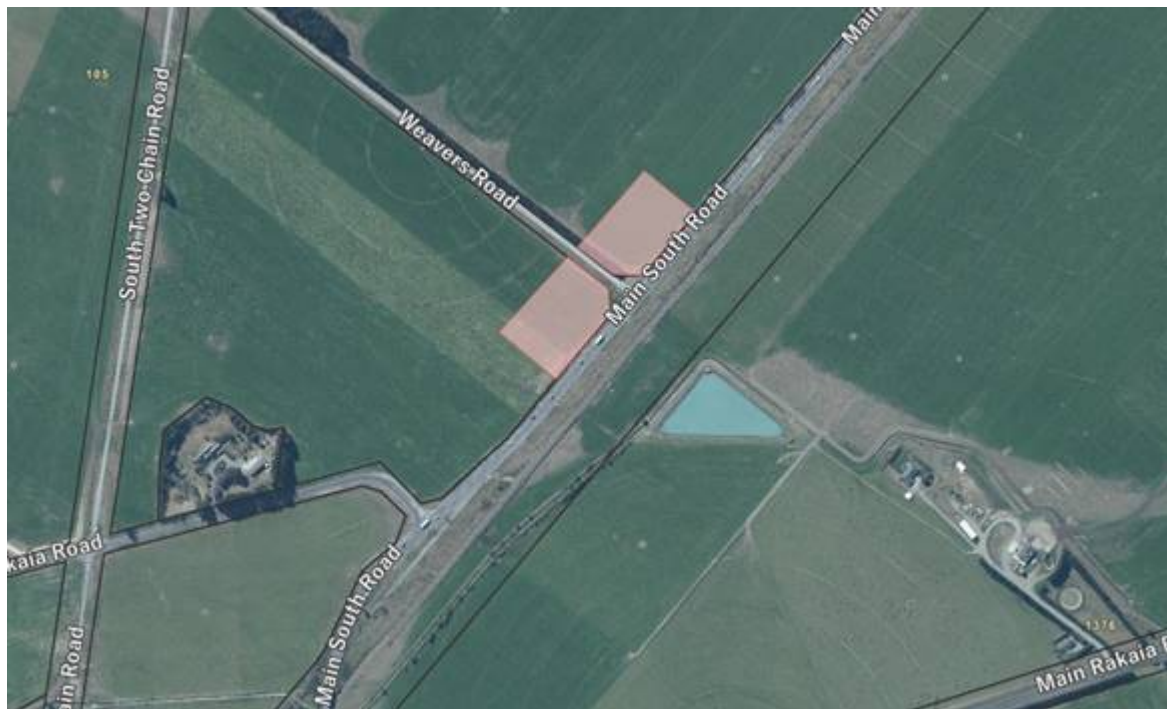


Hi Andrew,

Thanks for the quick response. Great to hear that most matters have been addressed.

I will make contact with our transport team and see if we can get some additional vehicle tracking plans which show a left turn off SH1. I will also follow up on the potential use of slip lanes (or lack thereof) in proximity to Main Rakaia Road.

Regarding the north bound site, I've had limited involvement. Last I heard it was on either the northern or southern side of Weavers Road. See below.



Thanks,



**Samuel Hammond**

Graduate Planner – Resource Management  
BRP (Hons) - NZPI

T: +64 3 367 0058

---

**From:** Andrew Mazey <[Andrew.Mazey@selwyn.govt.nz](mailto:Andrew.Mazey@selwyn.govt.nz)>

**Sent:** Wednesday, 16 March 2022 2:38 PM

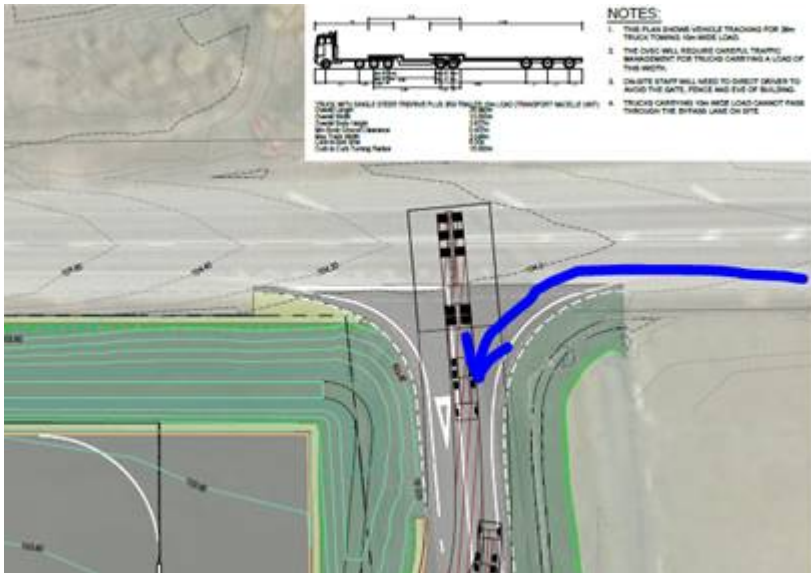
**To:** Hammond, Sam <[Samuel.Hammond@wsp.com](mailto:Samuel.Hammond@wsp.com)>

**Cc:** Nelles, Cindy <[Cindy.Nelles@wsp.com](mailto:Cindy.Nelles@wsp.com)>; Charlotte Scotchbrook <[Charlotte.Scotchbrook@selwyn.govt.nz](mailto:Charlotte.Scotchbrook@selwyn.govt.nz)>

**Subject:** RE: North Rakaia Road Design for Waka Kotahi Weigh Right Programme

Hi Sam thanks for the reply, that clears up nearly everything from my perspective, and yes 4 (i-ii) initial document will be fine.

The only thing still wondering about is that highlighted below in your return email. The tracking curves also seem a little strange that the don't represent the LH turn in from SH1 either. I would have thought they should have?



Also where is the northern approach CVSC site – south of the Rakaia Bridge I presume?

Thanks

Andrew

---

**From:** Hammond, Sam [<mailto:Samuel.Hammond@wsp.com>]  
**Sent:** Wednesday, 16 March 2022 1:47 PM  
**To:** Andrew Mazey <[Andrew.Mazey@selwyn.govt.nz](mailto:Andrew.Mazey@selwyn.govt.nz)>  
**Cc:** Nelles, Cindy <[Cindy.Nelles@wsp.com](mailto:Cindy.Nelles@wsp.com)>  
**Subject:** North Rakaia Road Design for Waka Kotahi Weigh Right Programme

Hi Andrew,

As Cindy is on annual leave until Tuesday 22 March, I have responded as best I can.

Please see the sections in **red** as they relate to your queries:

1. Am I correct in understanding that this station only caters for southbound traffic along SH1? **Yes, that is correct. A separate site is currently being designed to service northbound traffic along SH1.** Is this indicated by the fact there is no upgrades of the highway to allow northbound vehicles to turn right into North Rakaia Rd from the highway that would typically be catered for by a marked right hand turn bay and localised widening of SH1? **As above. This site will service southbound traffic only.** Independent of that, equally there does not appear to be a dedicated left hand turn slip/deceleration lane for vehicles to turn left off SH1 into North Rakaia Rd to access the site and how this may work appropriately considering the proximity of the Main Rakaia Rd intersection. Below is an extract from our **draft** 'Notice of Requirement and Outline Plan Application'. This provides some information on the history of change of the project. Please note, this information is currently undergoing client review.

***"Project Change***

*Since obtaining the approvals listed above, Traffic Planning Consultants Ltd (TPC) was consulted by Waka Kotahi to carry out a road safety audit to identify safety concerns that may affect the safety and performance of the proposed commercial vehicle safety centre. The audit found that commercial vehicles crossing State Highway 1 posed an unacceptable safety risk. As a result, separate north and southbound CVSC sites are proposed which do not require commercial vehicles to cross over lanes of oncoming traffic."*

As with the previous design, WSP on behalf of Waka Kotahi is currently reviewing an independent road safety audit which identified and assessed site safety and performance. This audit will be provided to SDC when it becomes available.

2. I have subsequently been sent the emails showing the proposed North Rakaia Rd upgrade cross-sections etc. I don't believe the "rehabilitation" of the existing section of North Rakaia Rd as shown below is sufficient, in particular, the lack of upgraded/replaced basecourse and subbase layers to cater for the heavy vehicle loadings expected. We would expect a more thorough geotechnical and design assessment to accompany any engineering approvals. **The rehabilitation of North Rakaia Road is proposed to be upgraded to a standard Waka Kotahi consider acceptable. As Waka Kotahi seeks to take over the operation and maintenance of this section of North Rakaia Road (see point 4 below), we believe the rehabilitation should be to a standard deemed appropriate by the operator. Any maintenance requirements will be the responsibility of Waka Kotahi.**
3. Council would expect an independent road safety design audit of the scheme to be provided **See point 1 above**, plus heavy vehicle tracking curves etc to demonstrate heavy vehicles can safely enter/exit the site from both the highway and North Rakaia Rd as part of the engineering approval process **See attached plans showing heavy vehicle tracking. These plans will be included as an appendix to the 'Notice of Requirement and Outline Plan Application'. Please confirm these plans are sufficient. If further plans are required, please advise.**
4. From that indicated you are seeking to include a 95m section of North Rakaia Rd to be included in your designation as below. **Correct.** On that basis, in particular from a maintenance and operational perspective it would then be appropriate that Waka Kotahi are responsible for the ongoing maintenance of this section of North Rakaia Rd as really the predominate use is related to state highway purposes for vehicles access the station. **Yes, we agree this is appropriate.** This can be recorded in the State Highway Maintenance Agreement that Council has with Waka Kotahi which details the demarcation between the two road controlling authorities across the district. **We have requested Waka Kotahi make contact with SDC directly to amend the existing State Highway Maintenance Agreement. In the meantime, we have requested that Waka Kotahi provides a document which:**
  - i. **States Waka Kotahi will be responsible for the ongoing maintenance of the relevant 95m long section of North Rakaia Road.**
  - ii. **States Waka Kotahi's intent to amend the State Highway Maintenance Agreement.**

**Will a document that states the above matters (i-ii) be sufficient to obtain conditional approval from SDC? This conditional approval will apply only while Waka Kotahi and SDC amend their existing State Highway Maintenance Agreement.**

If you have any queries, please make contact.

Thanks,



**Samuel Hammond**  
Graduate Planner – Resource Management  
BRP (Hons) - NZPI

T: +64 3 367 0058

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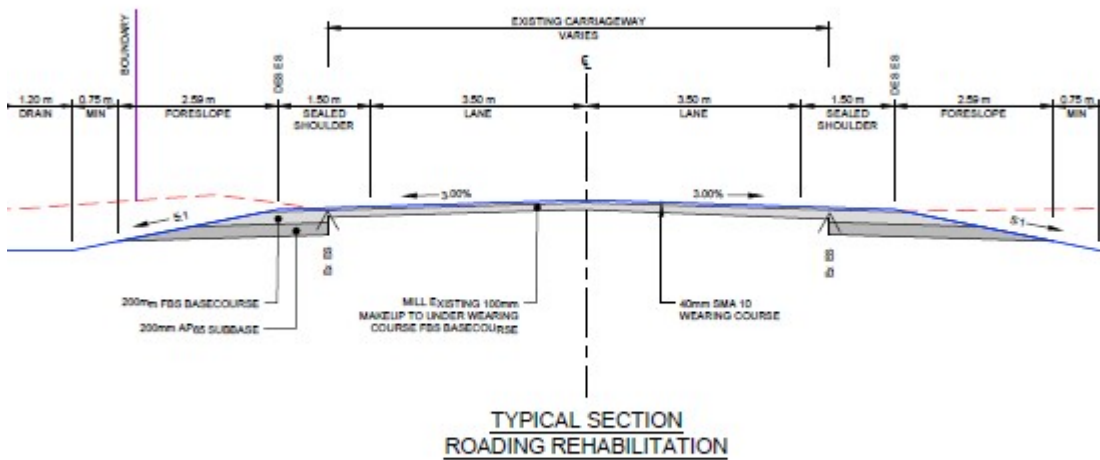
**From:** Andrew Mazey <[Andrew.Mazey@selwyn.govt.nz](mailto:Andrew.Mazey@selwyn.govt.nz)>  
**Sent:** Monday, 14 March 2022 5:48 PM  
**To:** Nelles, Cindy <[Cindy.Nelles@wsp.com](mailto:Cindy.Nelles@wsp.com)>  
**Cc:** Charlotte Scotchbrook <[Charlotte.Scotchbrook@selwyn.govt.nz](mailto:Charlotte.Scotchbrook@selwyn.govt.nz)>  
**Subject:** RE: North Rakaia Road Design for Waka Kotahi Weigh Right Programme

Hi Cindy, well it has been more than a few days but better late than never! Some questions and comments for you.

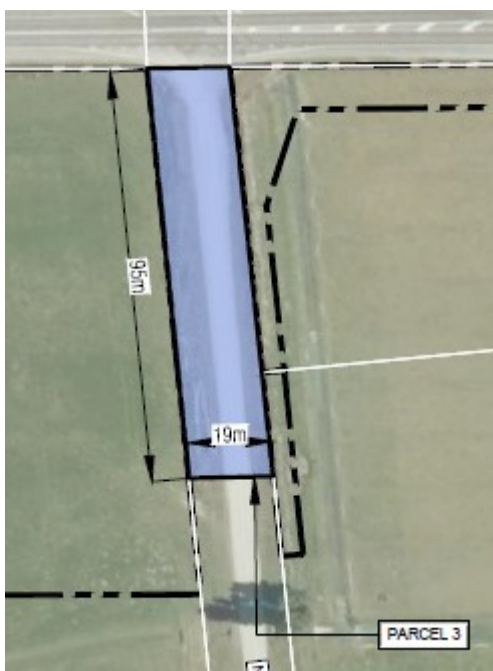
1. Am I correct in understanding that this station only caters for south bound traffic along SH1? Is this indicated by the fact there is no upgrades of the highway to allow north bound vehicles to turn right into North Rakaia Rd from the highway that would typically be catered for by a marked right hand turn bay and localised widening of SH1? Independent of that, equally there does not appear to be a dedicated left hand turn slip/deceleration lane for vehicles to turn left off SH1 into North Rakaia Rd to access the site and how this may work appropriately considering the proximity of the Main Rakaia Rd intersection.
2. I have subsequently been sent the emails showing the proposed North Rakaia Rd upgrade cross sections etc. I don't believe the "rehabilitation" of the existing section of North Rakaia Rd as shown below is sufficient, in particular the lack of upgraded/replaced basecourse and subbase layers to cater for the heavy vehicle



loadings expected. We would expect a more thorough geotechnical and design assessment to accompany any engineering approvals



3. Council would expect an independent road safety design audit of the scheme to be provided, plus heavy vehicle tracking curves etc to demonstrate heavy vehicles can safely enter/exit the site from both the highway and North Rakaia Rd as part of the engineering approval process.
4. From that indicated you are seeking to include a 95m section of North Rakaia Rd to be included in your designation as below. On that basis, in particular from a maintenance and operational perspective it would then be appropriate that Waka Kotahi are responsible for the ongoing maintenance of this section of North Rakaia Rd as really the predominate use is related to state highway purposes for vehicles access the station. This can be recorded in the State Highway Maintenance Agreement that Council has with Waka Kotahi which details the demarcation between the two road controlling authorities across the district.



Otherwise generally OK with it overall – unless Charlotte has some red flags I am not aware of.

Thanks for your patience.

Andrew Mazey  
Asset Manager Transportation

---

**From:** Andrew Mazey  
**Sent:** Thursday, 24 February 2022 5:33 PM  
**To:** 'Nelles, Cindy' <[Cindy.Nelles@wsp.com](mailto:Cindy.Nelles@wsp.com)>  
**Cc:** Charlotte Scotchbrook <[Charlotte.Scotchbrook@selwyn.govt.nz](mailto:Charlotte.Scotchbrook@selwyn.govt.nz)>  
**Subject:** RE: North Rakaia Road Design for Waka Kotahi Weigh Right Programme

Hi Cindy – thanks for the further info. Hope to get back to you in the next few days once I get my head around it and any relevant discussion with Charlotte.

Thanks

Andrew Mazey  
Asset Manager Transportation

---

**From:** Nelles, Cindy [<mailto:Cindy.Nelles@wsp.com>]  
**Sent:** Thursday, 10 February 2022 4:22 PM  
**To:** Andrew Mazey <[Andrew.Mazey@selwyn.govt.nz](mailto:Andrew.Mazey@selwyn.govt.nz)>; Graham Huggins <[Graham.Huggins@selwyn.govt.nz](mailto:Graham.Huggins@selwyn.govt.nz)>  
**Cc:** Hayden Muir <[Hayden.Muir@selwyn.govt.nz](mailto:Hayden.Muir@selwyn.govt.nz)>; McLeod, Jason <[Jason.McLeod2@wsp.com](mailto:Jason.McLeod2@wsp.com)>; Hammond, Sam <[Samuel.Hammond@wsp.com](mailto:Samuel.Hammond@wsp.com)>; Charlotte Scotchbrook <[Charlotte.Scotchbrook@selwyn.govt.nz](mailto:Charlotte.Scotchbrook@selwyn.govt.nz)>  
**Subject:** RE: North Rakaia Road Design for Waka Kotahi Weigh Right Programme

Hi Andrew,

Looking to follow up with this and see where it is at. Please give me a call or let me know at your earliest convenience.

Kind Regards,  
Cindy



**Cindy Nelles**  
Civil Engineer  
She/Her

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**From:** Nelles, Cindy  
**Sent:** Friday, 28 January 2022 1:29 PM  
**To:** Andrew Mazey <[Andrew.Mazey@selwyn.govt.nz](mailto:Andrew.Mazey@selwyn.govt.nz)>; Graham Huggins <[Graham.Huggins@selwyn.govt.nz](mailto:Graham.Huggins@selwyn.govt.nz)>  
**Cc:** Hayden Muir <[Hayden.Muir@selwyn.govt.nz](mailto:Hayden.Muir@selwyn.govt.nz)>; McLeod, Jason <[Jason.McLeod2@wsp.com](mailto:Jason.McLeod2@wsp.com)>; Hammond, Sam <[Samuel.Hammond@wsp.com](mailto:Samuel.Hammond@wsp.com)>; [charlotte.scotchbrook@selwyn.govt.nz](mailto:charlotte.scotchbrook@selwyn.govt.nz)  
**Subject:** RE: North Rakaia Road Design for Waka Kotahi Weigh Right Programme

Hi Andrew,

Thanks for that. I have attached two additional showing the site overview that relate to the road and the CVSC station. This is that same project that WK started about 2 years ago, however there have been some changes to the concept. For example we are no longer doing any works in the State highway at the intersection.

I am also aware that there are some planning requirements to achieve this. Might be worthwhile to have a chat with Charlotte Scotchbrook (I think I managed to CC her in this email) as I believe she has been liaising with us on this topic. Below is a message from our Planner Sam Hammond.

WSP on behalf of Waka Kotahi will lodge a Notice of Requirement and Outline Plan Application providing for the construction, operation, and maintenance of a CVSC within Designation TR7 (OSDP) / NZTA-7 (PSDP). These works include the construction of:

- A weight bridge
- Tier 1.5 Compliance Building
- Bypass land
- Inspection bays
- Staff and visitor parking
- Lighting
- Onsite greywater and wastewater disposal
- Onsite stormwater disposal
- Site fencing

As part of this application, the proposed activity (CVSC) must comply with the conditions of Designation TR7. Specifically:

**Designation TR7:**

*Prior to construction works being undertaken, engineering plans and specifications relating to the upgrade of the local road to be reviewed and approved by Council's Asset Manager, Transportation*

The purpose of this email is to obtain written approval for the works occurring to North Rakaia Road located within the boundary of Designation TR7 / NZTA-7. Approval from SDC is required for the following reasons:

1. SDC is the landowner/operator of North Rakaia Road. Written approval may be required to fulfill the NOR consultation requirements.
2. To meet the condition of Designation TR7

WSP Planner, Samuel Hammond has been in contact with SDC Planner, Charlotte Scotchbrook. Both parties agreed that the following forms will be sufficient in providing written approval of the works proposed to North Rakaia Road within the boundary of Designation TR7:

- A. SDC's standard Form 8A signed by SDC Asset Manager – Transportation.
- B. Plans showing the proposed works to North Rakaia Road within the boundary of Designation TR7 signed by SDC Asset Manager -Transportation.

Note: The signed Form 8A and accompanying plans do not negate the need for a Notice of Requirement and Outline Plan application to be lodged with SDC. The signed Form 8A and accompanying plans will be included within the Notice of Requirement and Outline Application.

Please let me know if you require any more information. I have attached the form and the designation plan for your approval.

Cheers,  
Cindy



**Cindy Nelles**  
Civil Engineer  
She/Her



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[Cindy.Nelles@wsp.com](mailto:Cindy.Nelles@wsp.com)  
  
[wsp.com/nz](http://wsp.com/nz)

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**From:** Andrew Mazey <[Andrew.Mazey@selwyn.govt.nz](mailto:Andrew.Mazey@selwyn.govt.nz)>  
**Sent:** Tuesday, 25 January 2022 5:47 PM  
**To:** Nelles, Cindy <[Cindy.Nelles@wsp.com](mailto:Cindy.Nelles@wsp.com)>; Graham Huggins <[Graham.Huggins@selwyn.govt.nz](mailto:Graham.Huggins@selwyn.govt.nz)>  
**Cc:** Hayden Muir <[Hayden.Muir@selwyn.govt.nz](mailto:Hayden.Muir@selwyn.govt.nz)>  
**Subject:** FW: North Rakaia Road Design for Waka Kotahi Weigh Right Programme

Hi Cindy, I presume from what you have provided that Waka Kotahi are continuing with the original plan to provide a SH1 Weigh Right Station just north of the Rakaia Bridge – that seemed to be put on hold from 1-2 years ago due to some difficulties/objections at the time.

It was Councils requirement at the time that North Rakaia Rd be upgraded as part of this for the short section involved relating to providing sealed access to the Station – and details for Councils prior approval would be provided.

If this is indeed the case relating to the original Station proposal and required access to North Rakaia Rd, Graham can check those proposed construction details for you and advise accordingly. An overall station layout plan would be helpful for context.

Thanks in advance

Andrew Mazey  
Asset Manager Transportation

---

**From:** Hayden Muir  
**Sent:** Friday, 14 January 2022 2:31 PM  
**To:** Andrew Mazey <[Andrew.Mazey@selwyn.govt.nz](mailto:Andrew.Mazey@selwyn.govt.nz)>  
**Cc:** Graham Huggins <[Graham.Huggins@selwyn.govt.nz](mailto:Graham.Huggins@selwyn.govt.nz)>; Murray Washington <[Murray.Washington@selwyn.govt.nz](mailto:Murray.Washington@selwyn.govt.nz)>  
**Subject:** FW: North Rakaia Road Design for Waka Kotahi Weigh Right Programme

Hi Andrew,

Not sure if you have knowledge of this Waka Kotahi project but are you able to follow up with Cindy on what the process would be for consenting this?

Thanks  
Hayden

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**From:** Nelles, Cindy [<mailto:Cindy.Nelles@wsp.com>]  
**Sent:** Friday, 14 January 2022 1:53 pm  
**To:** Hayden Muir <[Hayden.Muir@selwyn.govt.nz](mailto:Hayden.Muir@selwyn.govt.nz)>  
**Subject:** North Rakaia Road Design for Waka Kotahi Weigh Right Programme

Hello Hayden,

I was speaking to Simon O'Dea in our office here at WSP and he said you might be able to help me with this.

I am working on the weight Right Programme for Waka Kotahi and our current design involves upgrading north Rakaia Road (the gravel road immediately north of the Rakaia Bridge). Here is a plan of what we are proposing. I know that Jacobs had previously shown that they would be upgrading this road when they were doing the design however I presume Jacobs has not spoke to you about their design so this will be brand new information so please give me a call if you would like to discuss.

Please let me know what your requirements are for this work to proceed and what needs to happen to get this across the line.

Thank You,  
Cindy



**Cindy Nelles**  
Civil Engineer  
She/Her

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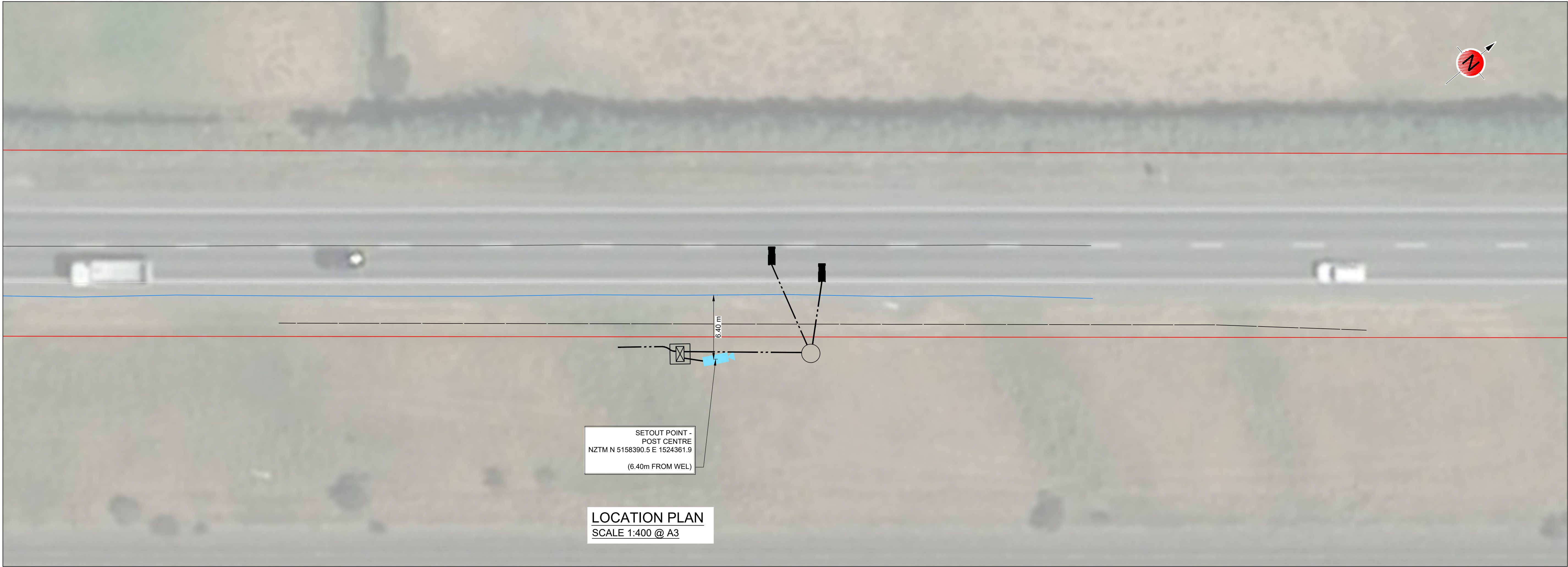


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## Appendix H

300 mm  
200  
100  
50  
0 10 mm



SETOUT POINT -  
POST CENTRE  
NZTM N 5158390.5 E 1524361.9  
(6.40m FROM WEL)

LOCATION PLAN  
SCALE 1:400 @ A3

1:200 @ A1  
1:400 @ A3  
0 2 4 6 8 10 12 14 16 18 20 m

PRELIMINARY FOR INFORMATION ONLY



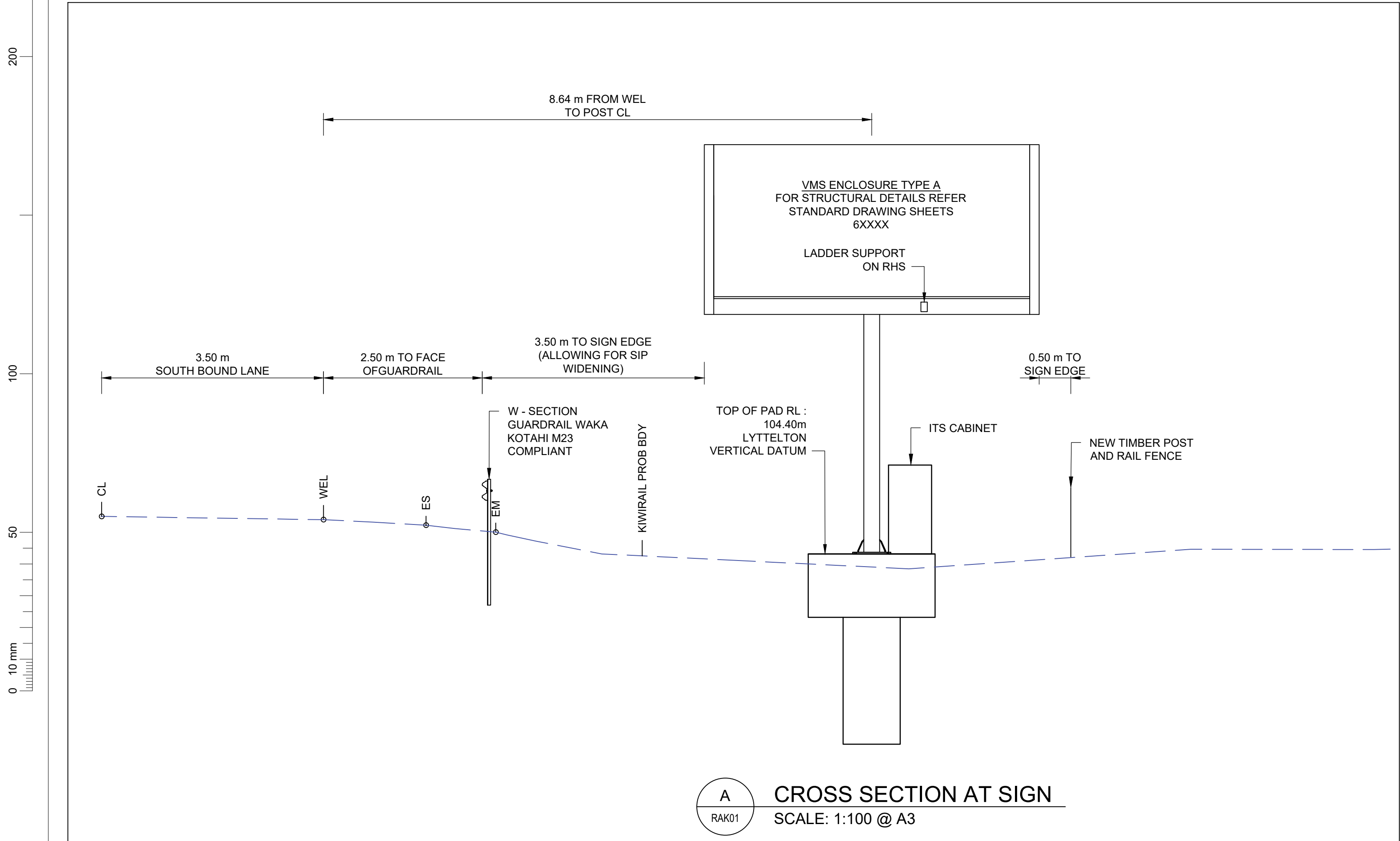
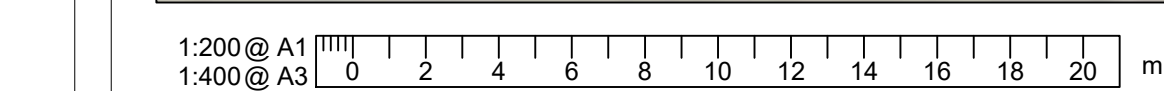
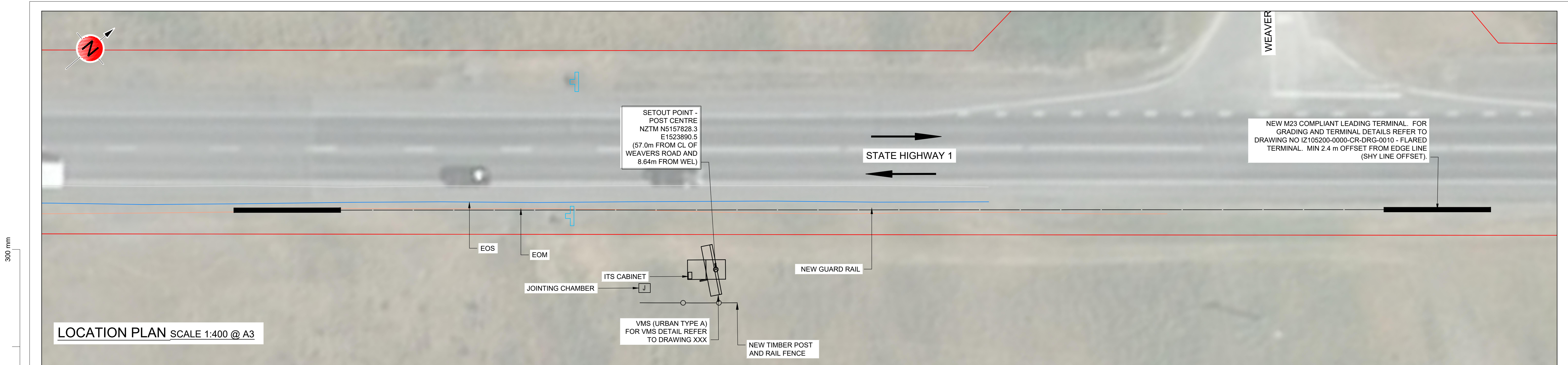
Christchurch Office  
+64 3 363 5400  
PO Box 1482  
Christchurch 8140  
New Zealand

CIVIL

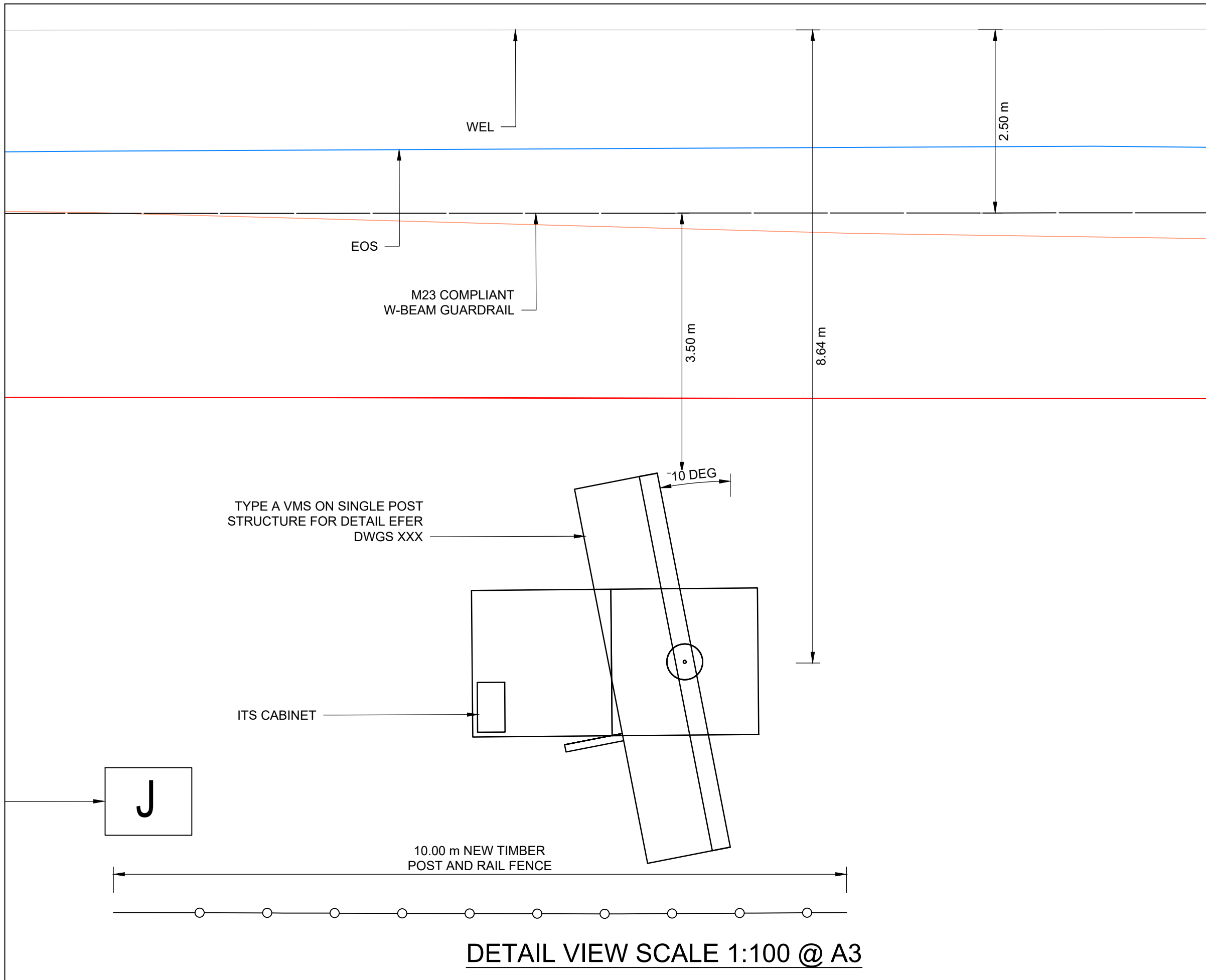
| SCALES           |                 |               | ORIGINAL SIZE |
|------------------|-----------------|---------------|---------------|
| AS SHOWN         |                 |               | A1            |
| DRAWN            | DESIGNED        | APPROVED      |               |
| DRAWING VERIFIED | DESIGN VERIFIED | APPROVED DATE |               |

CONCEPT DESIGN

|   |  |  |            |          |
|---|--|--|------------|----------|
| PROJECT                                   |  |  | SHEET NO.  | REVISION |
| WAKA KOTAHI NZ TRANSPORT AGENCY           |  |  |            |          |
| SH1 - RAKAIA                              |  |  |            |          |
| WEIGH RIGHT PROGRAMME                     |  |  |            |          |
| TITLE                                     |  |  |            |          |
| SOUTH BOUND APPROACH WIM & ANPR SCREENING |  |  |            |          |
| GENERAL LAYOUT                            |  |  |            |          |
| WSP PROJECT NO. (SUB-PROJECT)             |  |  | 03 RAK ITS |          |
| 5-C4353.09                                |  |  |            |          |



A  
RAK01  
CROSS SECTION AT SIGN  
SCALE: 1:100 @ A3



DETAIL VIEW SCALE 1:100 @ A3

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| SCALES           |                 |               | ORIGINAL SIZE |
|------------------|-----------------|---------------|---------------|
| AS SHOWN         |                 |               | A1            |
| DRAWN            | DESIGNED        | APPROVED      |               |
| DRAWING VERIFIED | DESIGN VERIFIED | APPROVED DATE |               |

CONCEPT DESIGN

PROJECT  
WAKA KOTAHI NZ TRANSPORT AGENCY  
SH1 - RAKAIA  
WEIGH RIGHT PROGRAMME  
TITLE  
SOUTH BOUND APPROACH VMS SCREENING  
GENERAL LAYOUT  
WSP PROJECT NO. (SUB-PROJECT)  
5-C4353.09

SHEET NO.  
04 RAK ITS  
REVISION



