



2 Balfour Crescent, Riverlea, Hamilton  
tara.hills@directiontd.co.nz

1 May 2023

Monocle Consulting Ltd  
Sent via email to Ben Inger at Ben@monocle.net.nz

Dear Ben,

Plan Change 58: Avenue Business Park  
Further Traffic Information

This letter provides responses to matters raised in the traffic peer review letter prepared by Gray Matter dated 16 March 2023. This letter is intended to be submitted as part of a broader response to the further information request from Matamata-Piako District Council (MPDC) dated 21 March 2023 for Plan Change 58 (PC58) which identifies the need for the Applicant to respond to matters raised in the Gray Matter peer review (amongst other items).

Prior to the most recent Gray Matter peer review, traffic matters for PC58 have been under discussion via a series of communications between MPDC and the Applicant. Traffic communications to date have included the following:

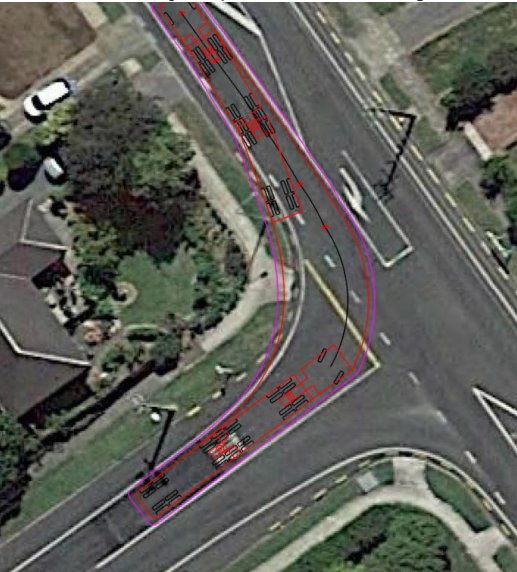
- Provision of an Integrated Transport Assessment (ITA) from Direction Traffic Design.
- A review of the ITA by Gray Matter (9 December 2022).
- A response by Direction Traffic Design (21 December 2022).
- A peer review letter by Gray Matter (16 March 2023).
- A meeting between MPDC, Gray Matter and the Applicant (18 April 2023).

Most traffic matters have now been resolved, and their resolution is documented in this letter. Some matters require changes to the proposed PC58 provisions. Where this is the case, the provision change is noted in this letter. An updated copy of the provisions with highlighted changes is to be provided with the further information response to MPDC.

At the meeting on 18 of April 2023 a preliminary response table provided by Direction Traffic Design listing all Gray Matter traffic concerns was worked through. The preliminary response table is provided in Table 1. This table has been updated to include meeting discussion outcomes.

Table 1: Updated Response Table

Issue Raised by Gray Matter. Numbering is as per the Gray Matter letter of the 16 <sup>th</sup> March 2023.		Applicant's Preliminary Comments	Meeting Discussion/Outcome
4	Design of the Stage 1/Avenue Rd North intersection	Engineering plans for the intersection have been amended and resubmitted to MPDC. The intersection will be built well ahead of development occurring within the PC58 site.	The engineering drawings which have been approved by MPDC for the Stage 1 subdivision (which is consented and under construction) are attached to this letter.
3.2	Trip generation	The daily trip generation is expected to be in the order of 1,500 vpd. This figure is derived from the area of 125,000m <sup>2</sup> x 35% GFA x 4 trips/100m <sup>2</sup> = 1500 vpd. The trip rate of 4 trips/100m <sup>2</sup> is from the Australian RTA Guide to Traffic Generating Developments for warehouses. As discussed in the Direction Traffic Design pavement design email of the 28 <sup>th</sup> March 2023, a sensibility check using the Riverlea Industrial area in Hamilton gives a close match for the predicted daily flow. The Riverlea Industrial area generates approximately 1,900 vpd (Mobile Road data) for 17.4 gross ha (1.115 trips/100m <sup>2</sup> , giving a daily flow of 1393 for the PC58 area of 12.5 ha).	This matter was not discussed in detail as agreement on this matter is not required for the PC58 application to proceed.
4.1.1	Avenue Road North safety	The crash risk will increase with the proposal, as it would if this development was located elsewhere. Calculating the crash risk for an intersection is useful if the crash risk can be compared with an alternative site/proposal. As there is only one proposal being put forward no such comparison can be made.	It was agreed that crash risk calculations were not required.  Pedestrian safety was noted by Gray Matter to be the greatest safety concern. This matter is addressed in Item 4.3.
4.1.2	Snell Street safety	<ul style="list-style-type: none"> <li>It is noted that the curve at the west end of Snell Street has been recently upgraded by Council to resolve the edgebreak issue.</li> <li>To quantify the increase in safety risk is only beneficial if there is an alternative option available.</li> </ul>	Direction Traffic Design advised that very few trucks travel along Snell Street, with most trucks from the existing industrial area traveling to/from the south. Gray Matter was satisfied with this, and no further information is required. It was also noted that

Issue Raised by Gray Matter. Numbering is as per the Gray Matter letter of the 16 <sup>th</sup> March 2023.	Applicant's Preliminary Comments	Meeting Discussion/Outcome
		upgrading this road could result in additional truck movements on this predominantly residential road.
4.1.3	<p>Effects on the Snell St/ Studholme St Avenue Rd North intersection</p> <ul style="list-style-type: none"> <li>To quantify the increase in safety risk is only beneficial if there is an alternative option available.</li> <li>The swept path for a left turn movement for a 20m B-train with 0.5m clearance is provided below. It is noted that this is an existing intersection which has been operating safely and there is very limited ability to provide widening.</li> </ul>  <ul style="list-style-type: none"> <li>Appropriate mitigation of this issue could include the provision of a sign at the north end of Avenue Road North advising truck drivers that they are entering a residential area.</li> </ul>	<p>The Applicant's preliminary comments were accepted.</p> <p>The traffic engineers agreed that signage discouraging truck access is not required.</p>

Issue Raised by Gray Matter. Numbering is as per the Gray Matter letter of the 16 <sup>th</sup> March 2023.	Applicant's Preliminary Comments	Meeting Discussion/Outcome	
		<ul style="list-style-type: none"> <li>The SIDRA assessment can be updated to include Lockerbie Plan Change traffic flows.</li> </ul>	
4.2	<p>Updated road cross sections to provide for cyclists, pedestrians and safe turning within the plan change area and to be included in the district plan. A 23-25m width is suggested by Gray Matter for the north-south road to protect a Collector Road function and for the east-west road (including the ABP subdivision site). They recommend a cross section of 20-22m for other local roads</p>	<ol style="list-style-type: none"> <li>A local road standard is all that is required for the north-south road to service development of the PC58 site. If MPDC requires a collector road standard to future proof a connection between SH26 and Hangawera Road then we require confirmation that the additional costs (land and construction) would be met by Council. Recognising there has been very limited consideration to date by MPDC to a bypass, the PC58 provisions should be flexible enough to allow a local road to be built if MPDC subsequently determines that is all that is required.</li> <li>The width and design of the east-west road through the Stage 1 site has been fixed through the approved consent and cannot be changed. Construction is well progressed and adjoining lots have been sold. There is no opportunity to change this now. The PC58 east-west road will match the Stage 1 east-west road to provide consistency.</li> <li>Subject to MPDC's feedback on (1) above, we will consider the suggestion of including cross sections in the district plan.</li> </ol>	<p>The Applicant's position for all roads is a 20m road reserve with provision for this width to be increased for the north-south road to a wider collector road standard at a later date prior to any subdivision if it is required. Council advised they will consider this. The updated provision is Appendix 9.6.1(c):</p> <p><i>9.6.1 (c) All public roads within the ADAP shall be constructed to local road standard with a minimum 20m wide road reserve width, 10m wide carriageway and 1.5m footpath on one side, unless the north-south aligned road is required to be constructed to a collector standard and:</i></p> <ol style="list-style-type: none"> <li><i>MPDC has confirmed it is required to be constructed to collector road standard to provide a wider connectivity function and/or to service growth in the wider area; and</i></li> <li><i>Council funding has been confirmed to meet the costs of the necessary upgrading from local road to collector road standard.</i></li> </ol> <p>Gray Matter would still like cross sections to be included in the provisions for the district plan. The Applicant would rather not include cross sections due to concerns that this would be too prescriptive, and that drainage requirements have not been determined,</p>

Issue Raised by Gray Matter. Numbering is as per the Gray Matter letter of the 16 <sup>th</sup> March 2023.	Applicant's Preliminary Comments	Meeting Discussion/Outcome	
			<p>creating uncertainties in the layout. The Applicant would prefer to describe minimum outcomes for the road reserve width, carriageway width and footpaths in the district plan provisions instead. This has been addressed in proposed changes to Appendix 9.6.1(c).</p>
4.3	Walking and cycling connectivity	<ul style="list-style-type: none"> <li>• Reduced provision of pedestrian and cycle facilities is considered to be appropriate in this industrial area where there will be significantly less pedestrian/cyclist trips compared with a residential or commercial area.</li> <li>• The Applicant will consider amendments to Appendix 9.6.2 to include the investigation of crossing facilities on Avenue Road North as a matter to be considered at consenting stage.</li> </ul>	<p>Gray Matter would like the district plan provisions to require a pedestrian crossing facility on Avenue Road North, south of the site access.</p> <p>The Applicant has updated the provisions to require that pedestrian crossing facilities on Avenue Road North which are connected to public footpaths are to be investigated at the time of subdivision. This wording has been used as facilities could be constrained by access locations and swept paths, so requiring crossing facilities is not possible.</p> <p>It is noted that the proposed SH26/Avenue Road roundabout includes pedestrian crossing provision (drawing attached to this letter). The roundabout design also includes the construction of footpaths in the vicinity of the roundabout. It is also understood from discussion at the meeting that MPDC is aware of the possible need for Council to also provide additional public footpaths in this area.</p> <p>The proposed requirement in Appendix 9.6.2 is:</p>

Issue Raised by Gray Matter. Numbering is as per the Gray Matter letter of the 16 <sup>th</sup> March 2023.	Applicant's Preliminary Comments	Meeting Discussion/Outcome	
			<p>9.6.2 Subdivision and development within the ADAP shall provide access for pedestrians and cyclists to Avenue Road North via public roads. The requirement for pedestrian crossing places (such as a refuge) on Avenue Road North which are connected to public footpaths shall be investigated and provided if required and feasible.</p>
4.4	<p>Future connection to the west and SH26</p>	<ul style="list-style-type: none"> <li>• A connection to the west is appropriately provided for through the location of the north-south road adjoining the neighbouring site.</li> <li>• The Applicant will amend the ADAP to show an "indicative corridor" and include rules restricting buildings within/near that area.</li> </ul>	<p>Gray Matter is comfortable with what is proposed to enable a connection to the west in future if it is required.</p> <p>In terms of a north-south connection, the ADAP has been amended to include an 'Indicative Future Road Corridor (20m)' between the 'Indicative Local Road Network' and State Highway 26. Additional rules are proposed to prevent buildings within the 'Indicative Future Road Corridor' and to require 8m building setbacks from it for Lot 1 DPS 78100 (which is to the east). The typical setback requirement to a road in the GIZ is proposed to be 5m. The 20m wide road corridor and 8m wide setback will therefore protect a corridor of at least 23m which would be suitable for a collector road if such a connection is required to State Highway 26 in the future.</p>

Issue Raised by Gray Matter. Numbering is as per the Gray Matter letter of the 16 <sup>th</sup> March 2023.	Applicant's Preliminary Comments	Meeting Discussion/Outcome
		<p data-bbox="1447 379 2119 483">3.2.1 iii) Rural yard for Lot 1 DPS 78100 to the Indicative Future Road Corridor in the Avenue Business Park Development Area Plan - 8m.</p> <p data-bbox="1447 523 2063 587">3.2.1 v) Additional controls for the Indicative Future Road Corridor</p> <p data-bbox="1447 635 2119 730">No new buildings or accessory buildings shall be erected within the Indicative Future Road Corridor in the Avenue Business Park Development Area Plan.</p>
4.5	Potential effects on the state highway network	<p data-bbox="577 742 1413 912">Waka Kotahi has confirmed they are constructing a roundabout at SH26/Avenue Road and they are comfortable with the plan change proposal. They will have an opportunity to make a submission should they wish to do so. The Applicant will check with Waka Kotahi where this upgrade is at and if intersection assessment data is available.</p> <p data-bbox="1447 742 2119 837">Waka Kotahi's design plan for this roundabout is attached to this letter. Waka Kotahi has advised that no intersection assessment data is available.</p>

At the end of the meeting Council discussed that the provisions should also be updated to state that the pavement design for the Stage 1 Avenue Business Park subdivision (which has been consented and is being built) is to be reassessed at the subdivision stage. This has been addressed in the updated provisions which propose the following additional requirement in Appendix 9.6.1:

9.6.1 d) Any existing pavement for public roads between the ADAP and Avenue Road North shall be assessed to ensure it is adequate for the proposed development.

Please let me know if there are any questions regarding this letter.

Yours sincerely

A handwritten signature in blue ink that reads "Tara Hills". The signature is written in a cursive style with a large initial 'T'.

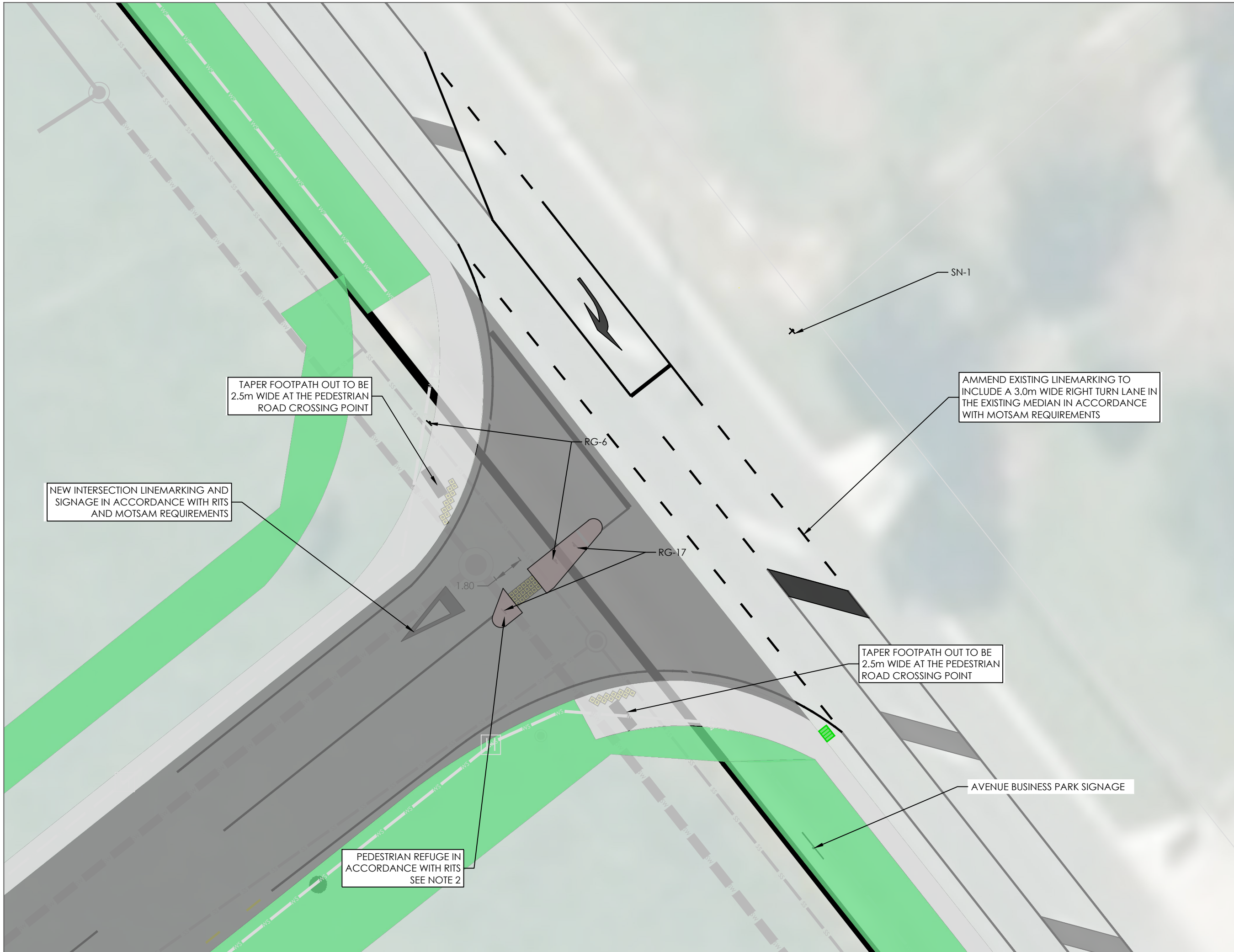
Tara Hills  
Senior Traffic Engineer  
MSc, CMEngNZ, CPEng

Attachments:

- Approved Stage 1 engineering drawings for Stage 1/Avenue Road North intersection
- Proposed SH26/Avenue Road roundabout drawings (from Waka Kotahi)



NOTES:  
 1. REFER TO DRAWING 002 FOR GENERAL NOTES AND LEGEND  
 2. PEDESTRIAN REFUGE ISLAND IN ACCORDANCE WITH RITS STANDARD DETAILS D3.6.2, 3.6.3, 3.6.4 AND 3.7.1



B	CONSTRUCTION AMENDMENT	FY	10/05/2023
A	ENGINEERING APPROVAL	TD	15/06/2022
REVISION DETAILS:		BY:	DATE:



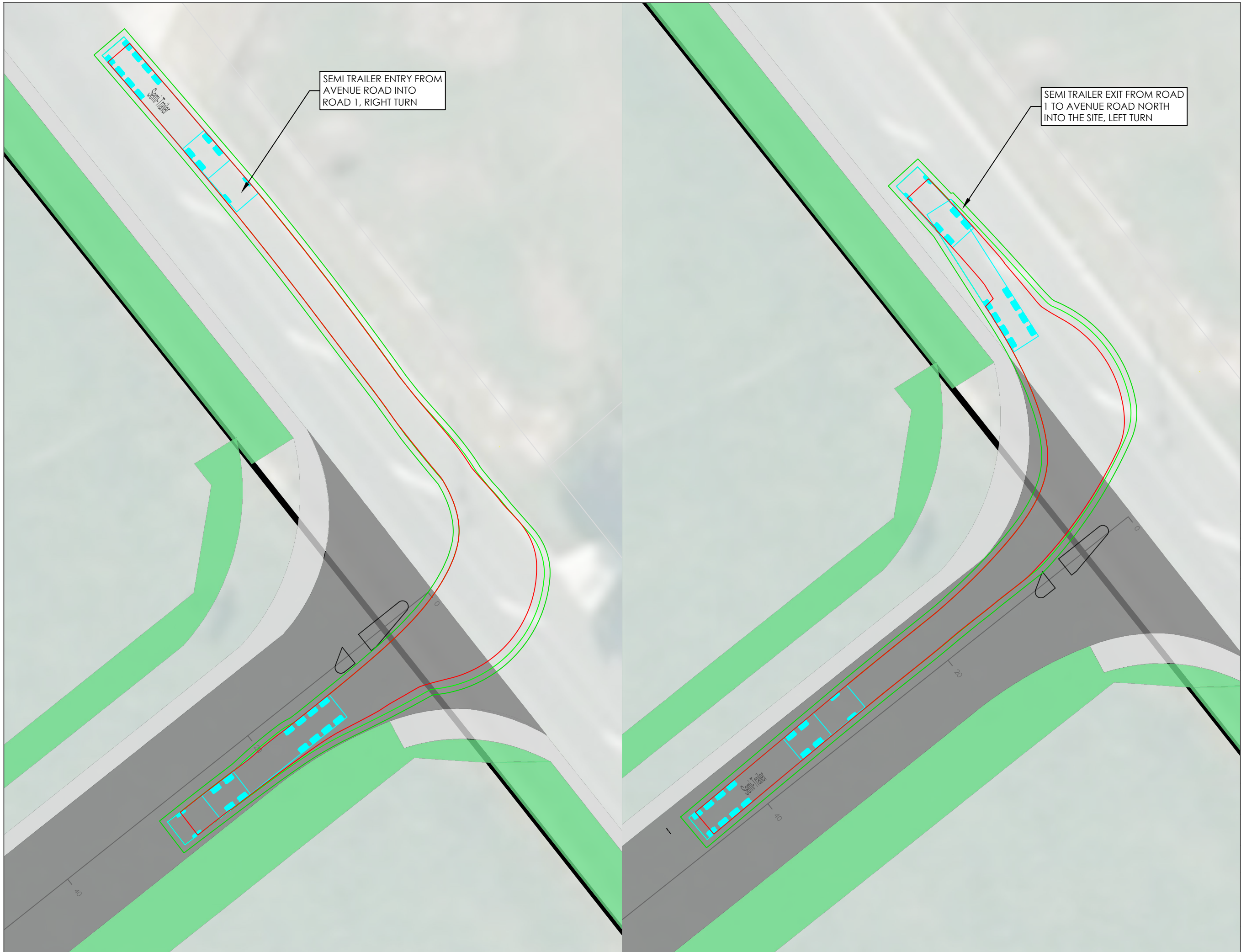
CLIENT:  
 AVENUE BUSINESS PARK

SITE: AVENUE ROAD NORTH MORRINSVILLE

TITLE: AVENUE ROAD NORTH PROPOSED SUBDIVISION

SUBTITLE: PROPOSED AVENUE ROAD NORTH INTERSECTION PLAN

DRAWN: AL&TD	REVIEWED: DS	APPROVED: JT
NORTH:	SCALE AT A3: 1:200	DATE: 10/05/2023
STATUS: CA		
PROJECT NO: T18014	DRAWING NO: 305	REVISION: B



NOTES:  
 1. REFER TO DRAWING 002 FOR GENERAL NOTES AND LEGEND  
 2. STANDARD SEMI TRAILER TESTED FOR ENTRY AND EXIT FROM THE SITE WITHIN CARRIAGEWAY (NOT RUNNING OVER FOOTPATH OR PEDESTRIAN REFUGE).

B	CONSTRUCTION AMENDMENT	FY	10/05/2023
A	ENGINEERING APPROVAL	TD	15/06/2022
REVISION DETAILS:		BY:	DATE:



CLIENT:  
 AVENUE BUSINESS PARK

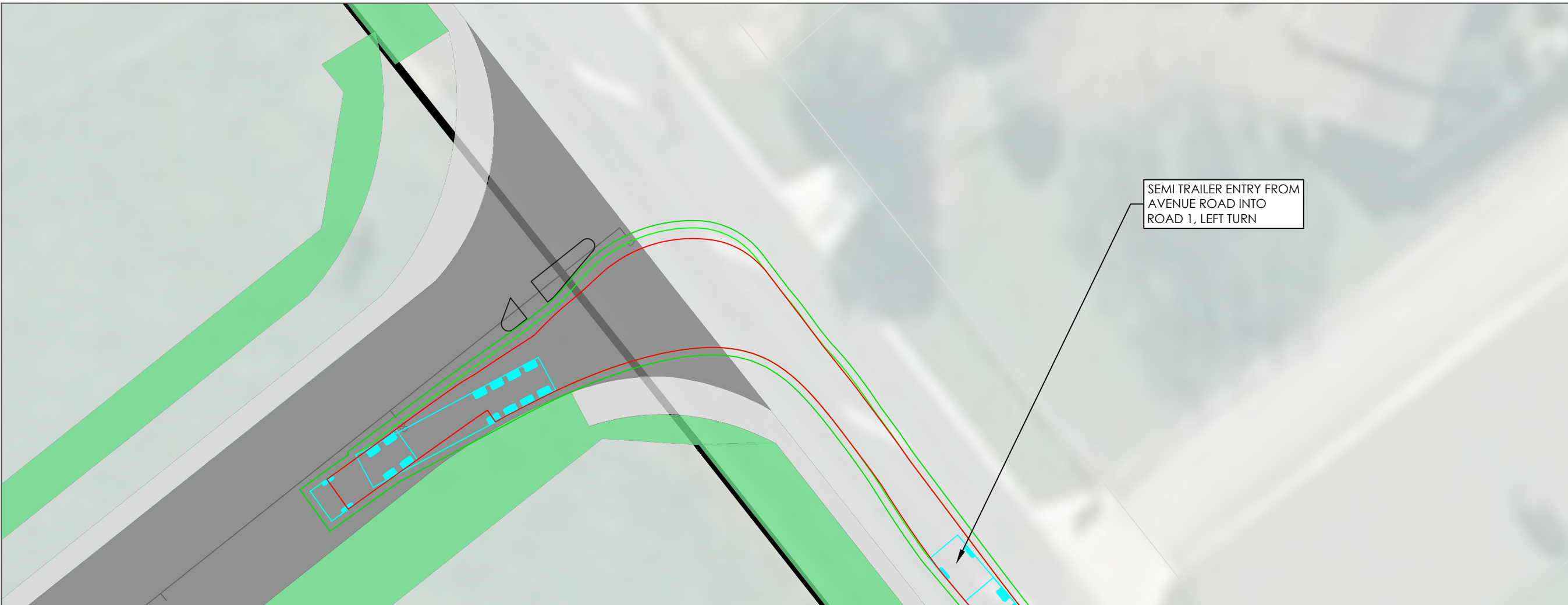
SITE: AVENUE ROAD NORTH MORRINSVILLE

TITLE: AVENUE ROAD NORTH PROPOSED SUBDIVISION

SUBTITLE: PROPOSED INTERSECTION TRACKING CURVES 1

DRAWN: AL&TD	REVIEWED: DS	APPROVED: JT
NORTH: 	SCALE AT A3: 1:300	DATE: 10/05/2023
STATUS: CA		
PROJECT NO: T18014	DRAWING NO: 320	REVISION: B

NOTES:  
1. REFER TO DRAWING 002 FOR GENERAL NOTES AND LEGEND  
2. STANDARD SEMI TRAILER TESTED FOR ENTRY AND EXIT FROM THE SITE WITHIN CARRIAGEWAY (NOT RUNNING OVER FOOTPATH OR PEDESTRIAN REFUGE).



B	CONSTRUCTION AMENDMENT	FY	10/05/2023
A	ENGINEERING APPROVAL	TD	15/06/2022
REVISION DETAILS:		BY:	DATE:



CLIENT:  
**AVENUE BUSINESS PARK**

SITE: AVENUE ROAD NORTH MORRINSVILLE

TITLE: AVENUE ROAD NORTH PROPOSED SUBDIVISION

SUBTITLE: PROPOSED INTERSECTION TRACKING CURVES 2

DRAWN: AL&TD	REVIEWED: DS	APPROVED: JT
NORTH: 	SCALE AT A3: 1:300	DATE: 10/05/2023
STATUS: CA		
PROJECT NO: T18014	DRAWING NO: 321	REVISION: B

**MATAMATA-PIAKO DISTRICT COUNCIL**  
**Engineering Approved Document**  
**Consent No: 101.2021.12429**  
**Approved by Sarah Fowlie**  
**Consents Engineer**  
**18/04/2023**  
**Signature** *S Fowlie*

**NOTES:**  
 1. REFER TO DRAWING 002 FOR GENERAL NOTES AND LEGEND  
 2. VEHICLE CROSSINGS SHALL BE IN ACCORDANCE WITH RITS STANDARD DRAWING D3.3.1 AND D3.3.2 FOR INDUSTRIAL AREAS  
 3. VEHICLE CROSSINGS OVER THE SWALE WILL BE CONSTRUCTED IN ACCORDANCE WITH RITS STANDARD DETAIL DRAWING D3.3.4, AND BE 300mmØ CLASS 4 RCRRJ PIPE OR ACO POWERDRAIN S300K CLASS E OR EQUIVALENT



E	ENGINEERING APPROVAL	TD	25/01/2023
D	ENGINEERING APPROVAL	TD	14/11/2022
C	ENGINEERING APPROVAL	FF	05/07/2022
B	ENGINEERING APPROVAL	TD	15/06/2022
A	RESOURCE CONSENT	AL&TD	01/10/2021
REVISION DETAILS:		BY:	DATE:



CLIENT:  
**AVENUE BUSINESS PARK**

SITE:  
**AVENUE ROAD NORTH MORRINSVILLE**

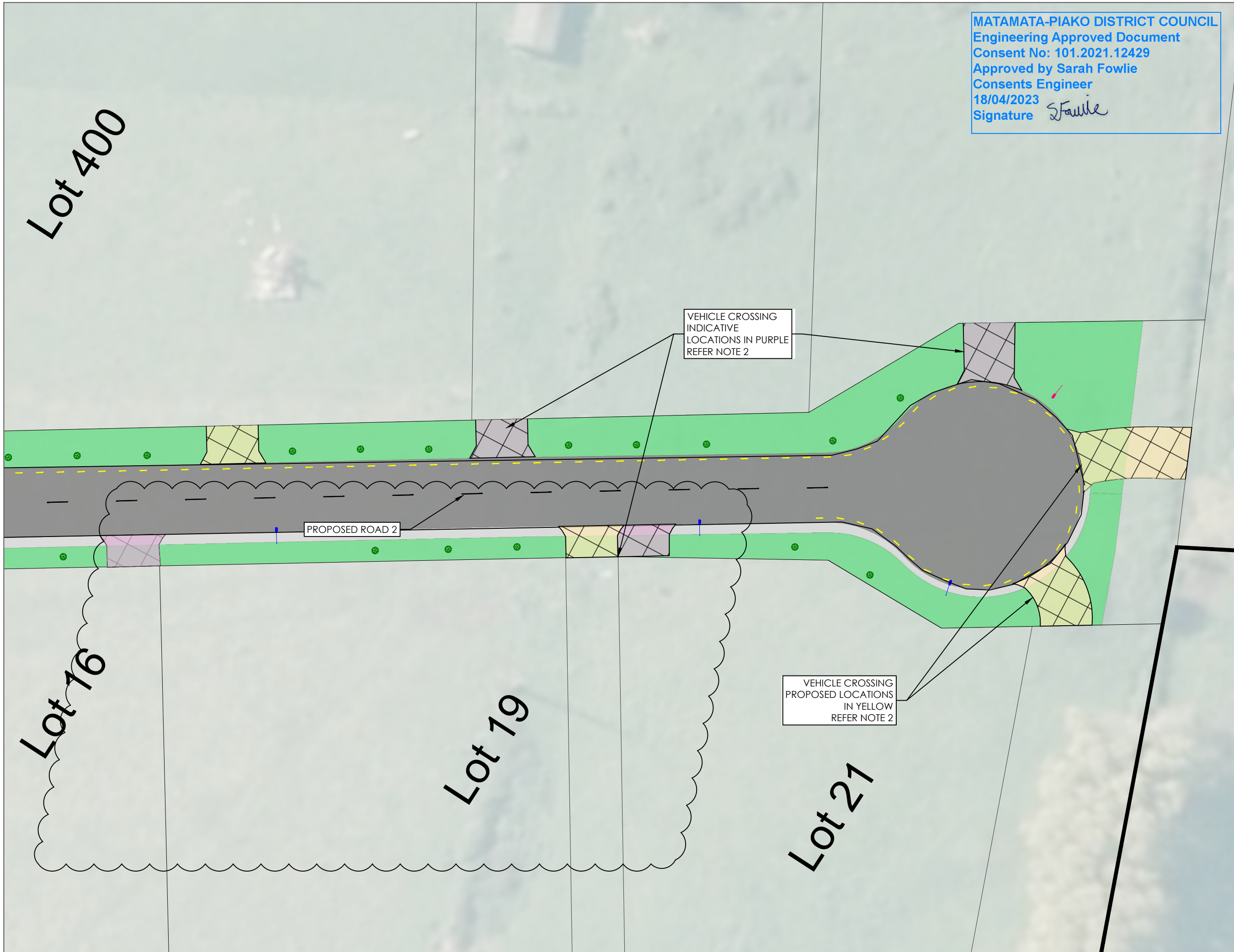
TITLE:  
**AVENUE ROAD NORTH PROPOSED SUBDIVISION**

SUBTITLE:  
**PROPOSED LINEMARKING & VEHICLE CROSSING PLAN OV**

DRAWN: AL&TD	REVIEWED: DS	APPROVED: JT
NORTH:	SCALE AT A3: 1:1500	DATE: 25/01/2023
STATUS: EPA		
PROJECT NO: T18014	DRAWING NO: 301	REVISION: E

MATAMATA-PIAKO DISTRICT COUNCIL  
Engineering Approved Document  
Consent No: 101.2021.12429  
Approved by Sarah Fowlie  
Consents Engineer  
18/04/2023  
Signature *S Fowlie*

- NOTES:
1. REFER TO DRAWING 002 FOR GENERAL NOTES AND LEGEND
  2. VEHICLE CROSSINGS SHALL BE IN ACCORDANCE WITH RITS STANDARD DRAWING D3.3.1 AND D3.3.2 FOR INDUSTRIAL AREAS
  3. VEHICLE CROSSINGS OVER THE SWALE WILL BE CONSTRUCTED IN ACCORDANCE WITH RITS STANDARD DETAIL DRAWING D3.3.4, AND BE 300mmØ CLASS 4 RCRRJ PIPE OR ACO POWERDRAIN S300K CLASS E OR EQUIVALENT



VEHICLE CROSSING INDICATIVE LOCATIONS IN PURPLE REFER NOTE 2

PROPOSED ROAD 2

VEHICLE CROSSING PROPOSED LOCATIONS IN YELLOW REFER NOTE 2

B	ENGINEERING APPROVAL	TD	25/01/2023
A	ENGINEERING APPROVAL	TD	15/06/2022
REVISION DETAILS:		BY:	DATE:



CLIENT:  
AVENUE BUSINESS PARK

SITE: AVENUE ROAD NORTH MORRINSVILLE

TITLE: AVENUE ROAD NORTH PROPOSED SUBDIVISION

SUBTITLE: PROPOSED LINEMARKING & VEHICLE CROSSING PLAN 03

DRAWN: AL&TD	REVIEWED: DS	APPROVED: JT
NORTH:	SCALE AT A3: 1:500	DATE: 25/01/2023
STATUS: EPA		
PROJECT NO: T18014	DRAWING NO: 304	REVISION: B

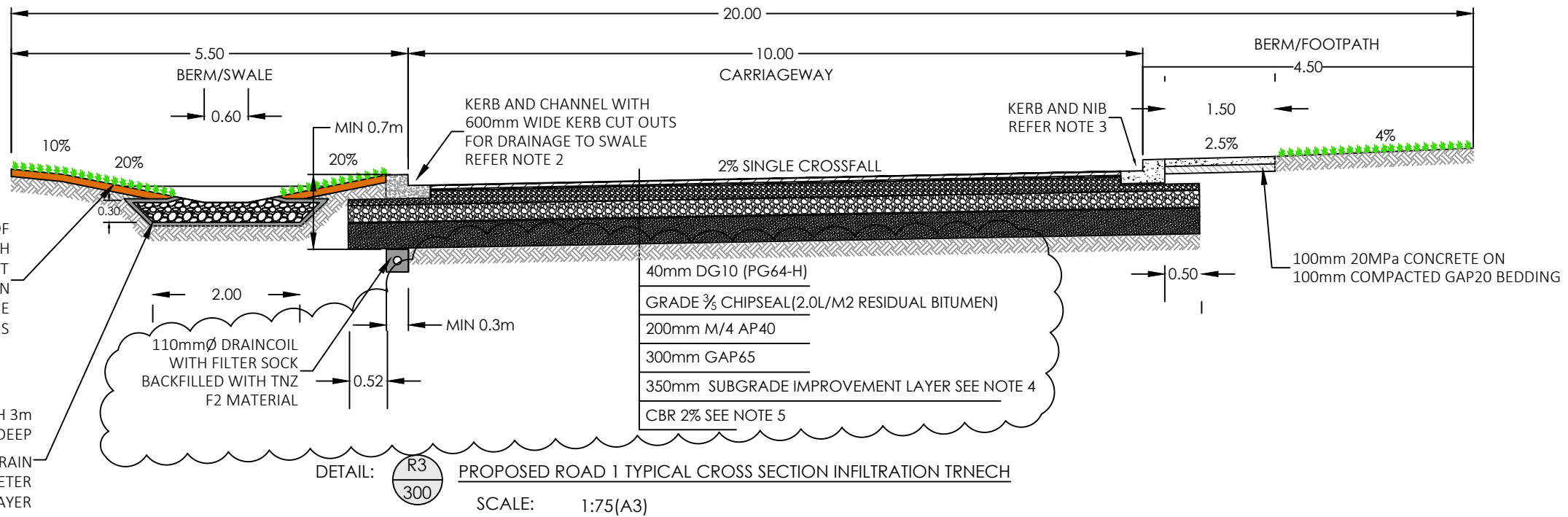
**INFILTRATION TRENCH LOCATIONS**  
(ADJACENT TO SWALE ONLY)

LOCATION	CHAINAGES AT CENTER OF TRENCH
ROAD 1	15, 85, 103.5, 121, 167, 172*, 192, 226, 263
ROAD 2	-

\*DIMENSION AT CHAINAGE 172 INCREASED TO 6m LONG x 2m WIDE x 0.3m DEEP

MIN 100mm LAYER OF TOPSOIL AND PLANTED WITH DROUGHT-RESISTANT HARD-WEARING RYE-GRASS IN ACCORDANCE WITH THE LANDSCAPE ARCHITECT PLANS

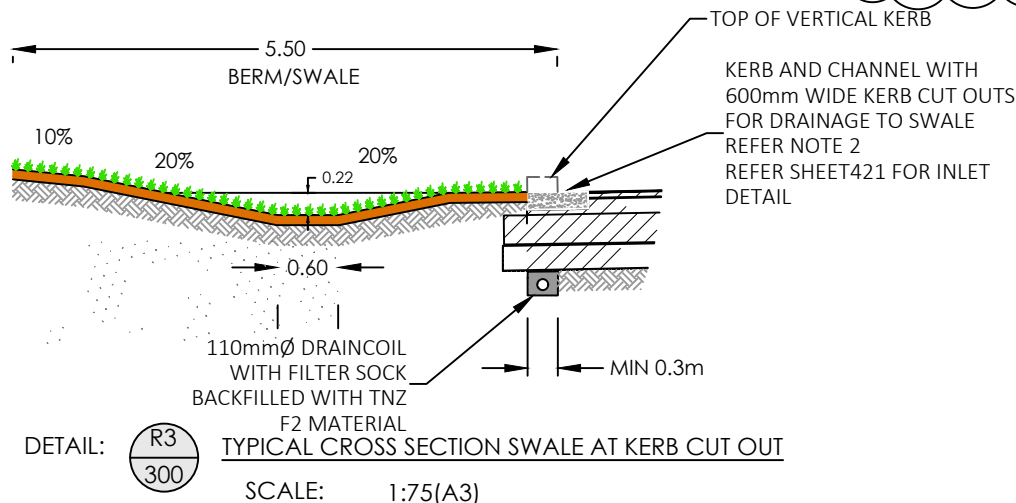
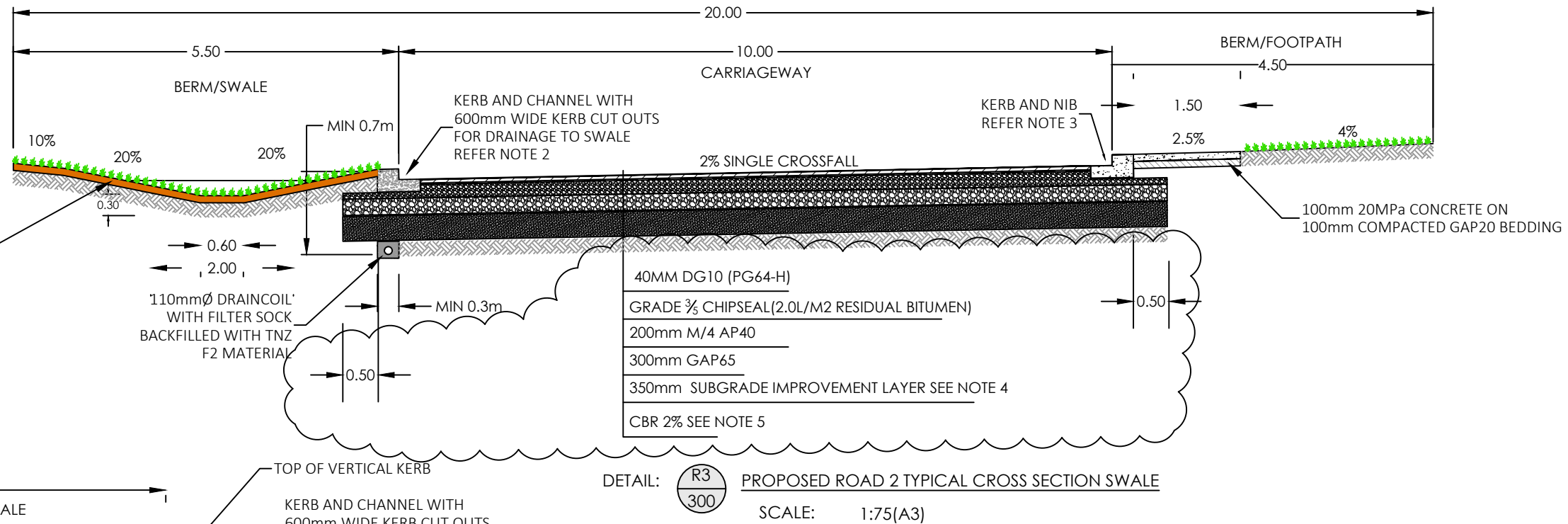
INFILTRATION TRENCH 3m LONG x 2m WIDE x 0.3m DEEP FILLED WITH WASHED DRAIN GRAVEL 20 - 40mm DIAMETER OVER 50mm THICK SAND LAYER



**KERB CUTOUT LOCATIONS**  
(ADJACENT TO SWALE ONLY)

LOCATION	CHAINAGES AT CENTER OF CUTOUT
ROAD 1	29, 55, 87, 105, 159, 189, 209, 224 & 261
ROAD 2	20, 40, 59, 73, 108, 125, 144, 162, 179 & 196

MIN 100mm LAYER OF TOPSOIL AND PLANTED WITH DROUGHT-RESISTANT HARD-WEARING RYE-GRASS IN ACCORDANCE WITH THE LANDSCAPE ARCHITECT PLANS



- NOTES:
1. REFER TO DRAWING 002 FOR GENERAL NOTES AND LEGEND
  2. KERB AND CHANNEL PROFILE IN ACCORDANCE WITH "VERTICAL KERB AND CHANNEL" FROM RITS DRAWING D3.3.3. FORM DROPPED KERB AT 18m CENTERS. TRANSITION BETWEEN KERB TO DROP KERB OVER 0.25 TO 0.3m EITHER SIDE. SEE DRAWING 421 FOR DETAIL
  3. KERB AND NIB PROFILE IN ACCORDANCE WITH "VERTICAL NIB KERB" FROM RITS DRAWING D3.3.3.
  4. SUBGRADE IMPROVEMENT LAYER TO MEET THE REQUIREMENTS OF THE PAVEMENT DESIGN BY BARTLEY CONSULTANTS "MORRINSVILLE INDUSTRIAL SUBDIVISION - PAVEMENT ANALYSES" DATED 21/12/2022
  5. DESIGN BASED ON SUBGRADE CBR OF 2%. DESIGN TO BE CONFIRMED BY ENGINEER FOLLOWING CBR TESTING ONSITE.

REVISION	DESCRIPTION	DATE
F	ENGINEERING APPROVAL	25/01/2023
E	ENGINEERING APPROVAL	14/11/2022
D	ENGINEERING APPROVAL	2/09/2022
C	ENGINEERING APPROVAL	15/06/2022
B	S92 UPDATE	17/12/2021



CLIENT:  
**AVENUE BUSINESS PARK**

SITE:  
**AVENUE ROAD NORTH MORRINSVILLE**

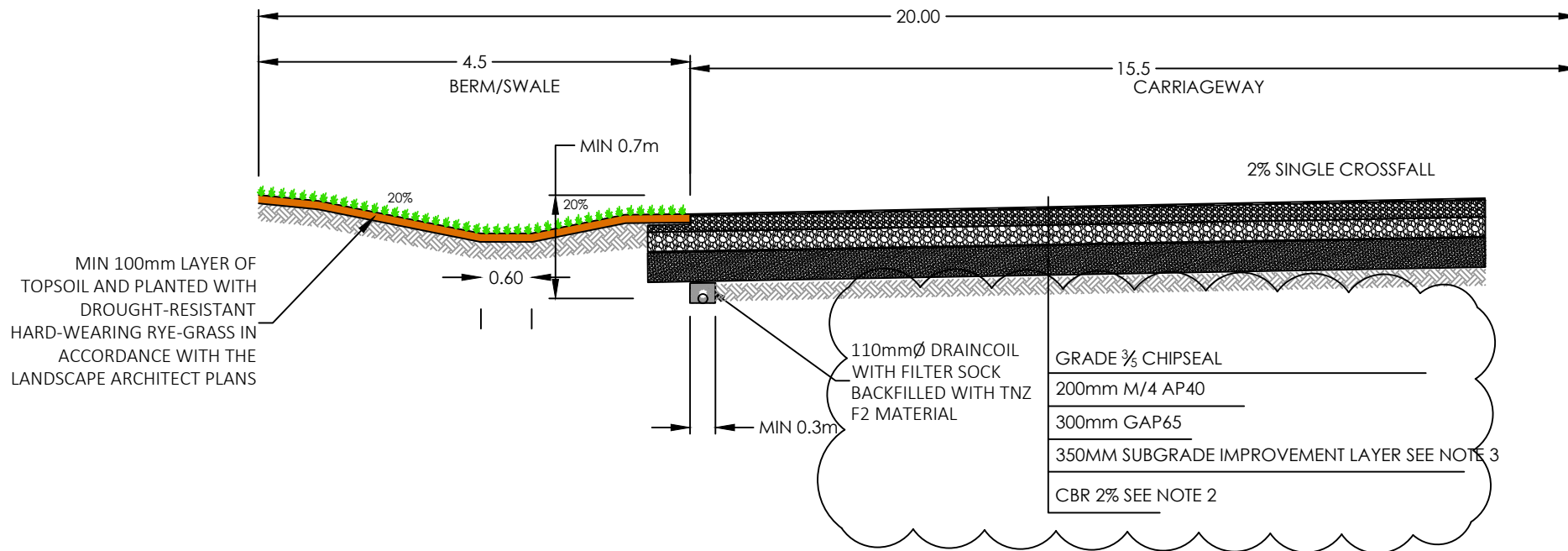
TITLE:  
**AVENUE ROAD NORTH PROPOSED SUBDIVISION**

SUBTITLE:  
**PROPOSED ROAD 1 & 2 CROSS SECTION**

DRAWN:	REVIEWED:	APPROVED:
AL&TD	DS	JT
NORTH:	SCALE AT A3:	DATE:
	Custom	25/01/2023
PROJECT NO:	DRAWING NO:	REVISION:
T18014	312	F

**MATAMATA-PIAKO DISTRICT COUNCIL**  
Engineering Approved Document  
Consent No: 101.2021.12429  
Approved by Sarah Fowlie  
Consents Engineer  
18/04/2023  
Signature *S Fowlie*

- NOTES:
1. REFER TO DRAWING 002 FOR GENERAL NOTES AND LEGEND
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  3. SUBGRADE IMPROVEMENT LAYER TO MEET THE REQUIREMENTS OF THE PAVEMENT DESIGN BY BARTLEY CONSULTANTS "MORRINSVILLE INDUSTRIAL SUBDIVISION - PAVEMENT ANALYSES" DATED 21/12/2022

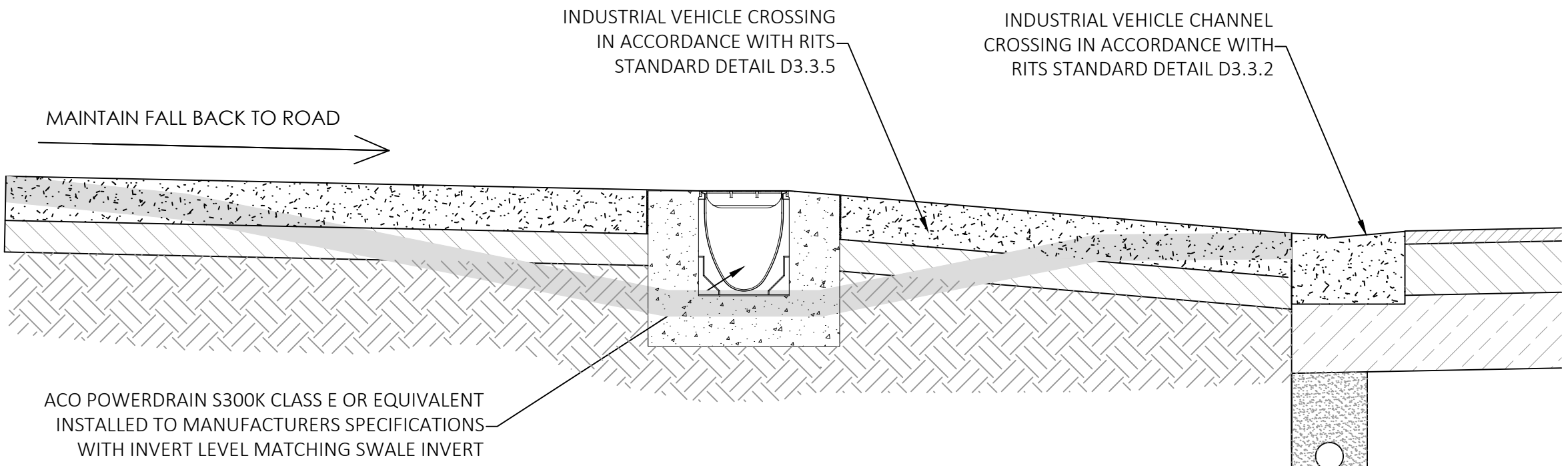


MIN 100mm LAYER OF TOPSOIL AND PLANTED WITH DROUGHT-RESISTANT HARD-WEARING RYE-GRASS IN ACCORDANCE WITH THE LANDSCAPE ARCHITECT PLANS


DETAIL:  PROPOSED ROAD 1 TEMPORARY TURNING HEAD TYPICAL SECTION  
SCALE: NTS

**MATAMATA-PIAKO DISTRICT COUNCIL**  
Engineering Approved Document  
Consent No: 101.2021.12429  
Approved by Sarah Fowlie  
Consents Engineer  
18/04/2023  
Signature *S Fowlie*

D	ENGINEERING APPROVAL	TD	25/01/2023
C	ENGINEERING APPROVAL	TD	14/11/2022
B	ENGINEERING APPROVAL RFI	TD	18/08/2022
A	ENGINEERING APPROVAL	TD	15/06/2022
REVISION DETAILS:		BY:	DATE:



ACO POWERDRAIN S300K CLASS E OR EQUIVALENT INSTALLED TO MANUFACTURERS SPECIFICATIONS WITH INVERT LEVEL MATCHING SWALE INVERT

DETAIL:  PROPOSED INDUSTRIAL VEHICLE CROSSING TYPICAL DETAIL  
SCALE: 1:20(A3)




CLIENT:  
AVENUE BUSINESS PARK

SITE: AVENUE ROAD NORTH MORRINSVILLE

TITLE: AVENUE ROAD NORTH PROPOSED SUBDIVISION

SUBTITLE: PROPOSED ROAD 1 UNSEALED SECTION & TYP VEHICLE CROSSING

DRAWN: AL&TD	REVIEWED: DS	APPROVED: JT
NORTH: 	SCALE AT A3: CUSTOM	DATE: 25/01/2023
STATUS: EPA		
PROJECT NO: T18014	DRAWING NO: 313	REVISION: D

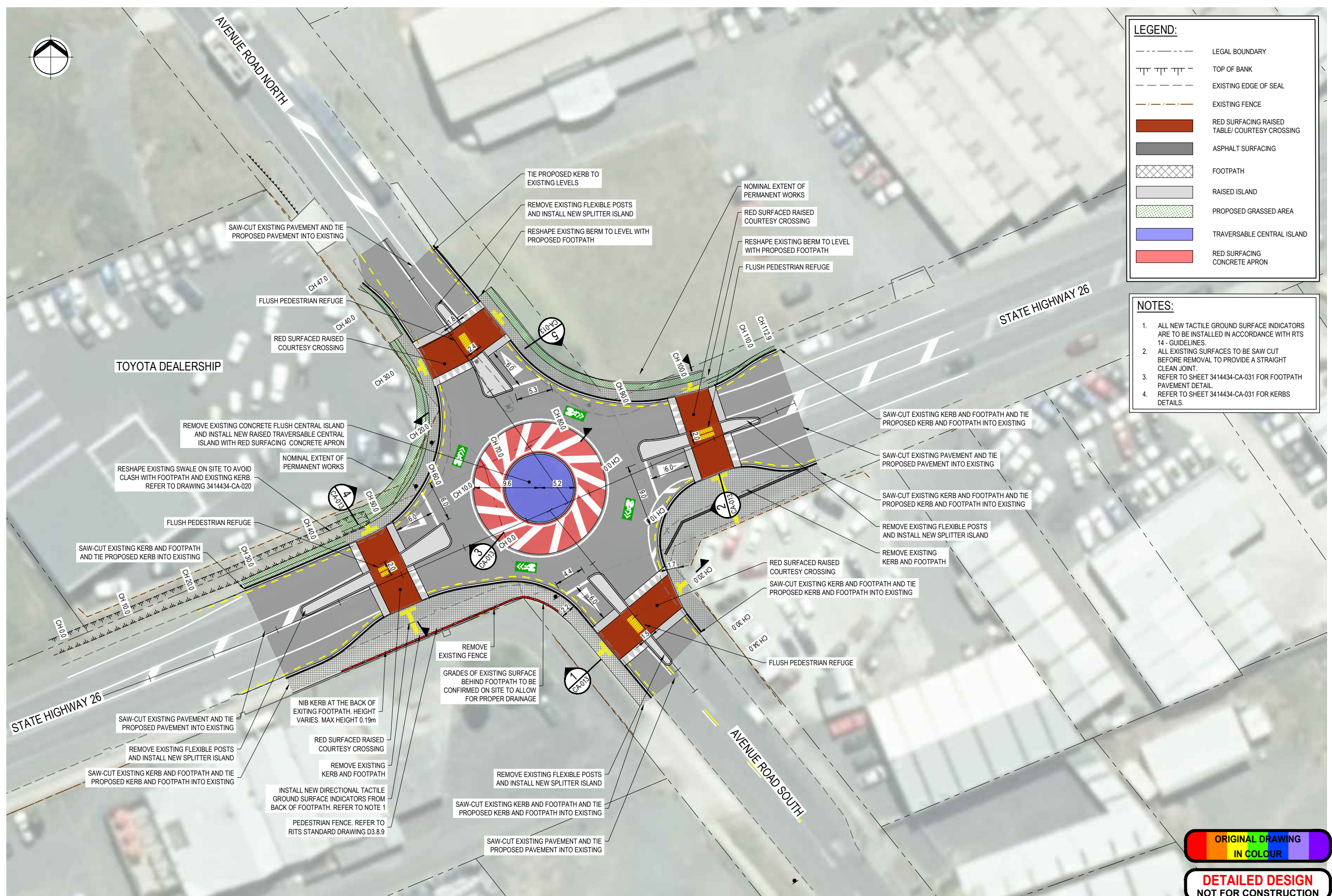


**LEGEND:**

- LEGAL BOUNDARY
- TTT TOP OF BANK
- - - EXISTING EDGE OF SEAL
- - - EXISTING FENCE
- RED SURFACING RAISED TABLE/ COURTESY CROSSING
- ASPHALT SURFACING
- ▨ FOOTPATH
- RAISED ISLAND
- ▨ PROPOSED GRASSED AREA
- TRAVERSABLE CENTRAL ISLAND
- RED SURFACING CONCRETE APRON

**NOTES:**

1. ALL NEW TACTILE GROUND SURFACE INDICATORS ARE TO BE INSTALLED IN ACCORDANCE WITH RTS 14 - GUIDELINES.
2. ALL EXISTING SURFACES TO BE SAW CUT BEFORE REMOVAL TO PROVIDE A STRAIGHT CLEAN JOINT.
3. REFER TO SHEET 3414434-CA-031 FOR FOOTPATH PAVEMENT DETAIL.
4. REFER TO SHEET 3414434-CA-031 FOR KERBS DETAILS.



**ORIGINAL DRAWING  
IN COLOUR**

**DETAILED DESIGN  
NOT FOR CONSTRUCTION**

No.	Revision	By	Chk	Appd	Date
A	FOR SAFETY AUDIT	AT	NA	JS	04.10.22

Original Scale (A1)	Design	N. AL-SHAKARCHI	31.08.22	Approved For Construction*
1:250	Drawn	A. THOMAS	31.08.22	Date
Reduced Scale (A3)	Dig Verifier			
1:500	Dig Check			

\* Refer to Revision 1 for Original Signature



Client: SH26/AVENUE ROAD ROUNDABOUT

Project: ROUNDABOUT LAYOUT PLAN

Discipline: CIVIL ENGINEERING  
Drawing No: 3414434-CA-010  
Rev: A