

A Traffic

Reasons for the rules in this appendix are in [Chapter 29](#).

A1 Prohibited Activities

A1.1

The following activities are prohibited activities for which no resource consent shall be granted:

- (a) **shared private vehicle accesses that service 9 or more allotments**
- (b) **an additional vehicle entrance or access to Newell Road.**

A2 Roads, Access, Entrances, Parking, Loading, Queuing, Manoeuvring

A11 Parking, loading bays, service lanes, and manoeuvring space

ITEM	PERMITTED	RESOURCE CONSENT
<p>A11 Parking, loading bays, service lanes, and manoeuvring space</p>	<p>A11.1 Any activity is a permitted activity if:</p> <ul style="list-style-type: none"> (a) parking and loading bays are provided that complies with Table 1 and Figures 1, 2 and 3, and Appendix B (Engineering Standards), and (b) bicycle spaces are provided that comply with Table 2, and (c) parking, loading bays and manoeuvring spaces are sealed, drained and permanently marked, and (d) parking spaces and loading bays are not located on a shared access or living court, and are not obstructed when not in use, and (e) parking, loading bays and manoeuvring spaces are located on the same site as the activity for which they are required, and (f) in Business Zones a service lane is provided that complies with Table 4 and Appendix B (Engineering Standards), and so that a vehicle is not required to reverse to or from a road, shared access or across a footpath. 	<p>A11.2 Any activity that does not comply with a condition for a permitted activity is a restricted discretionary activity. Discretion restricted to:</p> <ul style="list-style-type: none"> • area, type and location of parking spaces • area, design, gradient, stormwater management, construction and materials of parking, loading and manoeuvring spaces • accessibility of parking areas from on-site activities • type and frequency of use • safety design for vehicles and pedestrians • means to avoid, remedy or mitigate effects on amenity • location and connectivity.

A12 Manoeuvring space

ITEM	PERMITTED	RESOURCE CONSENT
<p>A12 Manoeuvring space</p>	<p>A12.1 Any activity is a permitted activity if on-site manoeuvring space is provided so that:</p> <ul style="list-style-type: none"> (a) no vehicle is required to reverse to or from a road, or a shared access, and (b) a 90 percentile car, as defined in Figure 2, can enter and exit all parking spaces without making more than one reverse movement, excluding spaces required for a dwelling, and (c) a 90 percentile car, as defined in Figure 2, can enter and exit one parking space per dwelling, without making more than one reverse movement, and (d) a 90 percentile truck, as defined in Figure 3, can enter and exit all loading spaces required under Table I without making more than one reverse movement. <p>Note: (a) does not apply to Local Roads 'A' and 'B' in any of the Living Zones in the Te Kauwhata Structure Plan area, or to residential dwellings in the Rangitahi Living Zone.</p>	<p>A12.2 Any activity that does not comply with a condition for a permitted activity is a restricted discretionary activity.</p> <p>Discretion restricted to:</p> <ul style="list-style-type: none"> • area, design, construction and materials of manoeuvring space • type and frequency of use • safety design for vehicles and pedestrians • road safety and efficiency • on-site manoeuvring.

A13 Queuing space

ITEM	PERMITTED	RESOURCE CONSENT
<p>A13 Queuing space</p>	<p>A13.1 Any activity that provides on-site parking spaces, or is serviced by a drive-through facility, is a permitted activity if:</p> <p>(a) on-site queuing space is provided in accordance with Table 3 for vehicles entering or exiting the parking, loading, manoeuvring or service area.</p>	<p>A13.2 Any activity that does not comply with a condition for a permitted activity is a restricted discretionary activity.</p> <p>Discretion restricted to:</p> <ul style="list-style-type: none"> • adequacy of the queuing lengths to cater for the expected vehicle numbers • road efficiency • safety design for vehicles and pedestrians.

A14 Access and vehicle entrances

ITEM	PERMITTED	RESOURCE CONSENT
<p>A14 Access and vehicle entrances</p>	<p>A14.1 Any activity is a permitted activity if:</p> <p>(a) the site has vehicle access to a formed road that is maintained by Council, and</p> <p>(b) no more than 3 activities share a private access, and</p> <p>(c) no access, access leg or right-of-way runs parallel to any road within 30m of the road, except within the Rangitahi Peninsula Structure Plan Area and the primary access route thereto (Opotoru Road) and,</p> <p>(d) every access and road entrance is laid out and constructed to comply with the standards in:</p> <p style="padding-left: 40px;">(i) Tables 4, 5 and 6, and</p> <p style="padding-left: 40px;">(ii) Figures 4 to 10, and</p> <p style="padding-left: 40px;">(iii) Appendix B (Engineering Standards),</p> <p>except that in the Rangitahi Peninsula Structure Plan Area, and the primary access route thereto (Opotoru Road), alternative standards may be applied in relation to access gradients and seal width.</p> <p>(e) no new entrance is created from a limited access road, and</p> <p>(f) on a site with legal access to 2 roads, the activity only accesses the road with the lower classification in the road hierarchy in Table 8 (where the roads have the same classification, access is only to the road with the lower average daily traffic movements, unless it is considered unsafe), and</p> <p style="padding-left: 40px;">(fb) no access or entrance within 10 metres of a road has a gradient</p>	<p>A14.2 Any activity that does not comply with a condition for a permitted activity is a restricted discretionary activity if:</p> <p>(a) no new entrance is created from a limited access road.</p> <p>Discretion restricted to:</p> <ul style="list-style-type: none"> • matters addressed in permitted activity conditions • safety and efficiency of roads, entrances and access • stormwater management • effects on local amenity values • adequacy of the access for its intended use • space for utilities • the potential of the site or adjoining land for future development • traffic generation by activities to be served by the access. • Need for traffic control measures on district roads due to increased traffic from the activity. <p>A14.3 Any activity that does not comply with a condition for a restricted discretionary activity is a discretionary activity.</p>

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ITEM	PERMITTED	RESOURCE CONSENT
	<p>steeper than 12 degrees. OR (g) if it is on land accessed solely via the Te Rapa Interchange, adjacent to the Te Rapa Dairy Factory.</p>	

A14.A Road Network - Safety and Functions

ITEM	PERMITTED	RESOURCE CONSENT
<p>A14.A Road Network - Safety and Functions</p>	<p>A14.A.1 Any activity is a permitted activity if:</p> <p>(a) no new entrance is created from a State highway; and</p> <p>(b) in relation to direct vehicle entrances onto a State highway no increase in Equivalent Car Movements/Day from or to an existing vehicle entrance resulting from any new activity, or expansion of existing activities requiring a resource consent under this Plan, is created; and</p> <p>(c) in relation to all other roads (except in the Industrial Zone) it is a new activity or expansion of an existing activity which:</p> <p style="padding-left: 40px;">(i) does not generate any additional traffic movements; or</p> <p style="padding-left: 40px;">(ii) does not require a resource consent under this plan (except for a Controlled Activity); or</p> <p>(d) it is a new activity or expansion of an existing activity in the Industrial Zone complying with A14.A.1(a) and (b) above, and:</p> <p style="padding-left: 40px;">(i) it does not involve more than 200 vehicle movements per day; or</p> <p style="padding-left: 40px;">(ii) it is from the Huntly Power Station site shown as the Heavy Industrial Zone on Planning Map 20.1, and all traffic movements generated from all activities on the site combined (including those movements which were lawfully established prior to 5</p>	<p>A14.A.2 Any activity that does not comply with Rule A14.A.1(a) - (d) is a restricted discretionary activity. Discretion restricted to:</p> <ul style="list-style-type: none"> • Any adverse effects on the transport network. • If the NZ Transport Agency is deemed to be a potentially affected person, any adverse traffic or transportation effects identified by the NZ Transport Agency, and/ or the written approval of the NZ Transport Agency. • Matters addressed in permitted activity conditions in A14.1 above. • the actual or potential impact of the activity (including safety and efficiency impacts) on a State highway, a national route or regional arterial road taking into account the activity's distance from, and intended use of, that State highway national route or regional arterial road. • intersection and/or access design including (but not limited to) berms, road markings and signage, through lanes, turning bays, slip lanes, sight distances, lighting, signalisation, surfacing and drainage.

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ITEM	PERMITTED	RESOURCE CONSENT
	<p>December 2012 do not involve more than 750 vehicle movements per day, and no more than 300 of these vehicle movements are Heavy Vehicle movements ; or</p> <p>(iii) it is from the Greenhill Huntly Quarry site as identified in Figure 24C(A), and all traffic movements generated from all activities on the site combined (excluding those movements which were lawfully established prior to 5 December 2012 do not involve more than 350 vehicle movements per day, and no more than 150 of these vehicle movements are Heavy Vehicle movements, increasing to 200 once the Huntly Bypass section of the Waikato Expressway is open for public use.</p> <p>Note: For A14.A.1(c) please refer to Explanation and Reason 29.35A.</p>	

A14.B Road Network - Safety and Functions - Te Rapa Interchange

ITEM	PERMITTED	RESOURCE CONSENT
<p>A14.B Road Network - Safety and Functions - Te Rapa Interchange</p>	<p>A.14.B.1 Notwithstanding Rule A14.A.1, any activity is a permitted activity if it is from land accessed via the Te Rapa Interchange adjacent to the Te Rapa Dairy Factory and the peak hour traffic flows do not exceed the following limits:</p> <p>(a) AM Peak (7.30 - 9.30am)</p> <p style="padding-left: 40px;">(i) All Ramps - 300 vehicles per hour (vph)</p> <p>(b) PM Peak (4.00 - 6.00pm)</p> <p style="padding-left: 40px;">(i) North Bound On-Ramp - 150 vph</p> <p style="padding-left: 40px;">(ii) All other Ramps - 300 vph</p> <p>If the site is also accessed via another route, traffic movements via that/those other route(s) shall remain subject to the vehicle movement limits contained in Rules 24.15.1(a) and Appendix A Rule A14.1 and A14.A.1(d)a.</p>	<p>A.14.B.2 Any activity that does not comply with Rule A14.B.1 is a restricted discretionary activity.</p> <p>Discretion restricted to:</p> <ul style="list-style-type: none"> ● effects of traffic generation on the safety and efficiency of the roading network.

A15 Road construction and maintenance

ITEM	PERMITTED	RESOURCE CONSENT
<p>A15 Road construction and maintenance</p>	<p>A15.1 Construction or maintenance of a road is a permitted activity if the work:</p> <ul style="list-style-type: none"> (a) complies with Appendix B (Engineering Standards), and (b) does not create a new intersection with a limited access road, and (c) either <ul style="list-style-type: none"> (i) is undertaken by the council or other public road authority on a road that it owns or controls, or (ii) is required or authorised by a resource consent. 	<p>A15.2 Any activity that does not comply with a condition for a permitted activity is a discretionary activity.</p>

Table 1 Required Parking Spaces and Loading Bays

Activity	Required Parking Spaces	Required Loading Bays
Any activity not specified	The same as the activity on the list that it most closely resembles	
All activities, accessible parks	At least one accessible park shall be located on a level surface and close to access to every activity. If more than 50 car parks are required for the activity by this Table, accessible parks shall be included at a ratio of 1 for every 50 car parks required. Accessible car parking spaces to comply with the provisions of the NZ Building Code, Clause D1 Access Routes, reference D1/AS1.10.	Nil
Bulk retail and car yards	Deleted*	1 heavy goods vehicle (HGV)
Childcare and day care facility	Deleted*	Nil
Clubrooms at sports facilities	Deleted*	1 HGV
Community, marae, conference facilities, places of assembly	Deleted*	1 HGV
Dairies, take away food, bottle stores	Deleted*	1 HGV, except that in the Rangitahi Living Zone 1 HGV per 1000m ² GFA of Rangitahi commercial activity is required.
Dependent person's dwelling	Deleted*	Nil
Dwellings	Deleted*	Nil
Emergency service facilities	Sufficient space for all the emergency vehicles that use the site.*	Nil

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Activity	Required Parking Spaces	Required Loading Bays
Garden centres	Deleted*	1 HGV
Healthcare, veterinary, and personal services	Deleted*	Nil
Home occupations	Deleted*	Nil
Hospitality services (e.g. cafes, taverns)	Deleted*	1 HGV, except that in the Rangitahi Living Zone 1 HGV per 1000m ² GFA of Rangitahi commercial activity is required.
Housing for the elderly	Deleted*	Nil
Indoor sports facilities	Deleted*	Nil
Industrial activities	Deleted*	1 HGV
Multi-unit residential development	Deleted*	Nil
Network Utility Sites and Activities	Deleted*	Nil
Offices	Deleted*	Nil
Outdoor sports field	Deleted*	Nil
Hospital	Deleted*	1 HGV
Residential care	Deleted*	Nil
Retail activity	Deleted*	Nil
Rural selling place	Deleted*	Nil
School	Deleted*	All - 1 HGV plus bus areas to meet demand plus on-site drop off bay for students driven to and from school.
Service stations	Deleted*	Nil

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Activity	Required Parking Spaces	Required Loading Bays
Supermarket activity	Deleted*	2 HGV
Tertiary education facilities	Deleted*	2 HGV, plus bus areas to meet demand.
Travellers' accommodation	Deleted*	1 HGV, plus 1 bus area to meet demand.
Warehousing activity	Deleted*	1 HGV

* Provisions deleted as a result of Policy 11 of the National Policy Statement on Urban Development 2020

Standards for Table 1

- When calculating the requirements for loading on the basis of the prescribed floor area, the area for loading and manoeuvring shall be excluded.
- If the area includes a fraction, then that figure shall be rounded to the nearest whole number.
- 90 percentile car and truck (HGV) dimensions in Figures 2 and 3 apply in Table 1.

Table 2 Bicycle Spaces

Activity	Number of bicycle spaces
All activities	Bicycle parking spaces are provided at a ratio of 1 bicycle space for every 10 car park spaces required
Schools and tertiary education facilities	Bicycle parking spaces are provided for 25% of the total full-time equivalent student roll.

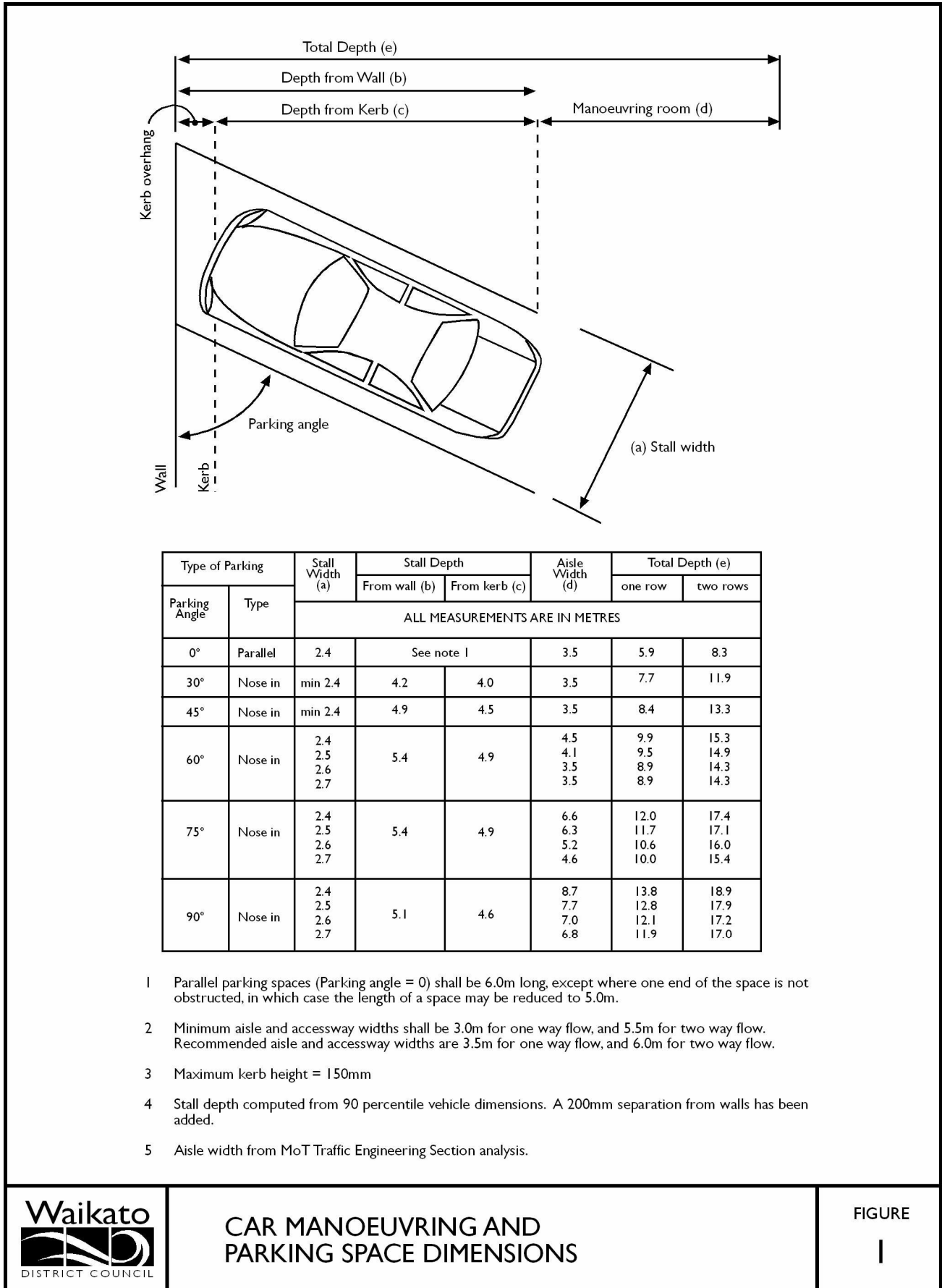
Table 3 Queuing Space

Number of Parking Spaces	Minimum queuing length* at each Vehicle Entrance
Less than 3	No queuing space required.
3 - 20	5.5m
21 - 50	10.5m
51 - 100	15.5m
101 - 150	20.5m
151 or over	25.5m
Drive-through facilities with access from an arterial road	50m

Standards for Table 3

* Length is measured from the road boundary where vehicles first enter the site.

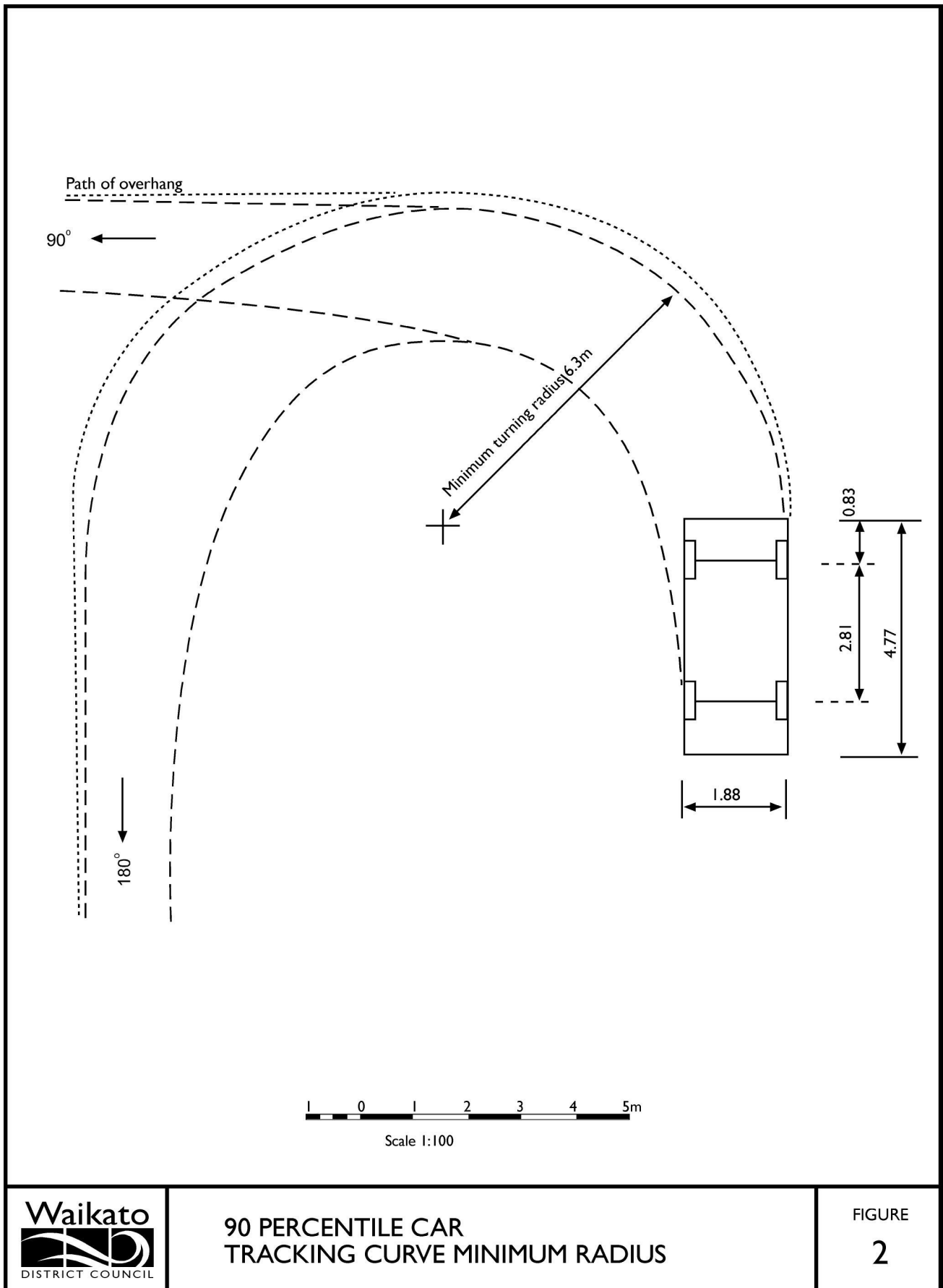
Figure 1 Car Manoeuvring and Parking Space Dimensions



CAR MANOEUVRING AND PARKING SPACE DIMENSIONS

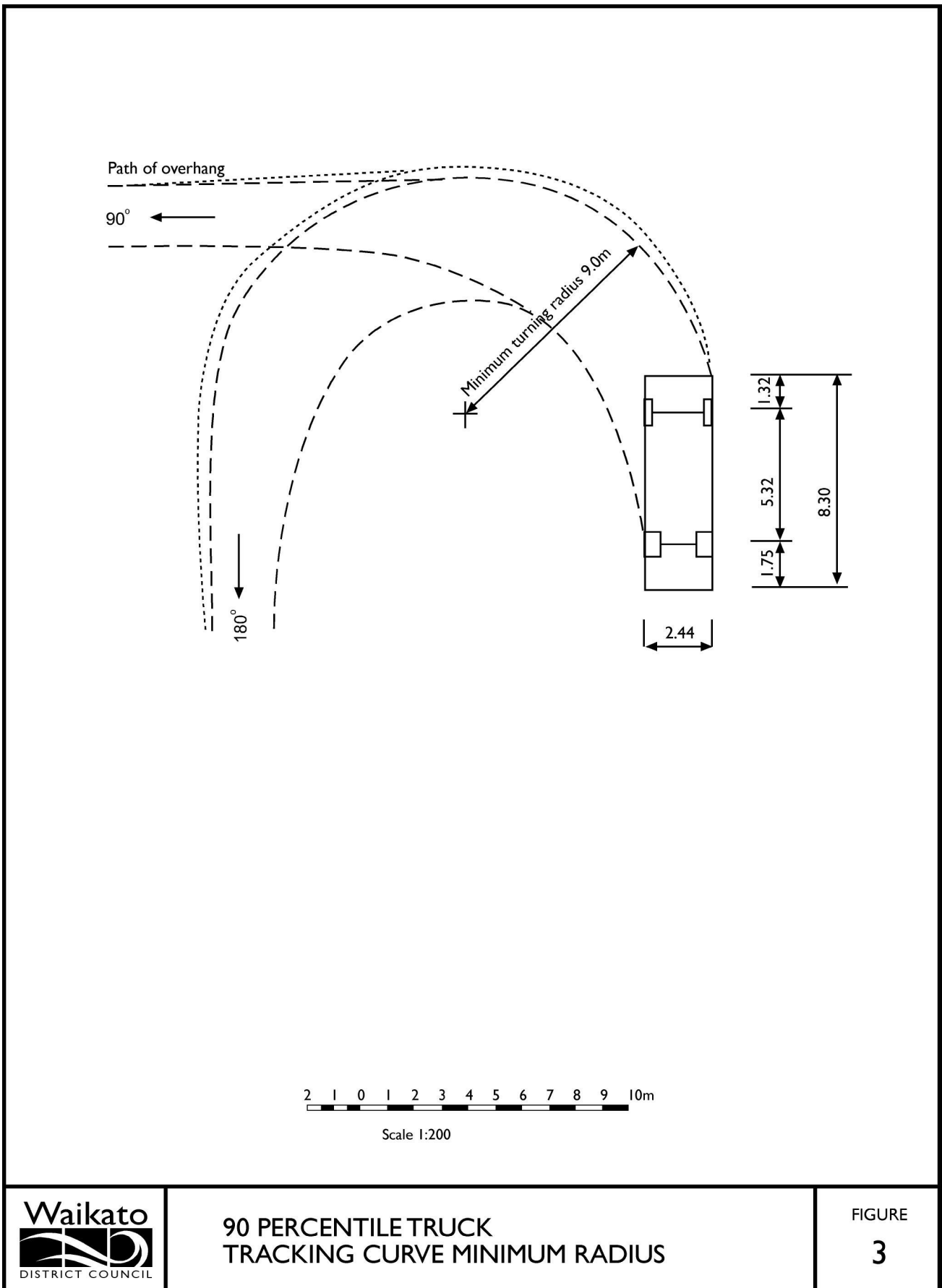
FIGURE I

Figure 2 90 Percentile Car Tracking Curve Minimum Radius



Dimensions are in metres

Figure 3 90 Percentile Truck Tracking Curve Minimum Radius



90 PERCENTILE TRUCK
TRACKING CURVE MINIMUM RADIUS

FIGURE
3

Dimensions are in metres

A3 Provision of Access on Subdivision

A21 Access and entrances

ITEM	CONTROLLED	RESOURCE CONSENT
<p>A21 Access and entrances</p>	<p>A21.1 Subdivision is a controlled activity if:</p> <p>(a) every allotment has vehicle access to a formed road that is maintained by Council, and</p> <p>(b) no more than 4 allotments share a private access, and</p> <p>(c) no access, access leg or right of way runs parallel to any road within 30m of the road, and</p> <p>(d) every access and road entrance is laid out and constructed to comply with the standards in</p> <p style="padding-left: 40px;">(i) Tables 4, 5 and 6, and</p> <p style="padding-left: 40px;">(ii) Figures 4 to 12 inclusive provided that figures that refer to a named area apply only in that area and override any inconsistent district wide controls, and</p> <p style="padding-left: 40px;">(iii) Appendix B (Engineering Standards).</p> <p>(e) no new entrance is created from a limited access road, and</p> <p>(f) where the land being subdivided has legal access to 2 roads, no more than one allotment accesses the road with the higher classification in the road hierarchy in Table 8 Road Hierarchy, and</p>	<p>A21.2 Subdivision that does not comply with a condition for a controlled activity is a restricted discretionary activity if:</p> <p>(a) every allotment has vehicle access to a road, and</p> <p>(b) no more than 8 allotments share a private access, and</p> <p>(c) private access to 5 or more allotments is provided by an access allotment 20m wide, containing a carriageway that complies with Table 4, and</p> <p>(d) in the Te Kauwhata West Living Zone there is no direct access to allotments off Te Kauwhata road.</p> <p>Discretion restricted to:</p> <ul style="list-style-type: none"> • the matters over which control is reserved • matters referred to in conditions for controlled activities • the number of allotments and the number of entrances • number of entrances • the potential of the site or adjoining land for future development • traffic generation by activities to be served by the access • safety and efficiency of roads, entrances and accesses. • need for traffic control

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ITEM	<p>CONTROLLED</p> <p>(g) entrances on a district arterial route adjacent to Te Kauwhata West Living Zone are from sliplanes.</p> <p>OR</p> <p>(h) if all of the subdivided allotments are accessed solely via the Te Rapa Interchange, adjacent to the Te Rapa Dairy Factory.</p> <p>Control reserved over:</p> <ul style="list-style-type: none"> • matters referred to in Appendix B (Engineering Standards) • adequacy of the access for its intended use • space for utilities • traffic safety and efficiency • amenity values • length and width of access leg or access standards, including to retain potential future use of allotments, and • vehicle entrance design and dimensions • separation distances between vehicle entrances and intersections • sight distances • need for forming or upgrading roads in the vicinity due to increased traffic from the subdivision. • compliance with Appendix Og (Urban Design Guide Te Kauwhata West Living) and Oga(Urban Design Guide) . <p>Despite (b), every allotment in a Living Zone in the Te Kauwhata Structure Plan area shall have a separate access.</p>	<p>RESOURCE CONSENT</p> <p>measures on roads due to increase traffic from subdivision.</p> <p>A21.3 Subdivision that does not comply with a condition for a restricted discretionary activity is a discretionary activity. Note that a shared access serving more than 8 allotments is prohibited, see rule A1. For these subdivisions a road must be constructed and vested in the Council.</p>
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A21.A Road Network - Safety and Functions

ITEM	CONTROLLED	RESOURCE CONSENT
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ITEM	CONTROLLED	RESOURCE CONSENT
<p>A21.A Road Network - Safety and Functions</p>	<p>A21.A.1 Any subdivision is a controlled activity if:</p> <p>(a) no new entrance is created from a State highway; and</p> <p>(b) in relation to direct vehicle entrances onto a State highway no increase in Equivalent Car Movements/Day from or to an existing vehicle entrance resulting from any new activity, or expansion of existing activities requiring a resource consent under this Plan, is created; and</p> <p>(c) in relation to all other roads (except in the Industrial Zone), it is a new activity or expansion of an existing activity which:</p> <p style="padding-left: 40px;">(i) does not generate any additional traffic movements; or</p> <p style="padding-left: 40px;">(ii) does not require a resource consent under this plan (except for a Controlled Activity); or</p> <p>(d) it is a new activity or expansion of an existing activity in the Industrial Zone complying with A21.A.1(a) and (b) above and it does not involve more than 200 vehicle movements per day.</p> <p>A21.A.2 Notwithstanding Rule A21.A.1, any subdivision is a controlled activity if it subdivides land accessed via the Te Rapa Interchange adjacent to the Te Rapa Factory and the peak hour traffic flows do not exceed the following limits:</p> <p style="padding-left: 40px;">(i) AM Peak (7.30 - 9.30am)</p> <p style="padding-left: 80px;">• All Ramps - 300 vehicles per hour (vph)</p> <p style="padding-left: 40px;">(ii) PM Peak (4.00 - 6.00pm)</p> <p style="padding-left: 80px;">• North Bound On-</p>	<p>A21.A.3 Any activity that does not comply with Rule A21.A.1(a) and/or Rule A21.A.1(b) is a restricted discretionary activity: Discretion restricted to:</p> <ul style="list-style-type: none"> • Any adverse effects on the transport network. • If the NZ Transport Agency is deemed to be a potentially affected person, any adverse traffic or transportation effects identified by the NZ Transport Agency, and/ or the written approval of the NZ Transport Agency. • Matters addressed in controlled activity conditions A21.1 above. • The actual or potential impact of the activity (including safety and efficiency impacts) on a State highway, a national route or regional arterial road taking into account the activity's distance from, and intended use of, that State highway national route or regional arterial road. • Intersection and/or access design including (but not limited to) berms, road markings and signage, through lanes, turning bays, slip lanes, sight distances, lighting, signalisation, surfacing and drainage. <p>Note that a shared access serving more than 8 allotments is prohibited see rule A1. For these subdivisions a road must be constructed and vested in the Council.</p>

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ITEM	CONTROLLED	RESOURCE CONSENT
	<p style="text-align: center;">Ramp - 150 vph</p> <ul style="list-style-type: none"> • All other Ramps - 300 vph <p>If the site is also accessed via another route, that/those other access(es) shall remain subject to the provisions in Rule A 21.1.</p> <p>Control reserved over:</p> <ul style="list-style-type: none"> • matters referred to in Appendix B (Engineering Standards) • adequacy of the access for its intended use • space for utilities • traffic safety and efficiency • amenity values • length and width of access leg or access standards, including to retain potential future use of allotments, and • vehicle entrance design and dimensions • separation distances between vehicle entrances and intersections • sight distances • need for forming or upgrading roads in the vicinity due to increased traffic from the subdivision. <p>Note: For A21.A.1(c) please refer to Explanation and Reason 29.35A.</p>	

A22 Provision for connection to land beyond the site

ITEM	CONTROLLED	RESOURCE CONSENT
<p>A22 Provision for connection to land beyond the site</p>	<p>A22.1 Subdivision is a controlled activity if:</p> <p>(a) an access corridor 20m wide, to land adjoining the site, is identified and left unobstructed, where</p> <p style="padding-left: 40px;">(i) the adjoining land is capable of further subdivision into 4 or more allotments, as a controlled activity, and</p> <p style="padding-left: 40px;">(ii) an access corridor over the land being subdivided would provide the most direct and practicable access route from the adjoining land to the road network.</p> <p>(b) in the Te Kauwhata structure plan area an access corridor 20m wide connecting to any road corridor on the site boundary is vested in Council.</p> <p>Control reserved over:</p> <ul style="list-style-type: none"> ● matters referred to in Appendix B (Engineering Standards) ● adequacy of the access for its intended use, having regard to the area, constraints on the road network, and likely traffic generation ● space for utilities ● traffic safety and efficiency ● compensation for the subdivider. 	<p>A22.2 Subdivision that does not comply with a condition for a controlled activity is a discretionary activity.</p>

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A23 Roads

ITEM	CONTROLLED	RESOURCE CONSENT
<p>A23 Roads</p>	<p>A23.1 Subdivision is a controlled activity if all roads in the subdivision are constructed to:</p> <ul style="list-style-type: none"> (a) to comply with this appendix, and (b) to link and be compatible with the existing road network, and (c) to provide for the safe movement of both vehicular and non-vehicular traffic, and (d) to provide access for emergency vehicles. (e) so that in the Te Kauwhata Structure Plan area no cul-de-sac exceeds 100m in length, and (f) so that in the Te Kauwhata Structure Plan area, public transport is provided for except where the road is a cul-de-sac less than 100m long. <p>Control reserved over:</p> <ul style="list-style-type: none"> • matters in Appendix B (Engineering Standards) • the function of affected roads in Table 8 • traffic efficiency and safety • alignment, length and width of road, to service the allotments and adjoining land • amenity values, including effects of noise and dust, and of increased traffic • construction design, and materials • sight distances • screening for headlight glare • gradient and skew angle • need for forming or upgrading roads in the vicinity due to increased traffic from the subdivision 	<p>A23.2 Subdivision that does not comply with a condition for a controlled activity is a discretionary activity.</p>

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ITEM	CONTROLLED	RESOURCE CONSENT
	<ul style="list-style-type: none">• compliance with the Te Kauwhata Structure Plan• compliance with Appendix Og (Urban Design Guide, Te Kauwhata West Living) and Oga (Urban Design Guide)• numbers of culs-de-sac and linkages	

A24 Indicative roads

ITEM	CONTROLLED	RESOURCE CONSENT
<p>A24 Indicative roads</p>	<p>A24.1 Subdivision is a controlled activity where the land being subdivided includes an indicative road as shown on the Planning Map, if:</p> <p>(a) Land that generally corresponds with the alignment of the indicative road, or land that would provide a road reserve with equivalent functionality, is shown as a separate allotment and vested in the Council.</p> <p>(b) Any subdivision and/or development within a structure plan area, or indicative road identified in the district plan takes into account, and demonstrates, how access will eventually connect between indicative roads and the roading network.</p> <p>Control reserved over:</p> <ul style="list-style-type: none"> ● alignment of the road, to achieve a safe and efficient road network ● whether the land should be vested as road ● construction requirements, or cash in lieu ● need for forming or upgrading roads in the vicinity due to increased traffic from the subdivision ● need for traffic control measures on roads due to increased traffic from the subdivision ● need for footpaths, kerb and channel, or drainage on roads in the vicinity ● cross-section requirements ● need for segregation strips ● requirements of Appendix A ● land stability 	<p>A24.2 Subdivision that does not comply with a condition for a controlled activity is a discretionary activity.</p>

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	<ul style="list-style-type: none">• amenity matters including batter slopes• connectivity between indicative roads and the roading network.	

A25 Road reserve widening

ITEM	CONTROLLED	RESOURCE CONSENT
<p>A25 Road reserve widening</p>	<p>A25.1 Subdivision is a controlled activity if:</p> <p>(a) land within 7m of the centre line of the carriageway of an existing rural arterial or collector road is shown as a separate allotment and vested in the Council as road.</p> <p>Control reserved over:</p> <ul style="list-style-type: none"> • matters referred to in Appendix B (Engineering Standards) • the function of affected roads in Table 8 • traffic efficiency and safety • compensation payable to the landowner. 	<p>A25.2 Subdivision that does not comply with a condition for a controlled activity is a discretionary activity.</p>

Table 4 Access and Road Performance Standards

General					Seal Width			Berms		Ge
Road Type	Number of House Allotments or Activities	Indicative Traffic Volume (AADT)	Speed Environment (km/h)	*Minimum Road/ROW Reserve Width (m)	Minimum Trafficable Carriageway (m)	Parking Provision	Total (m)	Services (m)	Foot Path/ Cycle-way	Kerb and Channel/ WaterTable
Living, Business, Industrial Zones excluding the Te Kauwhata Structure Plan Area **										
Access leg to an allotment	1	10	N/A	Access leg 4m width						
Private access, including ROWs and access allotments	2 to 4	20 to 30	N/A	6m	4	N/A	4	0.75 on one or both sides	N/A	Nib on one side, mountable on other
Access allotment	5 to 8	40 to 80	50	20	5	Optional	>=5			
Service Lane in Business and Industrial Zones only	N/A	<80	30	10*	6	No parking	6m			Non-mountable
Public road	>8	>80	50 - 80 (max)	20		2.5m on each side	11	Subject to specific design	1.5m	Subject to specific design
Local roads in Lorenzen Bay Structure Plan Area	>8	>80	50-80 (max)	17 (Comply with Figure 4AA)	6	2.5 metres on alternative sides	11	Subject to specific design	1.5 metres on one side of the road	Subject to specific design

*Minimum road reserve width excludes additional width required for the turning head.

** In the Rangitahi Peninsula Structure Plan Area, the access and road performance standards in any approved Comprehensive Development Plan as required by [Rule 21C.10](#) of the district plan shall take priority over the standards in this table in the event of any conflict.

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General					Seal Width			Berms		Gene	
Road Type	Number of House Allotments or Activities	Indicative Traffic Volume (AADT)	Speed Environment (km/h)	*Minimum Road/ROW Reserve Width (m)	Minimum Trafficable Carriageway (m)	Parking Provision	Total (m)	Services (m)	Foot Path/ Cycle-way	Kerb and Channel/ WaterTable	Len (m)
Living, Business, Industrial Zones in the Te Kauwhata Structure Plan area											
Access leg to an allotment	1	10	N/A	Access leg 4m width	6	Note: front lots must not have access leg: on both side boundaries.					
Service Lane in Business and Industrial Zones only	N/A	80	30	10*		No parking	6			Non-mountable	0-
Public Road	>1	>10 for Living Zone >80 for Business and Industrial Zones	50 - 80 (max)	20**[32.18]		Refer to Figures 4B1 to 4B4 (cross-sections)					

*Minimum road reserve width excludes additional width required for the turning head.

* See also [Appendix B, paragraph B7](#)

** 20m or greater as specified in Typical Cross Sections. Refer to Figures 4B1 to 4B4 (cross-sections)

General					Seal Width			Berms		Gene	
Road Type	Number of House Allotments or Activities	Indicative Traffic Volume (AADT)	Speed Environment (km/h)	*Minimum Road/ROW Reserve Width (m)	Minimum Trafficable Carriageway (m)	Parking Provision	Total (m)	Services (m)	Foot Path/ Cycle-way	Kerb and Channel/ WaterTable	Len (m)
Rural, Coastal, Pa and Country Living Zones											
Access leg to an allotment	1	10	N/A	Access leg 9m width							
Private access including a ROW and an access allotment	2 to 4	20 to 30	50	9*m	3	N/A	3	Side slope or boundary	N/A	Optional	0 - 500

Waikato District Plan - Waikato Section

General					Seal Width			Berms		Gene	
Road Type	Number of House Allotments or Activities	Indicative Traffic Volume (AADT)	Speed Environment (km/h)	*Minimum Road/ROW Reserve Width (m)	Minimum Trafficable Carriageway (m)	Parking Provision	Total (m)	Services (m)	Foot Path/ Cycle-way	Kerb and Channel/ WaterTable	Len (m)
Access allotment	5 to 8	40 to 80		20*m	4		4				
Public	>8	80 - 500	100	20	6		6	Adjacent to boundary	1.5m	All Zones - subject to specific design. Country living - nibs along seal edge.	50l
		500+	100	20	Subject to specific design						

*Minimum road reserve width excludes additional width required for the turning head.

Standards for Table 4

- (a) Reserve width of a private access will be calculated on the basis of current lots plus any potential lots on further subdivision.
- (b) Deleted
- (c) Deleted
- (d) The sealed carriageway, or unsealed pavement construction shall be centrally located within the road reserve or private access to enable future development including more seal width.
- (e) The natural gradient along the access route within 10 metres of the road boundary must be less than 12 degrees.
- (f) No exit roads must have sufficient turning dimension to enable a 90 percentile car ([Figure 2](#)) to enter and leave in a forward direction without reversing. The design dimension should be sufficient to enable a 90 percentile truck ([Figure 3](#)) to enter and leave the no exit road in a forward direction after a three-point turn.
- (g) Construction of a road or access servicing 5 or more allotments, or 2 or more activities, must have sufficient road reserve width to:
 - (i) accommodate any retaining structure or slope necessary to support the road or adjacent property, and
 - (ii) achieve a complying horizontal alignment and
 - (iii) accommodate any turning area required by these standards and
 - (iv) service the potential number of residential units, calculated by zone rules for residential density and possible controlled activity subdivision, and
 - (v) service the traffic generation from non-residential activities likely to use the access, and

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- (vi) include passing bays on a single lane access, where necessary, having regard to topography of land, sight distances and usage, and
- (vii) include an area at the end of a cul-de-sac or no-exit road to allow a 90 percentile two axle truck (HGV) as defined in Figure 3 to undertake a three-point turn.
- (viii) ROW means Right of Way.

* See also [Appendix B, paragraph B7](#)

Table 5 Separation Distances

Separation Distance of an access onto a road from an intersection or between accesses								
Speed Environment	Distance (m)							
	P		K		M		N*	
	Regional Arterial and District Arterial	Collector Road and Local Road	Regional Arterial and District Arterial	Collector Road and Local Road	Regional Arterial and District Arterial	Collector Road and Local Road	Regional Arterial and District Arterial	Collector Road and Local Road
100 km/h	800	500	200	100	60		200	100
80 km/h	550	200	120	80	45		100	80
70 km/h	220		100	30			40	30
50 km/h	125	100	30		20		15	

Notes to Table 5

- (i) The references P, K, M and N are illustrated in [Figure 6](#).
- (j) Separation distance is measured taking into account accesses on both sides on a road.
- (k) No more than two adjoining vehicle entrances shall make up a single access

Table 6 Minimum Sight Distances

Speed Environment (km/h)	From a vehicle entrance generating up to and including 40 vehicle movements per day	From a vehicle entrance generating more than 40 vehicle movements per day	
		Rural Areas	Urban Areas
40	40m	70m	60m
50	60m	90m	80m
60	80m	115m	105m
70	100m	140m	130m
80	130m	175m	165m
90	160m	210m	
100	200m	250m	
110	240m	290m	
120		330m	

Notes to Table 6

(a) Sight distances are measured as illustrated in [Figure 9](#).

Table 7 Functions of Roads within the Road Hierarchy

Category	Function
National routes	<p>Motorways, Expressways and Principal state highways that:</p> <ul style="list-style-type: none"> • form a strategic network of national importance • provide for the collection and distribution of goods significant to the national economy • rural roads that typically provide for more than 2,500 vehicle movements per day (vmpd) • the through traffic function predominates.
<p>Regional arterial roads:</p> <ul style="list-style-type: none"> • state highways not included in National Routes category • roads giving access to important tourist areas or centres of large populations • roads linking different transport modes • roads providing significant intra-urban links. 	<p>State Highways and Roads that:</p> <ul style="list-style-type: none"> • form a strategic network of regional importance • provide for the collection and distribution of goods significant to the regional economy • rural roads that typically provide for more than 2,500 vehicle movements per day (vmpd) • include rest areas • the through traffic function predominates.
<p>Arterial roads:</p> <ul style="list-style-type: none"> • links between residential, commercial, industrial or recreational land use activities • provide alternative links between centres of population or are significant for the movement of goods or produce within the district. 	<p>Roads that:</p> <ul style="list-style-type: none"> • form a strategic network of district importance • provide for the collection and distribution of goods significant to the district's economy. • rural roads that typically provide for less than 2,500 vehicle movements per day (vmpd) • the through traffic function needs to be balanced against the property access function
<p>Collector roads:</p> <ul style="list-style-type: none"> • provide links between local roads and arterials. 	<p>Roads that:</p> <ul style="list-style-type: none"> • provide locally preferred routes between or within areas of population or activities • provide alternative routes to arterials • are sealed and are of road geometry aligned with operational safety standards required for the traffic volumes on each section • the through traffic function needs to be balanced against the property access function.

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Local Roads	Roads whose primary function is property access.
Scenic and tourism routes	Roads that are scenic and/or provide preferred connections between tourist locations and: <ul style="list-style-type: none"> • sealed • increased traffic services (signage) • rest areas.
Culs-de-sac and no-exit roads	Roads that do not provide a vehicular thoroughfare between roads, and whose primary function is property access.

Notes to Table 7:

(a) Corridor widths, road standards, and location of structures and services will vary for each category in accordance with the Waikato District Council code of practice.

Table 8 Road Hierarchy

National Routes

The district road hierarchy is as follows.

National Routes	Start	Finish	Road - Predominant Traffic Function
State Highway 1 (SH 1)	North district boundary	Hamilton city boundary	Main north - south route
SH 2	North district boundary	East district boundary	Main route south and east of Auckland
SH 26	Hamilton city boundary	East district boundary	Main route east from Hamilton
SH 1	Hamilton city boundary	South district boundary	Main north - south route

Regional Arterial Roads

Regional Arterial Roads	Start	Finish	Road - Predominant Traffic Function
SH 1B (Gordonton Rd)	SH 1 Taupiri	Taylor Rd	Inter-regional link, access to Hamilton
SH 1B (Taylor Rd)	Gordonton Rd	Puketaha Rd	Inter-regional link
SH 1B (Puketaha Rd)	Taylor Rd	Telephone Rd	Inter-regional link
SH 1B (Telephone Rd)	Puketaha Rd	Holland Rd	Inter-regional link
SH 1B (Marshmeadow Rd)	Holland Rd	SH 26	Inter-regional link
SH 1B (Hoeka Rd)	SH 26	Tauwhare Rd	Inter-regional link

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SH 1B (Marychurch Rd)	Tauwhare Rd	South east district boundary	Inter-regional link
Gordonton Rd	Taylor Rd	Hamilton city boundary	Link to Hamilton city
SH 23	Hamilton city boundary	Manukau Rd, Raglan	Access to Raglan and west coast
SH 21 (Airport Rd)	Tamahere Interchange	West district boundary	Access to airport
SH39 (Koura Dr)	SH1 (Waikato Expressway)	SH39 (Limmer Rd)	Western bypass of Hamilton City
SH39 (Te Kowhai Rd)	SH39 (Koura Dr)	SH39 (Limmer Rd)	Western bypass of Hamilton City
SH 39 (Limmer Rd)	SH39 (Limmer Rd)	SH 39 (Horotiu Rd)	Western bypass of Hamilton city
SH 39 (Horotiu Rd)	SH39 (Limmer Rd)	SH 23 (Whatawhata Rd)	Western bypass of Hamilton city
SH 39 (Kakaramea Rd)	SH 23	South district boundary	Inter-regional link
Great South Rd	Gordonton Rd roundabout	SH1 (Waikato Expressway) Horotiu Roundabout	Inter-regional link, access to Hamilton

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Arterial Roads

Arterial Roads	Start	Finish	Road - Predominant Traffic Function
Te Kauwhata Rd	SH 1	Main Rd	Links Te Kauwhata township to SH1
Horotiu Bridge Rd	SH 1	River Rd	Second river crossing north of Hamilton
Victoria Rd	South district boundary	Tauwhare Rd	Inter-regional link Cambridge to Morrinsville
Whitikahu Rd	Gordonton Rd	East district boundary	Alternative route Hamilton - east via Tauhei Rd
Holland Rd	Ruakura Rd	Waverley Rd	Alternative route Hamilton - east
Piako Rd	Gordonton Rd	East district boundary	Alternative route Hamilton - east
Ruakura Rd	Hamilton city boundary	SH 26	Alternative route Hamilton - east
Glen Murray Rd	Te Ohaki Rd	West district boundary	Rural link
Hetherington Rd	Te Ohaki Rd	Commins Rd	Coal haul route
Hetherington Rd	Commins Rd	Highway 22	Rural link
Waverley Rd	Holland Rd	Piako Rd	Alternative route Hamilton - east
Tauwhare Rd	SH 1	SH 26	Inter-regional traffic and rural link
Platt Rd	SH 26	Tauwhare Rd	Inter-regional traffic and rural link
River Rd	SH 1	Hamilton city boundary	Alternative route between Hamilton and north
Tahuna Rd	SH 1	East district boundary	Rural link
Okaeria Rd	Waerenga Rd	SH 2	Inter-regional traffic & rural link, SH 2 Detour Route

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Arterial Roads	Start	Finish	Road - Predominant Traffic Function
Waerenga Rd	Main Rd	Okaeria Rd	Inter-regional traffic & rural link
Coalfields Rd	Island Block Rd	SH 2	Coal haul route
Island Block Rd	SH 1	Coalfields Rd	Coal haul route
Puketaha Rd (less SH 1B)	Gordonton Rd	Piako Rd	Rural link
Bankier Rd	Gordonton Rd	Horsham Downs Rd	Milk haul route to Te Rapa
Lake Rd	Horsham Downs Rd	River Rd	Milk haul route to Te Rapa
Horotiu Rd	Great South Rd	SH 39	Milk haul route to Te Rapa
Ngaruawahia Rd	Whatawhata Ave	Horotiu Rd	Inter-regional traffic and rural link
Whatawhata Ave	Ellery Street	Ngaruawahia Road	Inter regional traffic and rural link

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Collector Roads

Collector Roads	Start	Finish	Road - Predominant Traffic Function
Tainui Bridge Rd	SH 1	Harris Street	Urban collector
Harris Street	Tainui Bridge	Hetherington Rd	Urban collector
Hakanoa Street	Fletcher Street	Onslow Street	Urban collector
Onslow Street	Hakanoa Street	William Street	Urban collector
Rayner Rd	SH 1	William Street	Urban collector
William Street	Onslow Street	Rayner Rd	Urban collector
Road 4	SH 23	Greenslade Rd	Urban collector
Road 5	Lorenzen Bay Rd Extension	Road 15	Urban collector
Lorenzen Bay Rd Extension	Lorenzen Bay Rd	Road 4	Urban collector
Matangi Rd	SH 26	Tauwhare Rd	Rural collector
Rotowaro Rd	Harris Street	Waikokowai Rd	Rural collector
Waingaro Rd	SH 1	Ohautira Rd	Rural collector
Te Pahu Rd	SH 23	South district boundary	Rural collector
Newell Rd	SH1	Devine Rd	Country Living Collector

Scenic and Tourism Routes

Scenic And Tourism Routes	Start	Finish	Road - Predominant Traffic Function
Highway 22	North boundary	Waingaro Rd	Tourism/Scenic
Waingaro Rd	Highway 22	Ohautira Rd	Tourism/Scenic
Ohautira Rd	Waingaro Rd	SH 23	Tourism/Scenic
Te Mata Rd	SH 23	Kawhia Rd	Tourism/Scenic
Kawhia Rd	Te Mata Rd	Bridal Vail Falls	Tourism/Scenic
Wainui Rd	Bow Street	Whaanga Rd	Tourism/Scenic
Waerenga Rd	Te Kauwhata	Waikare Rd	Tourism/Scenic
Waikare Rd	Waerenga Rd	Waiterimu Rd	Tourism/Scenic
Waiterimu Rd	Ohinewai	Waikare Rd	Tourism/Scenic

Local Roads

All other roads are local roads. A private access will also be considered as a local road if it serves more than one lot, or more than one activity.

Table 8A Road Hierarchy – Within Te Kauwhata Structure Plan

Level	Road Hierarchy	Start	Finish	Road - Predominant Traffic Function
1	Arterial Route	Waerenga Road	Te Kauwhata Road	Alternative route primarily for heavy traffic
2	Collector	See Planning Map 14.1, 14.2 Te Kauwhata Policy		Collector road - ADT>1500
3	Local A	See Planning Map 14.1, 14.2 Te Kauwhata Policy		Local road - ADT >500<1500
4	Local B	See Planning Map 14.1, 14.2 Te Kauwhata Policy		Local road - ADT <500

The road hierarchy within the Rangitahi Peninsula Structure Plan Area comprises:

- (i) Collector roads: Roads that are shown as indicative roads on Plan 4 of the Rangitahi Peninsula Structure Plan in [Schedule 21C](#) (these will be primary or secondary collector roads in any approved Comprehensive Development Plan as required by [Rule 21C.10](#) of the district plan); and
- (ii) Local Roads: All other roads as shown on Plan 4 of the Rangitahi Peninsula Structure Plan [Schedule 21C](#) or as approved in a Comprehensive Development

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Plan as required by Rule 21C.10 of the district plan.

Figure 4A Typical Road Cross Sections Tamahere Country Living Zone

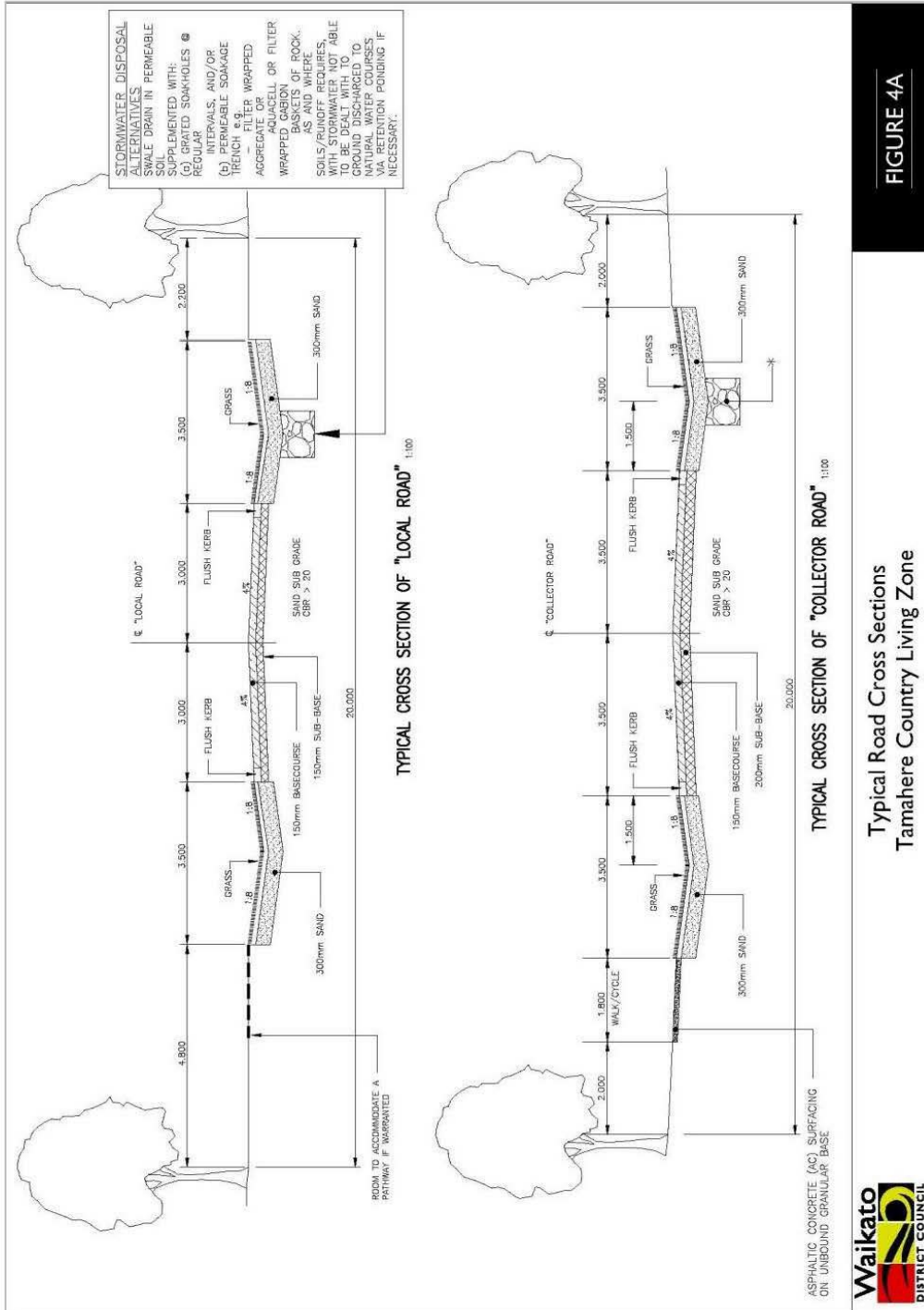
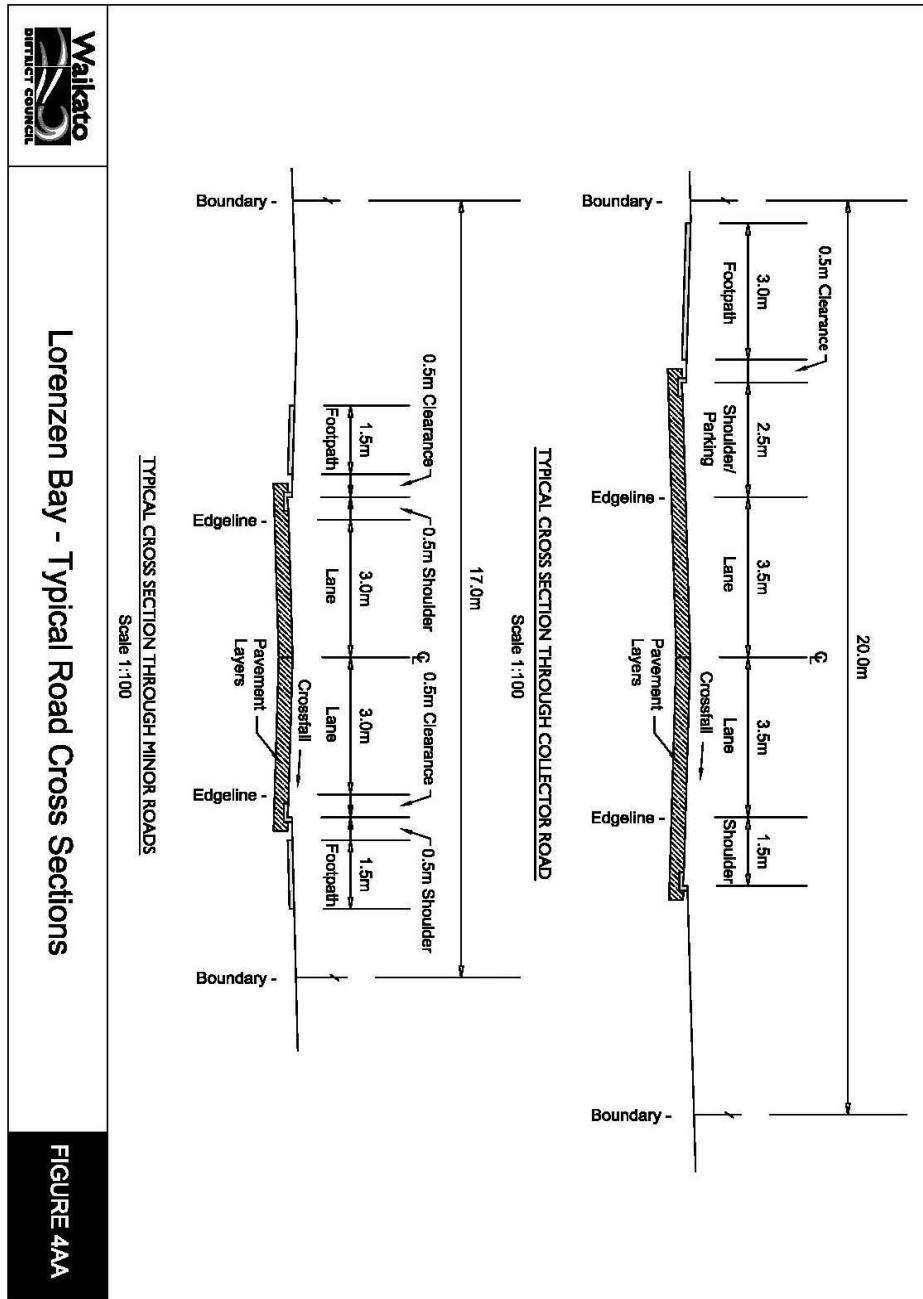


FIGURE 4A
 Typical Road Cross Sections
 Tamahere Country Living Zone

Figure 4A Tamahere Country Living Zone – Typical Road Cross Sections

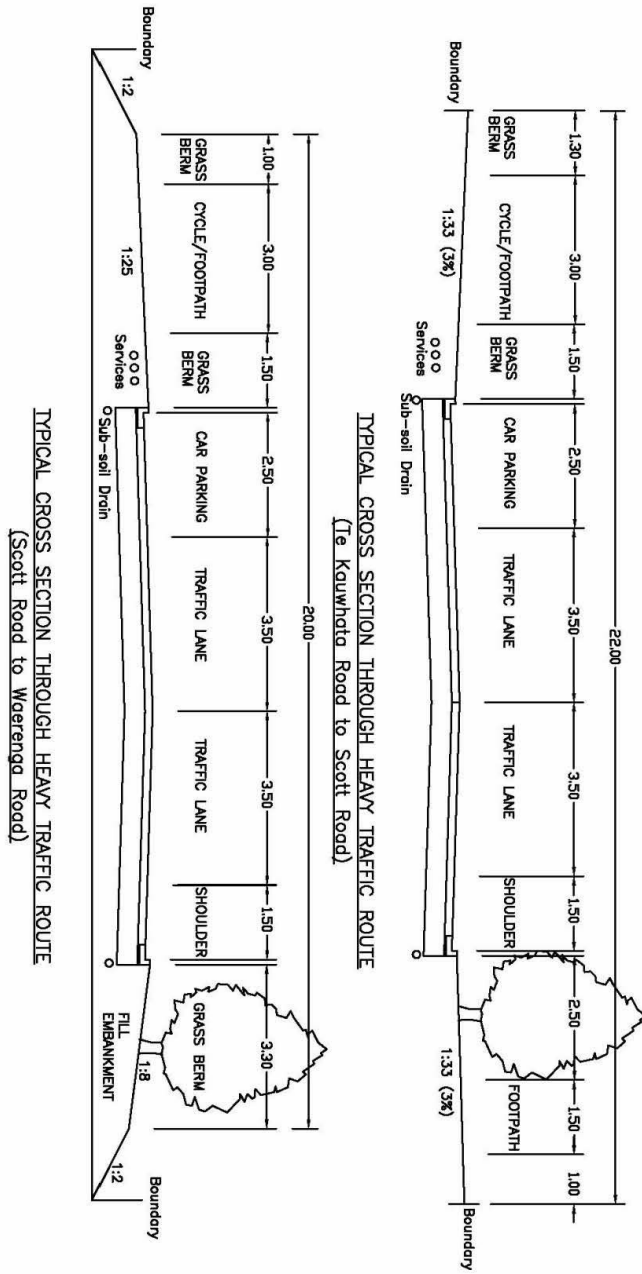
Figure 4AA Lorenzen Bay Structure Plan – Typical Road Cross Sections



Lorenzen Bay - Typical Road Cross Sections

FIGURE 4AA

Figure 4B1 Te Kauwhata Structure Plan – Typical Road Cross Sections – Heavy Traffic Routes



**Typical Road Cross Section
Te Kauwhata Structure Plan**

FIGURE 4B1

Figure 4B2 Te Kauwhata Structure Plan – Typical Road Cross Sections – Collector Roads

Note: Swale design to include anti-scour mechanisms where required.

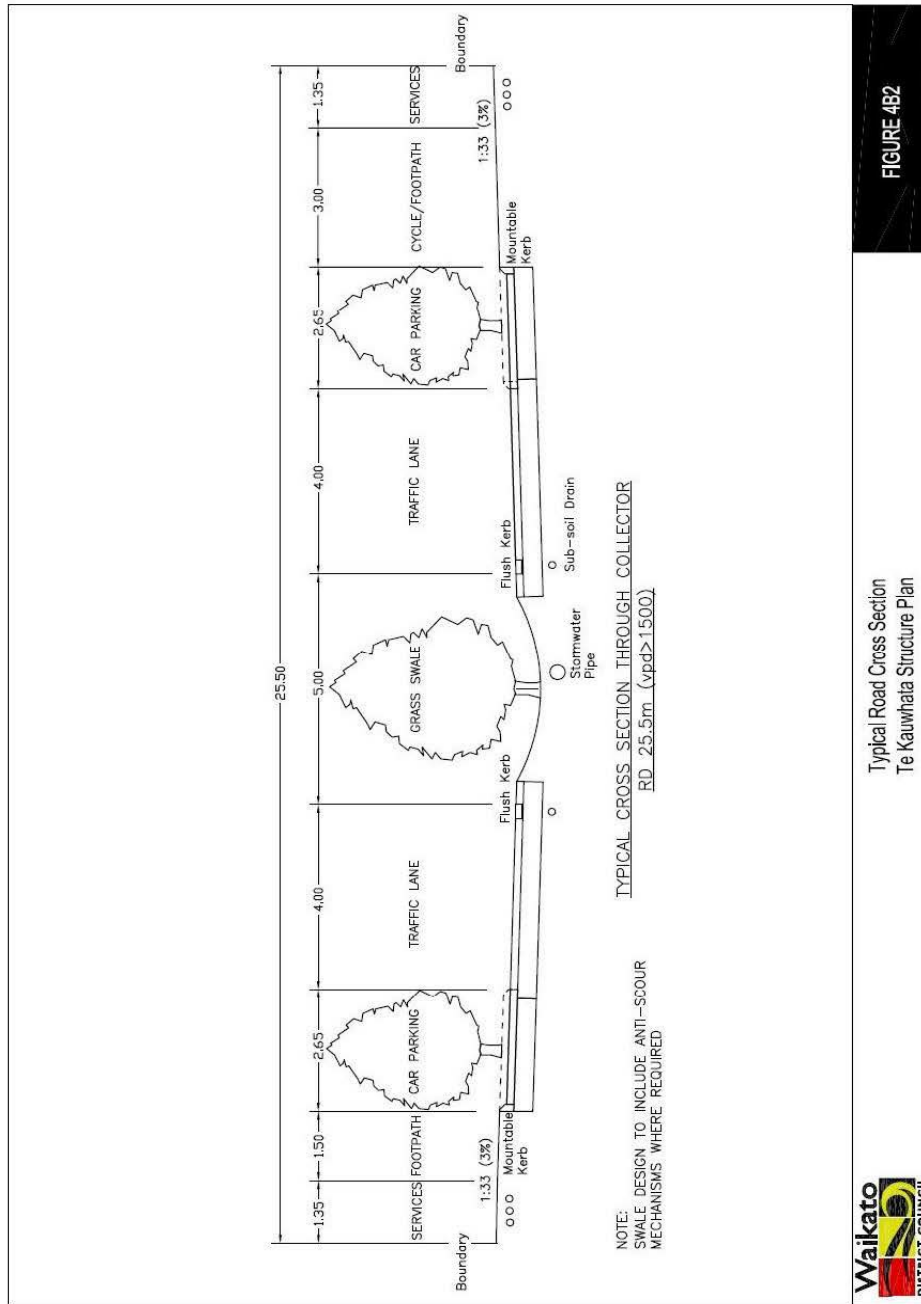


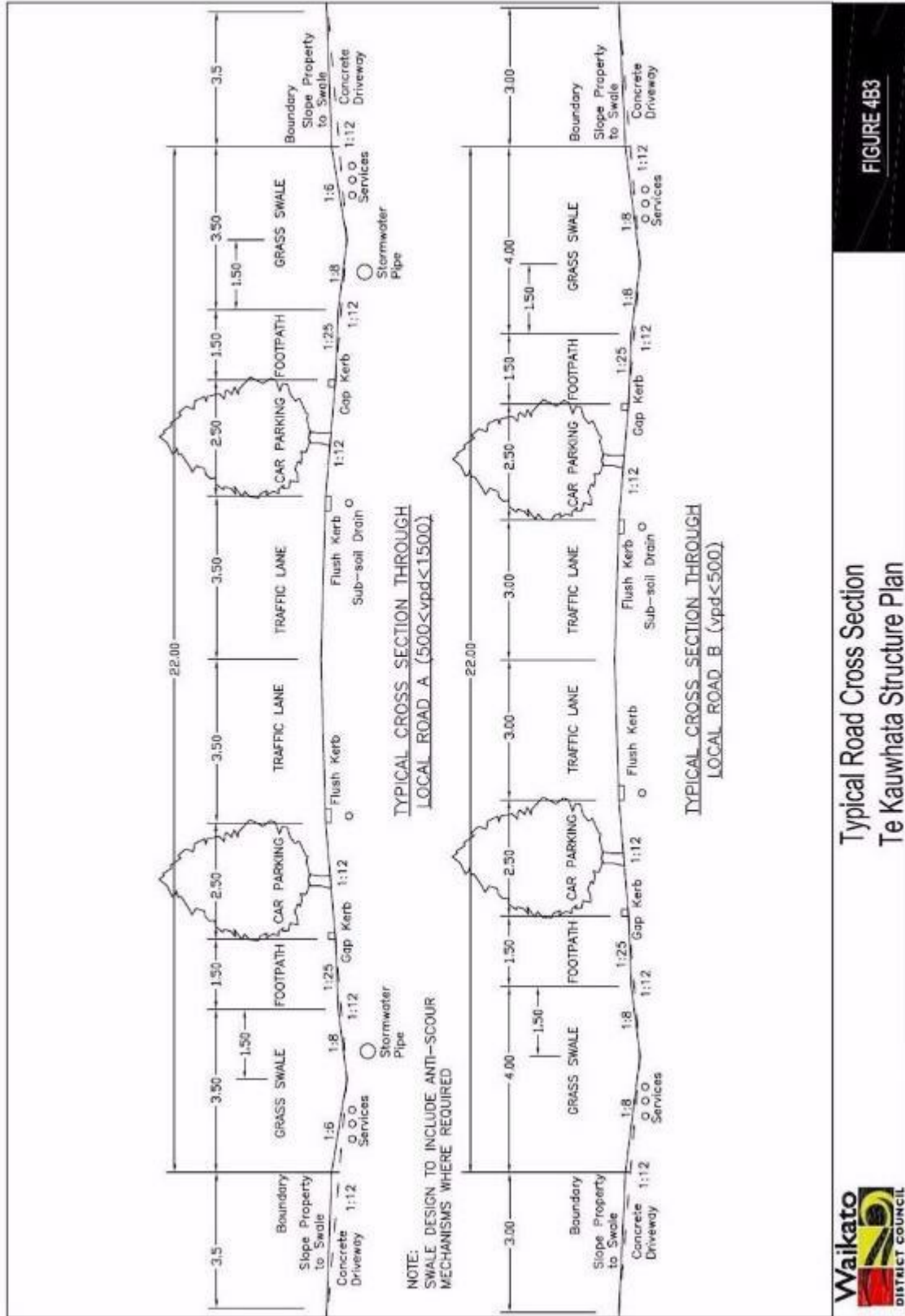
FIGURE 4B2

Typical Road Cross Section
Te Kauwhata Structure Plan



Figure 4B3 Te Kauwhata Structure Plan – Typical Road Cross Sections – Local Roads

Note: Swale design to include anti-scour mechanisms where required.



Typical Road Cross Section
Te Kauwhata Structure Plan

FIGURE 4B3

Figure 5 Local Intersection Widening Austroroads Type A

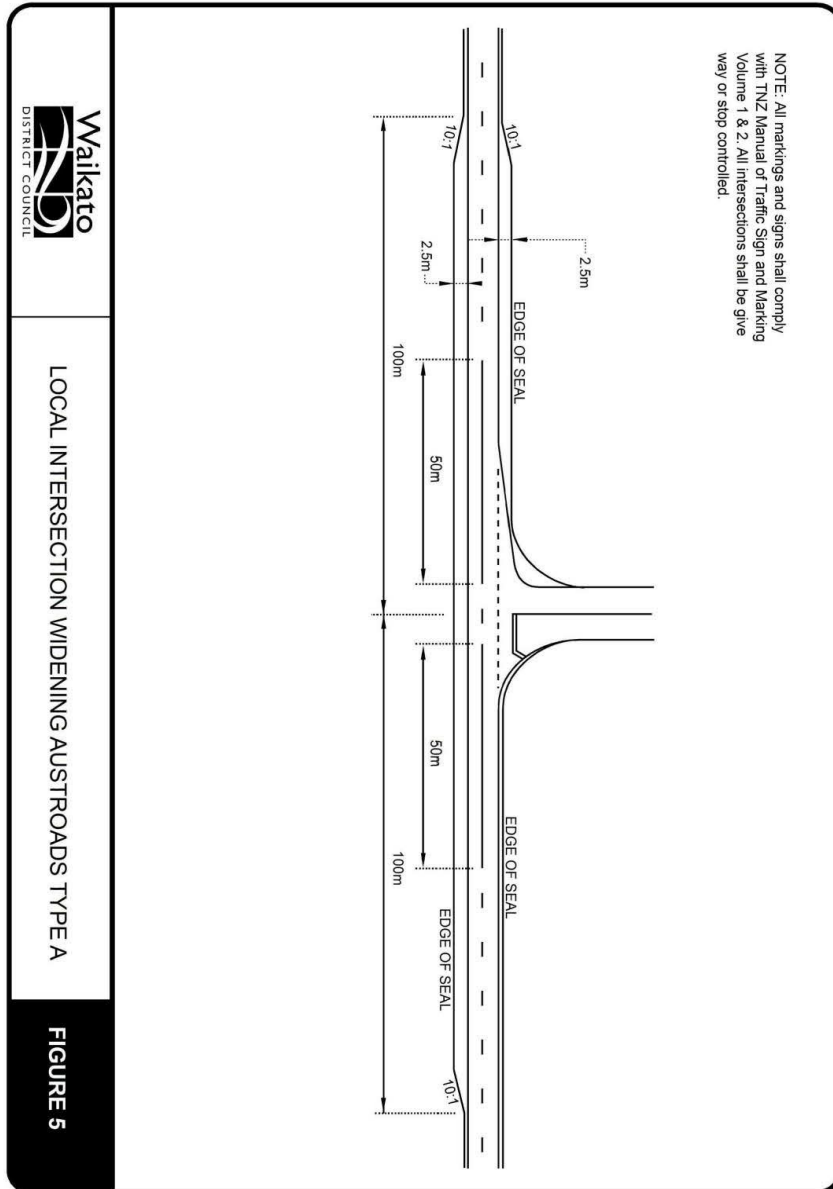
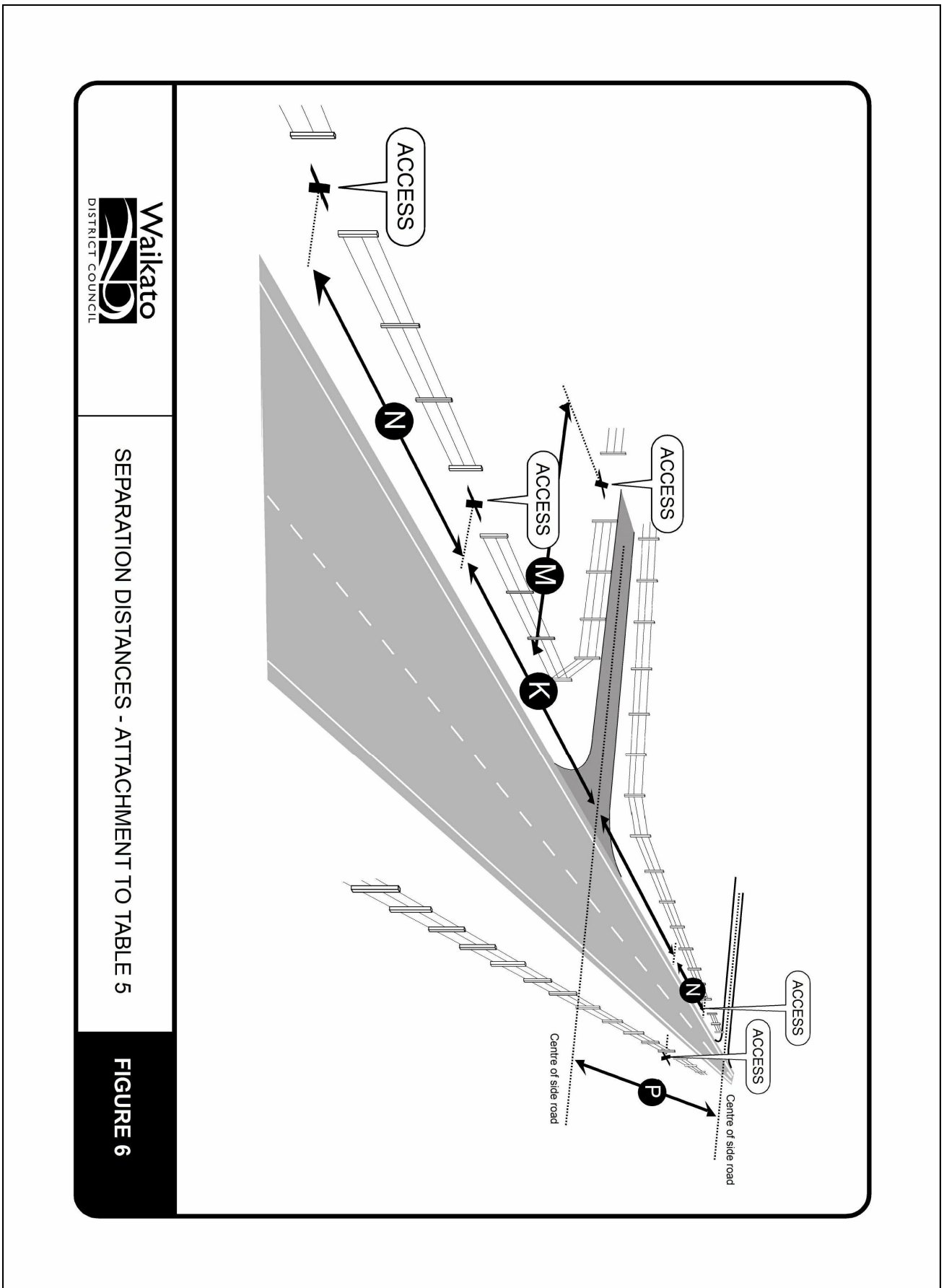


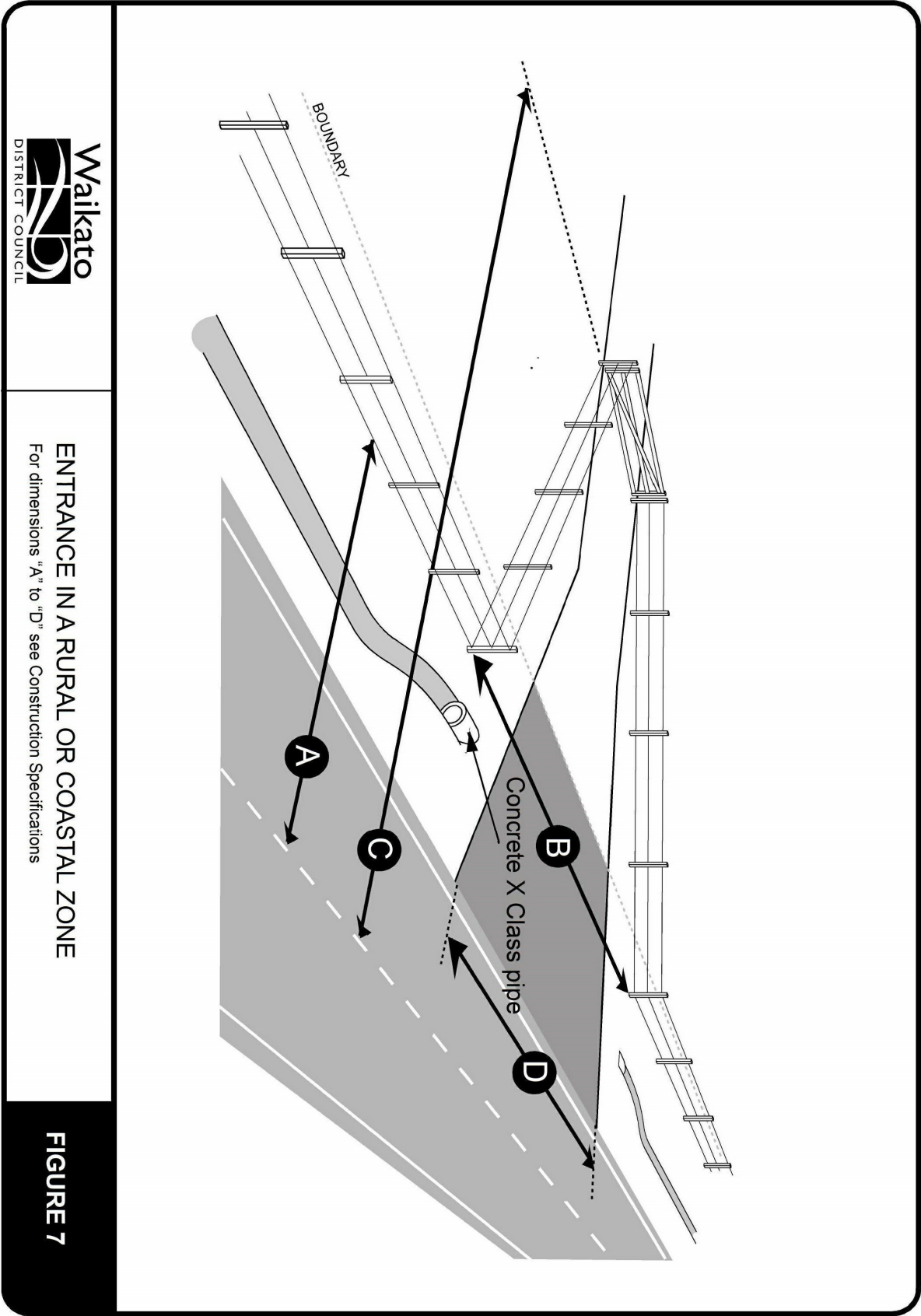
Figure 6 Separation Distances - Attachment to Table 5



SEPARATION DISTANCES - ATTACHMENT TO TABLE 5

FIGURE 6

Figure 7 Rural and Coastal Zone Entrances



ENTRANCE IN A RURAL OR COASTAL ZONE
For dimensions "A" to "D" see Construction Specifications

FIGURE 7

Standards for Figure 7 Rural and Coastal Zone Entrances
Standards for Figure 7 (Rural and Coastal Zone Entrances)

Residential entrance (dimensions in metres)

A	Centre of road to existing fence	4	5	6	7	8	9	10 – 23
B	Opening in fence line	8.5	8.5	7.7	6.9	6.1	5.3	4.5
C	Centre of road to gate	11						
D	Entrance mouth width	7						

Heavy commercial entrance (dimensions in metres)

A	4	5	6	7	8	9	10	11	12	13	14	16	18	23
B	23	21	19	17	15	13	11	10	9	8.5	8	7.5	6.5	4.5
C	23													
D	19													

Commercial entrance (dimensions in metres)

A	4	5	6	7	8	9	10	11	12	13	14-23
B	15	13.7	12.4	11.1	9.8	8.5	7.2	5.9	5.5	5	4.5
C	15										
D	13										

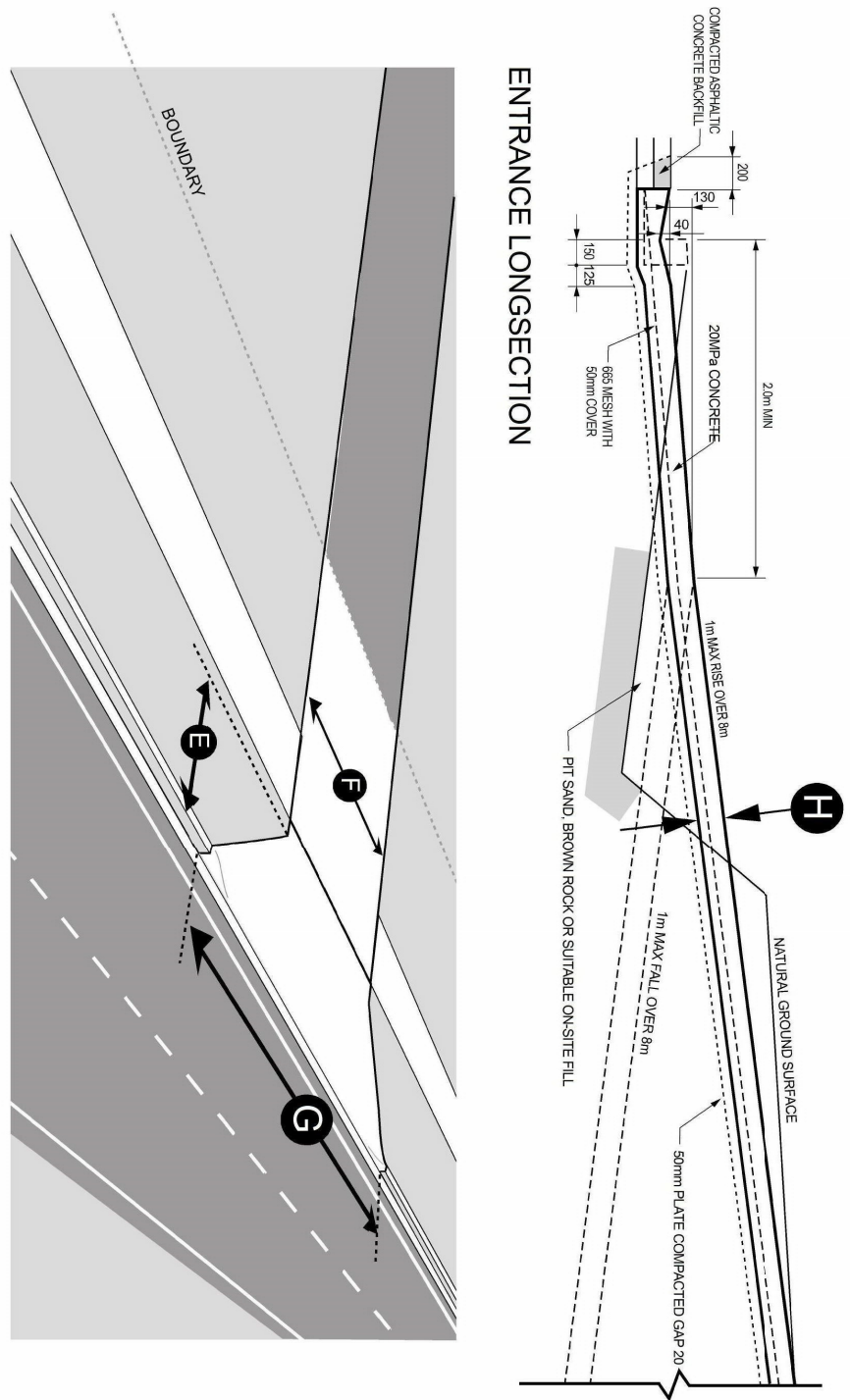
1. Any construction works within the road reserve shall be carried out in accordance with The New Zealand Transport Agency's Code of Practice for Temporary Traffic Management.
2. The constructor shall be responsible for the cost of repairs to any underground utility service damaged during construction. Any damage shall be rectified to the satisfaction of the utility owner.
3. Entrance fences shall be set out in accordance with the above tables. A heavy commercial vehicle entrance (TSG – E1) must also be able to accommodate a 19 metre long truck and trailer unit turning into a property at a radius of 12.5 metres.
4. Entrances shall be located in accordance with the rules for access and entrances.
5. If the entrance crosses a watertable or small drain (less than 2m wide by 1m deep), a 300 mm diameter minimum, reinforced concrete rubber ring joint (RCRRJ) class X pipe or its equivalent shall be installed.
6. If an entrance crosses a drain or watercourse administered by a territorial or regional authority the constructor shall obtain certified waterway approval from the relevant authority to obtain the pipe diameter, prior to commencing construction.
7. All culverts shall be laid straight at a constant grade a minimum of 2 metres from the edge of the carriageway. The socket end shall always be uphill.
8. Culverts shall be offset a minimum of 1 metre from the alignment of the watertable, towards the roadside boundary. Culvert head walls shall only be constructed after written approval is received from the Council.
9. Any unsuitable bedding material including vegetation, topsoil and peat shall be removed and replaced with 100mm of pit sand or GAP 40 or its equivalent if required to mitigate or remedy

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site-specific conditions.

10. Pit sand, brown rock or similar material shall be placed, trimmed and compacted to provide 100mm depth of sub-base if required. The sub-base shall be placed from the edge of seal or metal to the gate or cattle stop.
11. Clean good quality GAP 40 or TNZ M/4 AP40 base course metal or its equivalent shall be placed, trimmed and compacted over the sub-base to provide 150mm depth of base course from the edge of seal or metal to the gate or cattle stop. The base course material shall be trimmed to provide a crown in the centre of the entrance to ensure adequate drainage. The crossfall shall be 5% from the crown. Longitudinal gradient shall be no greater than 12.5% (1 in 8)
12. The surface of the sealed entrances shall be a minimum two coat chip seal, constructed with 180/200 grade bitumen and G3 and G5 chip. The seal shall extend not less than 5m from the edge of the existing seal, or to the property boundary if that is more than 5m. The seal shall generally be within 0.5m of the entrance fence line when set out in accordance with the above tables.
13. If the entrance is off a metal road, sealing will not be required unless otherwise specified.

Figure 8 Urban Entrances, excluding the Te Kauwhata Structure Plan Area



ENTRANCE IN AN URBAN ZONES
 For dimensions "E" to "H" see Construction Specifications

FIGURE 8

Standards for Figure 8 Urban Entrances, excluding the Te Kauwhata Structure Plan Area

Standards for Figure 8 (urban entrances), excluding the Te Kauwhata Structure Plan area

Figure 8 and the following standards apply to living, business and industrial zones, and areas with kerb and channel. E, F, G and H are shown on Figure 8.

	E	F	G	H	Mesh	
Standard commercial - Urban	1.0	6.0	9.0	0.150	1 X 665	TSG-E4
Standard Residential - Urban	1.0	3.0	4.5	0.100	NA	TSG-E5
Heavy commercial - Urban	1.0	9.0	12.0	0.200	2 X 665	TSG-E6

Dimensions are in metres

1. Any construction works within the road reserve shall be carried out in accordance with the New Zealand Transport Agency's Code of Practice for Temporary Traffic Management.
2. The constructor shall be responsible for the cost of repairs to any underground utility service damaged during construction. Any damage shall be rectified to the satisfaction of the utility owner.
3. TSG-E4 - An urban commercial vehicle entrance is deemed to be adequate to accommodate two 5m long cars turning into and out of a property at the same time, or a 10m long truck turning into the property.
4. TSG-E6 - An urban heavy commercial vehicle entrance is deemed to be adequate to accommodate a 19m long truck and trailer unit turning into a property at a radius at 12.5m.
5. Entrances shall be located in accordance with the rules for access and entrances.
6. Any unsuitable bedding material including vegetation, topsoil and peat shall be removed and replaced with 100mm pit sand or GAP 40 or its equivalent if required to mitigate or remedy site-specific conditions.
7. Clean good quality GAP 20 material shall be placed trimmed and plate compacted to provide 50mm minimum depth of bedding from the kerb and extend 200mm beyond the limits shown.
8. Where an entrance requires a new kerb opening, the complete length of kerb and channel shall be removed. A 50mm minimum saw cut shall be made through the kerb and channel at each end.
9. The kerb and channel shall be poured to 200mm minimum depth with 665 mesh laid under the channel, with 50mm cover all round.
10. All road material excavated shall be replaced with 100mm minimum depth of compacted asphaltic concrete.
11. All concrete shall be in accordance with NZS 3104 Ready Mixed Concrete Production or NZS 3108 Sited Mixed Concrete Production and have ordinary grade 20 MPa in place strength at 28 days in accordance with NZS 3109.
12. Shrinkage joints shall be at 5m centres or where it is deemed cracking may occur due to drying. Joints shall be made using a grooving tool to 50mm minimum depth.
13. The constructor shall ensure that there is a non-slip surface, e.g. lightly broom the concrete using a soft haired nylon broom prior to the final set.

Figure 9 Access Sight Lines

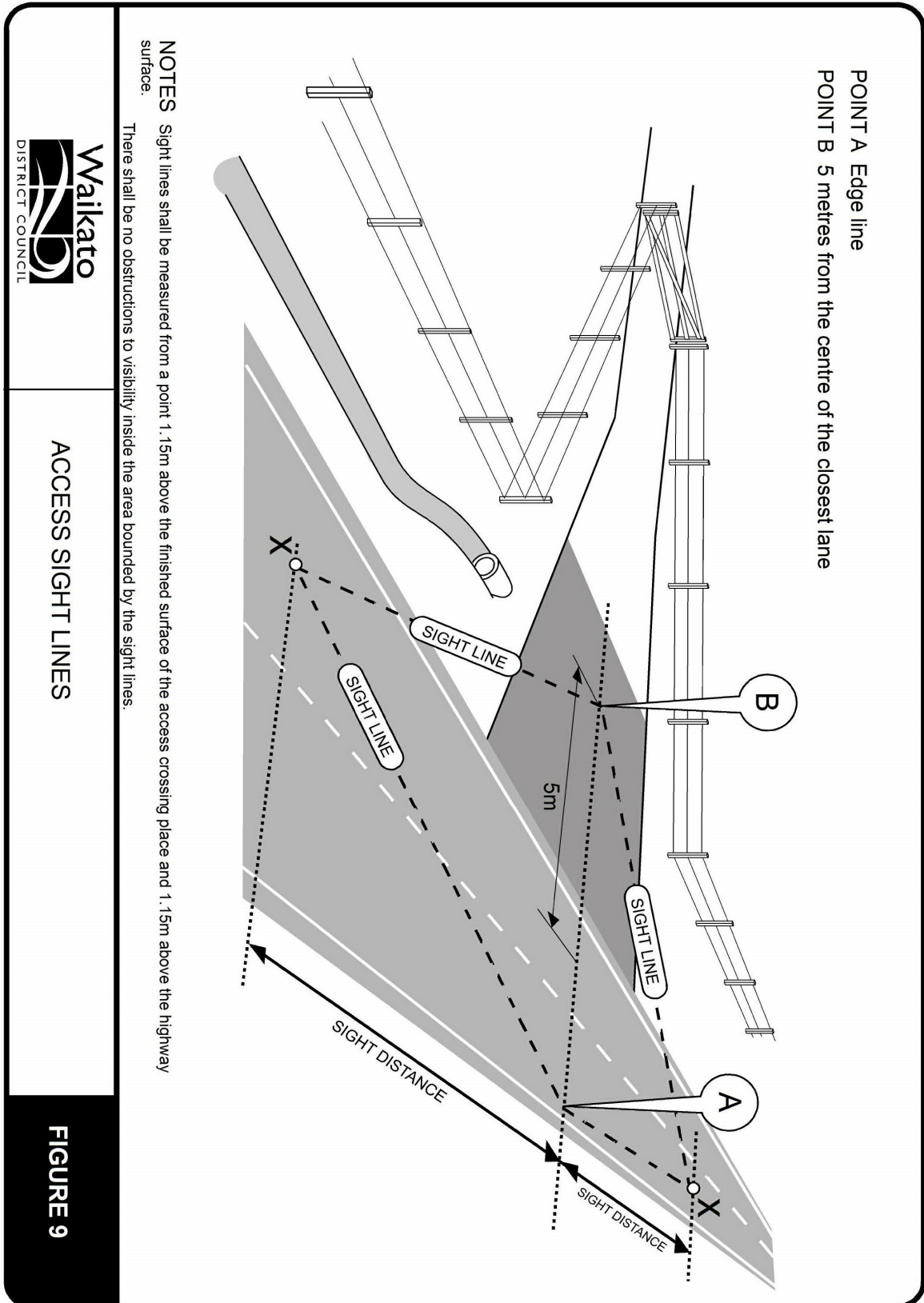
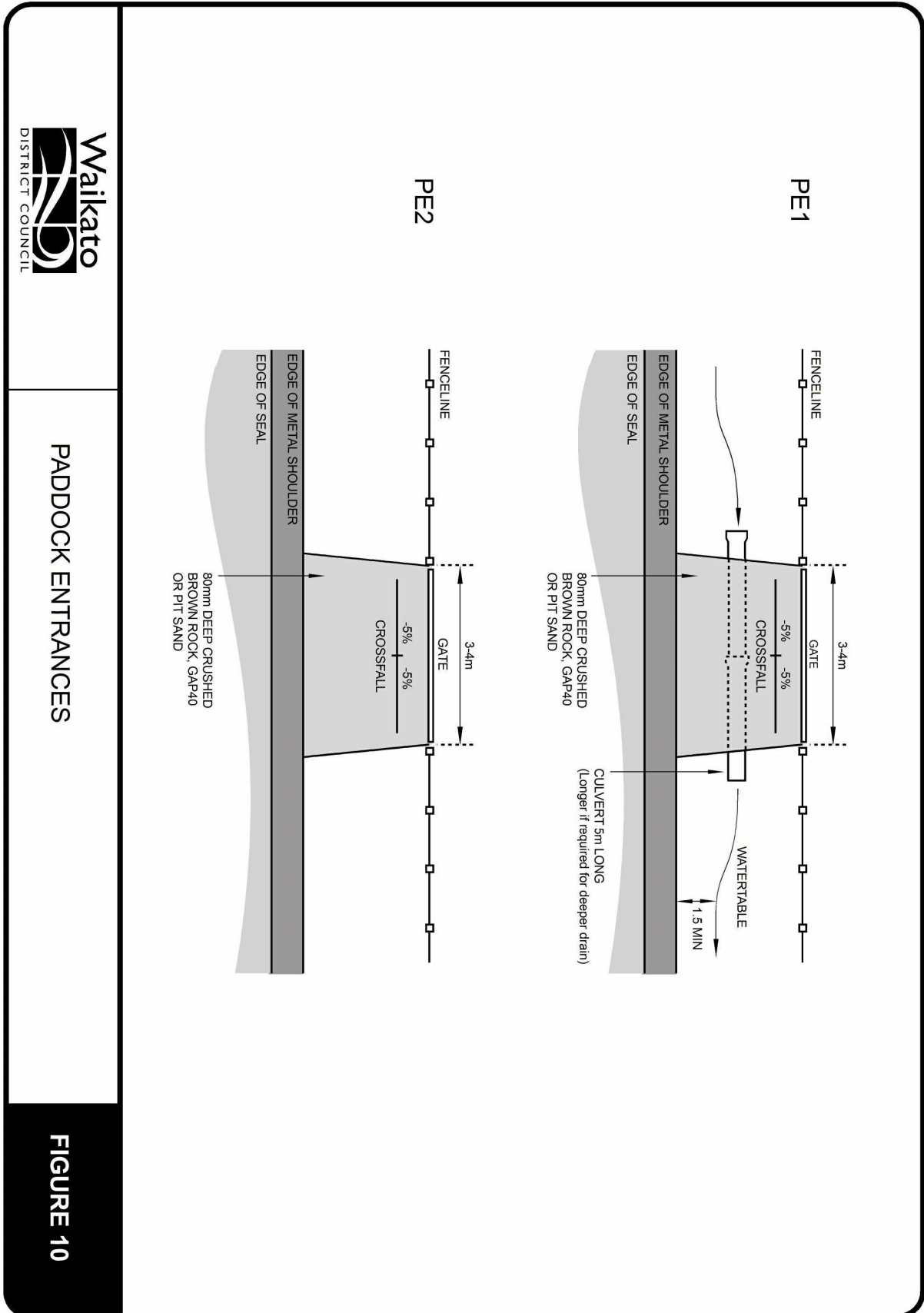


Figure 10 Paddock Entrances

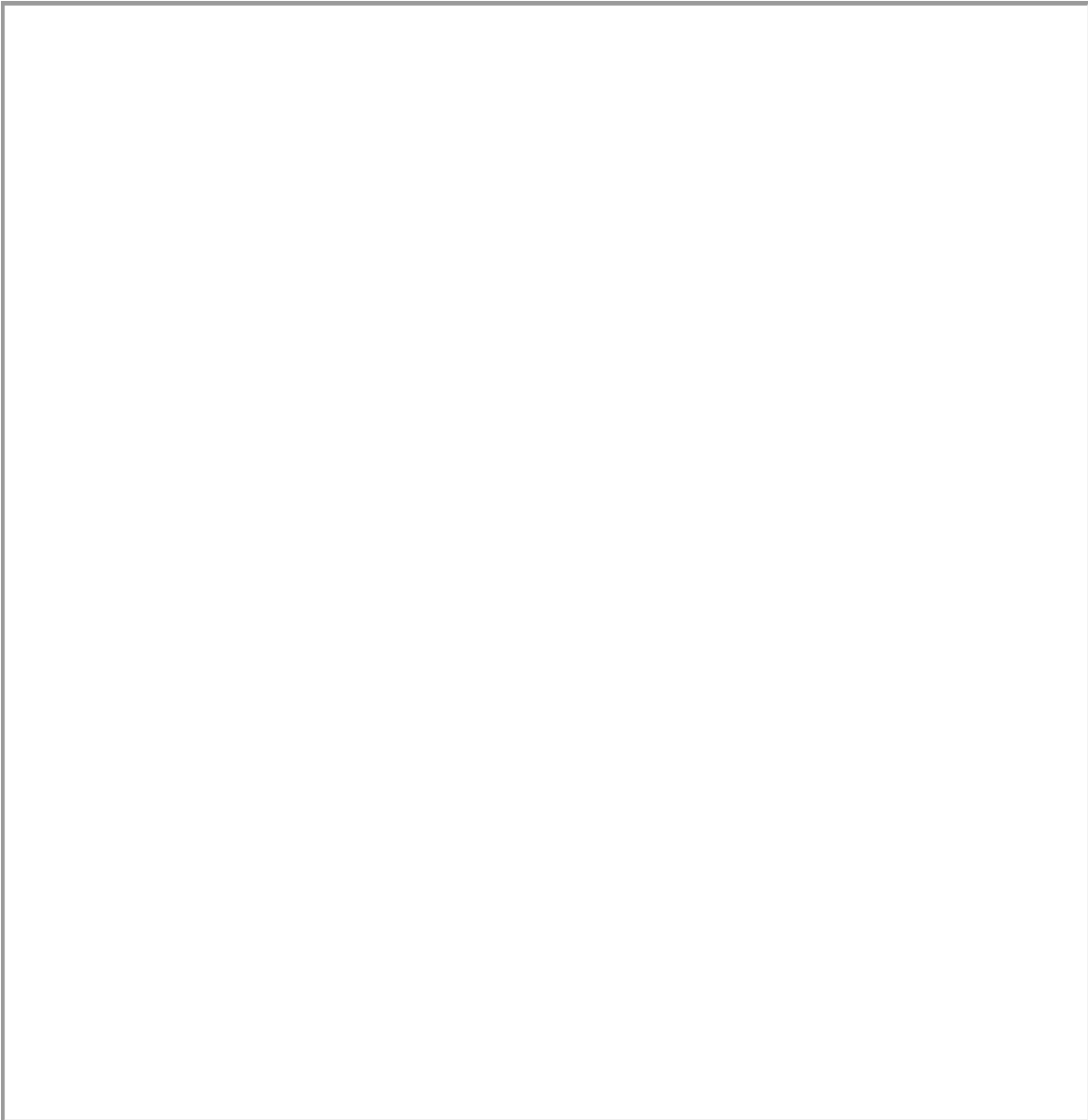


Paddock Entrances

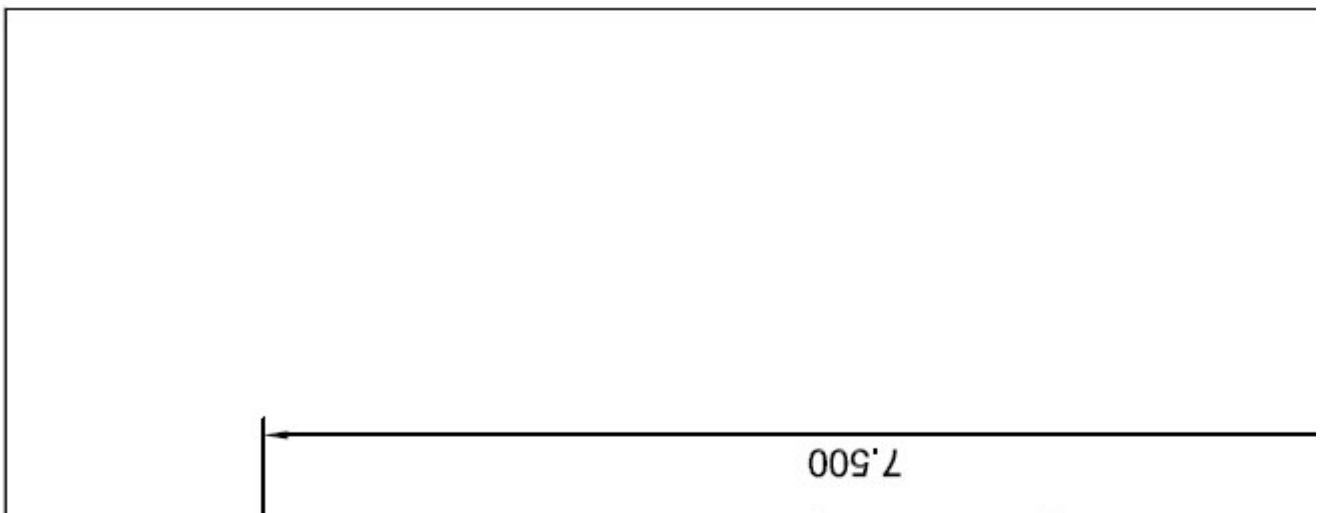
FIGURE 10

Figure 11 Te Kauwhata Structure Plan – Typical Driveway Plan Local Road A

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Waikato District Plan - Waikato Section



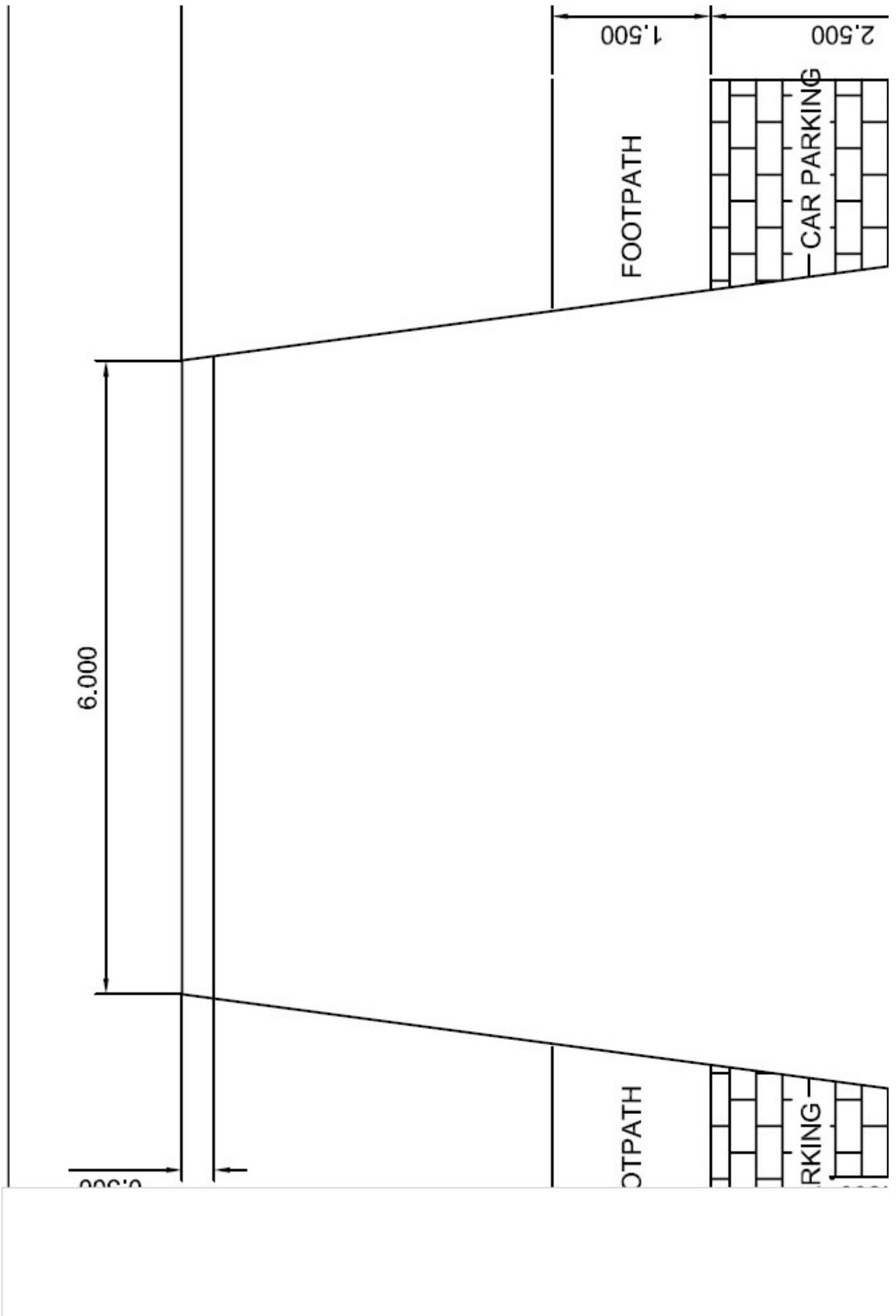


Figure 12 Te Kauwhata Structure Plan – Typical Driveway Plan Local Road B

