



20 July 2021

Dean Munro
Three Blokes Limited
PO Box 142
Matakana
Auckland 0948

Reference number: VXG21557668

Site Address: 362 Matakana Valley Road Matakana Auckland

Approval to Construct Your Vehicle Crossing

Kia ora Dean Munro,

We are pleased to tell you your application to construct a vehicle crossing at **362 Matakana Valley Road, Matakana** has been approved. Congratulations!

Your permit number is VXG21557668

What you need to do before you start

Your vehicle crossing will need to have two inspections (one before and one after the concrete is poured) before we can send you your certificate of completion. We need two working days' notice for a vehicle crossing inspection to be arranged.

Please complete the following actions to be ready for the two inspections.

1. Read the following sections on the next page(s) carefully:
 - Special conditions
 - Important information
2. Make sure you have everything you need before construction starts.
3. Print out a copy of this letter and have it available for reference on site.

Inspection 1: Before concrete is poured

- A **pre-pour inspection** needs to take place after excavation and boxing of the area. This happens before the concrete is poured.
- Note: The concrete for your vehicle crossing must be poured within **7 days** of this inspection being completed.

Inspection 2: After concrete is poured

- A **final inspection** of the vehicle crossing must take place within **28 days** of the concrete being poured.
- Additional work such as saw cuts, top soil compacting, and grass seed applications may be required. Please complete the necessary work and remember to remove all boxing and debris from the site before the final inspection.



Please note

If your vehicle crossing is not built to the set standards, your vehicle crossing will be considered non-compliant and will need to be fixed before we are able to approve it. You can arrange this fix with your own contractor or alternatively AT will do this by arranging one of our contractors to carry out the work. We will then send you an [invoice for payment](#).

Special Conditions

The following special conditions apply to the construction of your vehicle crossing.

Dimensions

Width at Boundary 4.4m Width at Road 12.1m

AT Standards

Approved to construct as per layout in specification GD020B-1B.

Temporary Traffic Management

The vehicle crossing is located on a bend on a temporary traffic management LV road, and will require an approved site specific traffic and pedestrian management plan.

Surface Finish

The concrete must consist of 10mm aggregate with 4kg/m³ of black oxide.

Extra Conditions

Broom Finish

No Oxide

200mm boxing to be used

High Speed Rural

The vehicle crossing is located in a high speed (above 60kph) rural road and additional width at the road as specified in Auckland Transport Standards Drawing GD020B-B is required.

Important Information

Onsite documentation

- A copy of this letter and conditions must be made available for reference at the construction site at all times.

Technical details

- Your vehicle crossing must be built to the plan submitted with the application unless otherwise specified by Auckland Transport.
- All vehicle crossings must comply with controls in the Auckland Unitary Plan Section E27 or hold an applicable resource consent.

Construction

- You must ensure your contractor is familiar with the latest Auckland Transport vehicle crossing construction standards. These can be found <https://at.govt.nz/about-us/working-on-the-road/vehicle-crossing-application/vehicle-crossing-standards/>
- If any Auckland Transport or Auckland Council assets are disturbed, damaged or need replacement, this will be carried out to the applicant's cost.

Safety

- Your contractor must maintain a safe worksite and manage the site in accordance with the Code of Practice for Temporary Traffic Management. You can find more information about this on the AT website via the following link <https://at.govt.nz/about-us/working-on-the-road/corridor-access-requests/> for details.
- If a Site Specific Temporary Traffic and Pedestrian Management Plan is specified **in your conditions**, you will need to employ a traffic management company and a qualified Site



Traffic Management Supervisor to manage the site during the entire construction of the vehicle crossing.

- You need to make sure any unattended excavations are safe by laying compacted metal ramps or similar items on each side of your crossing to allow pedestrians through the site safely.

Further information & help with inspection bookings

- Please allow two working days' notice for a vehicle crossing inspection to be arranged.
- Your permit is valid for **24 months** from the date of this letter (20 July 2023). A new vehicle crossing application may be needed which may result in an additional fee, if you do not have it completed within the timeframe.

If you would like to book a reinspection or talk to someone about your application, please contact our Customer Service Centre at any time. Please have your permit number ready so we can find your details quickly and transfer you to the right person. You'll find your permit number at the top of this letter.



Phone: 09 355 3553



Email: info@at.govt.nz

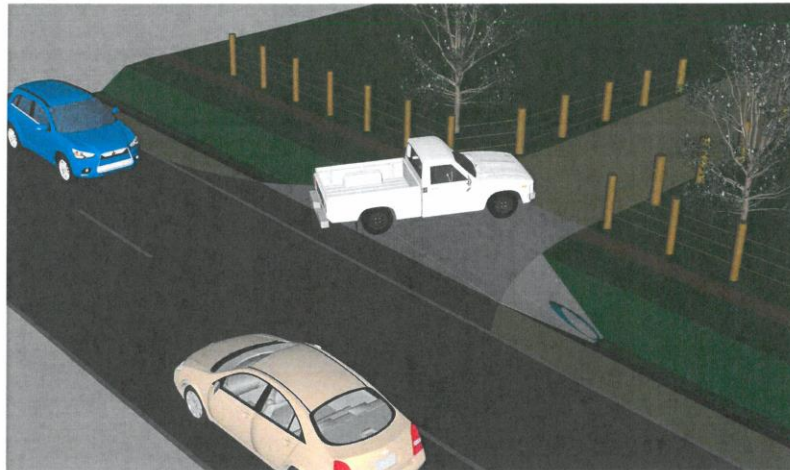
Thank you for your cooperation and patience during the application process.

Ngā mihi,

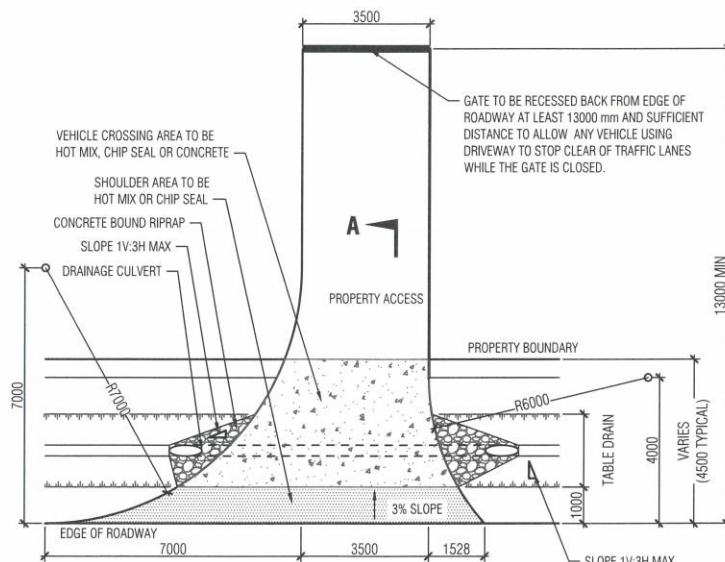
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Antony Salter | Compliance Auditor | North - West
Auckland Transport

ORIGINAL SIZE A4 DO NOT SCALE

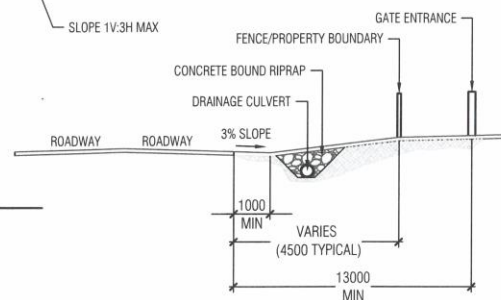


3D VIEW
N.T.S



NOTES:

1. All dimensions are in millimeters unless noted otherwise
2. The radius of 7.0m minimum is needed for a van with 20km/hr speed on entering the access.
3. For larger vehicles, the proposed turning speed and tracking need to be supplied. And sealed surface extended to match path.
4. The 13.0m minimum distance to the gate allows for a van turning at 20km/hr to stop. The distance may need to be increased for use by larger vehicles.
5. Drainage culvert ≥ 300 mm diameter is required in most cases.
6. Pavement design to be approved by AT for use other than single residential life style lot.
7. Table drain may need to be deepened and diverted away from the road to install culvert



Drawn: Ulysses Gabriel
Checked: Richard Batty
Approved: Chris Beasley
Authorised: Chief Engineer

Project:

TDM TECHNICAL STANDARDS
Road layout and geometric design
Rural Vehicle Crossing (Zone Speed > 60km/hr)

Date:

Scales:

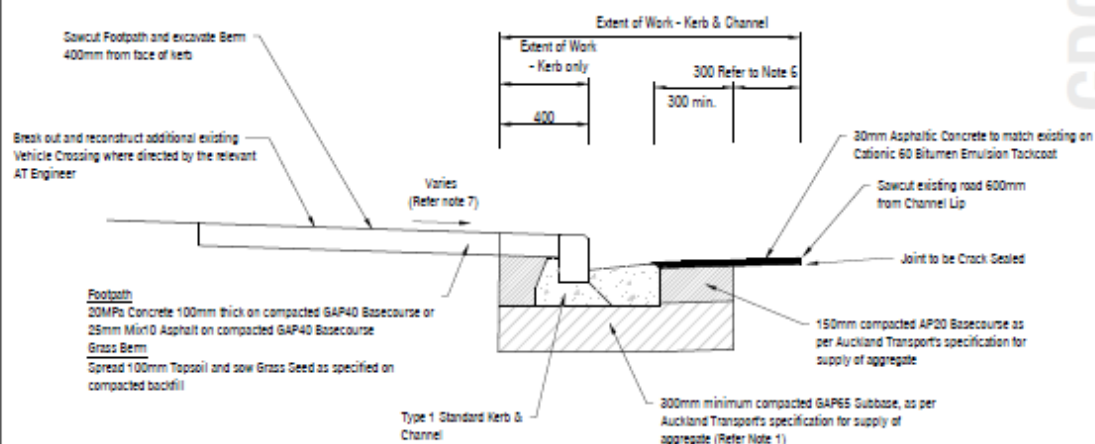
N.T.S.

Drawing No.

GD020B-1B

ORIGINAL SIZE A4 DO NOT SCALE

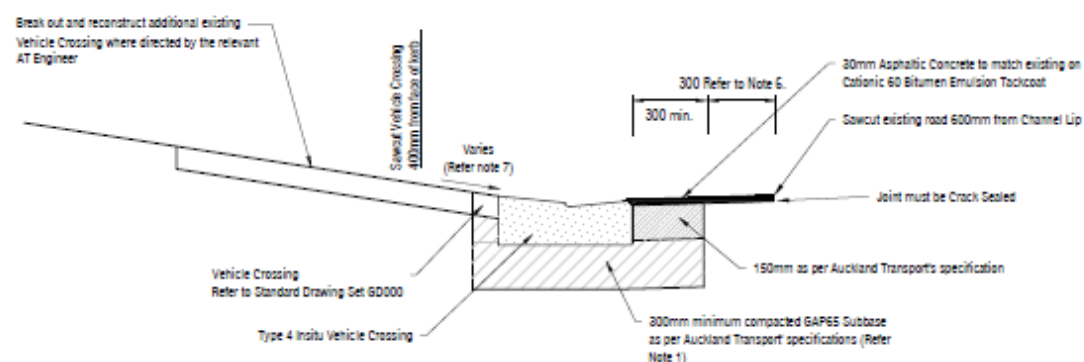
GD014A



TYPICAL SECTION FOR KERB & CHANNEL AND KERB ONLY REPLACEMENT

NOTES:

1. Increase depth to match adjacent Pavement depth where required.
2. Break out and reconstruct existing Kerb and Channel. Salvage Basalt Kerb Blocks.
3. For Type 1 Kerb and Channel refer Auckland Transport Standard Plan No. GD007.
4. For Kerb only replacement some trimming of channel edge may be required and channel / kerb joint grouted to provide a water tight connection.
5. Footpaths to be constructed in accordance with Auckland Transport Standard Drawing Set FP000.
6. Increase width where required to achieve positive fall to the channel. (+2% to +3% preferred)
7. Positive fall to the kerb and channel must be achieved unless otherwise approved by the relevant AT Engineer.



TYPICAL SECTION FOR VEHICLE CROSSING REPLACEMENT

NOTE

1. For Type 4 Vehicle Crossing Channel details refer to Auckland Transport Standard Plan No. GD008



Drawn: Yan Feng / Arvind Lal
Checked: Richard Boty
Approved: Chris Bessley
Authorized: Chief Engineer

Project:

TDM TECHNICAL STANDARDS
Kerb & channel replacement detail

Date:

Scale:

Drawing No.

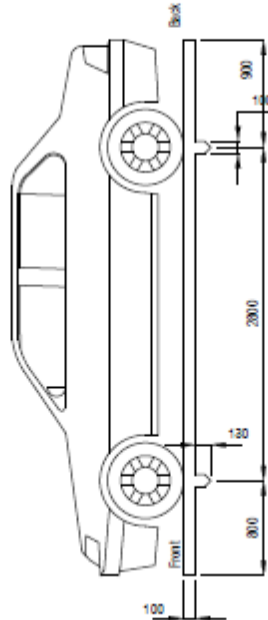
GD014A

ORIGINAL SIZE **A4** DO NOT SCALE

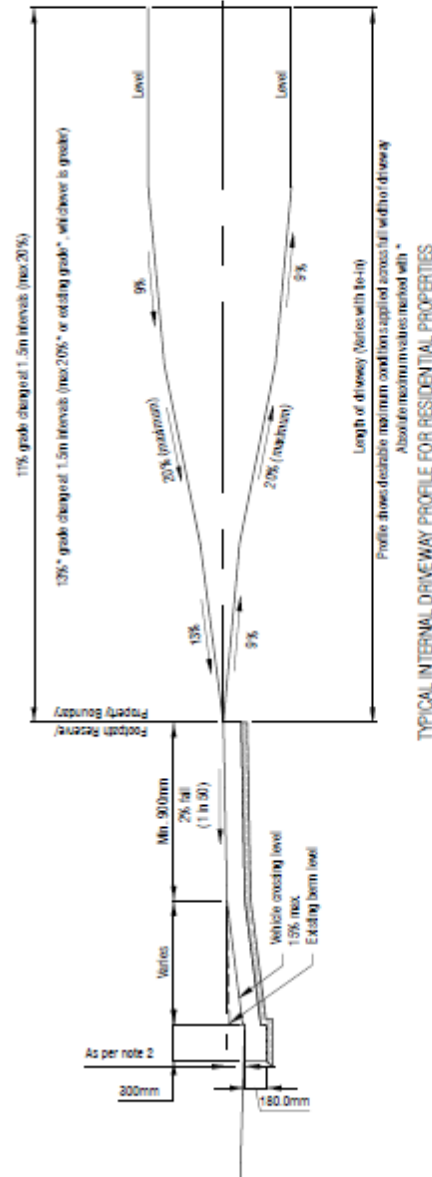
GD021A

NOTES ON USE OF TEMPLATE

1. Heavily laden cars or cars with less clearance may still ground on a crossing designed in accordance with this template.
2. The designer should check that dormer will remain in the channel and not run down the driveway. A footpad of 200mm (i.e. height above channel) is required to contain dormer within the road unless it can be shown to the satisfaction of the Transport Asset Manager that such a condition is impractical and dormer will not enter driveway as a result.



STANDARD TEMPLATE FOR DESIGN OF VEHICLE CROSSING



TYPICAL INTERNAL DRIVEWAY PROFILE FOR RESIDENTIAL PROPERTIES



Drawn	Yan Peng / Arvind Lal
Checked	Richard Batty
Approved	Chris Beasley
Authorized	Chief Engineer

Project

TDM TECHNICAL STANDARDS Vehicle crossing design details

Date:	-
Scale:	N.T.S.
Drawing No.	GD021A

09 Vehicle crossings

Vehicle crossings provide a way for motor vehicles to enter and exit land next to the road boundary. They are located between the edge of the roadway and the road corridor boundary, across footpaths or barms. Vehicle crossings must not compromise the design criteria for existing or future bus facilities, footpaths or cycleways.

Any vehicle crossing must comply with controls in The Auckland Unitary Plan or hold a Resource Consent.

Residential crossings for one to four dwellings shall be constructed to Plan GD007 (unreinforced).

Residential crossings for five to ten dwellings shall be constructed to Plan GD007 (reinforced).

Residential crossings to more than ten dwellings shall be constructed to Plan GD009 (Residential dimension).

Commercial crossings shall be constructed to Plan GD019 (Commercial dimensions).

Rural crossings shall be constructed to Plan GD020.

A driveway crossing must be no wider at the boundary than it needs to be, e.g.

- A two-way driveway in a residential zone that is 5.5m wide will require the crossing to be 5.5m at the boundary or may be narrowed to 2.75m if there are passing places with clear sight lines.
- One way access in a centres/mixed use zone may only need to be 3m wide.
- Access to a car park or petrol station that also provides truck delivery access should restrict the width available for car access by means such as over-run paving, to manage turning speed, vehicle path and safety of footpath users.

Crossing flare should be optimized to produce the minimum turning speeds and swept paths for the road environment.

The pedestrian path through route should be continuous in grade, cross-fall, colour and texture across the driveway, with no tactile warning indicators; the vehicle crossing and driveway must be considered subservient to the pedestrian through route.

Only at exceptional high-use vehicle accesses approved by the AT Traffic Operations Manager and holding Resource Consent may vehicle priority be allowed. Tactile warning indicators must be provided across the footpath, and kerbs with pram ramps may be approved.

The levels and width of the pedestrian through route should not be altered, except that the width may be reduced to not less than 0.9 m where necessary to provide the vehicle ramp down to the channel line.

09

DEFINITION

UNITARY PLAN

CROSSING TYPES

WIDTHS

GEOMETRY

PRIORITIES

PATH THROUGH-ROUTE



Figure 1 Dropped footpath for sleep driveway

Vehicle crossings should be located so that drivers entering and leaving have adequate sight distances along the adjacent footpath, cycleway and road.

Where adjoining kerblines has a drainage channel, the channel profile shall be continued across the vehicle crossing.

If existing precast concrete kerbing can be removed without disturbing the existing channel, the channel may be retained for residential crossings to Plan GD007.

In all other cases, existing channel must be removed and the adjoining road edge reinstated as shown on Plan GD 014.

Avoid affecting infrastructure if possible.

Any infrastructure that cannot be avoided will require mitigation measures.

Driveway designs should take all reasonable measures to reduce the need for retaining structures or level adjustments. However, should this be considered too onerous, any proposed structure will be subject to an encroachment notice. In this case, all future maintenance, renewal, removal costs, etc. must be borne by the property owner and placed as an encumbrance on the property file.

Consideration shall also be given to the grade of the driveway to help prevent vehicles scraping and storm water entering the driveway.

PRIVATE DRIVEWAYS

Any private driveways must be designed following the appropriate grades for private driveways in The Auckland Unitary Plan.

REDUNDANT CROSSINGS

If a vehicle crossing is made redundant by the alteration to land next to the road boundary, the property owner must be required to give up the licence or permit associated with that crossover. The crossing should then be replaced to match the existing footpaths and kerbs.

10

Intersection design & types

10.1 General principles

Good intersection design is based on sound geometric design and user criteria where safety is a primary consideration.

Intersections principles are:

- As compact as possible
- Part of a multi-modal network
- Integrate time and space
- Intersections are shared spaces
- Design for context

See the USDG for more detail on these.

The designer must provide evidence that the design will meet capacity, safety and turning movements of intended vehicles and all other road users.

DESIGN APPROVAL

Traffic modelling must show that the design can mitigate the effects of existing traffic and that generated by new development. Where applicable, consideration should be given for future network traffic change, with an appropriate design year to be approved by Auckland Transport. The assessment could include intersection modelling, using appropriate software.

TRAFFIC MODELLING

Where AT set target capacities for a route, or intersections on a route, new intersection design should provide capacity appropriate for the network locally. Generally, capacity should be consistent with that of adjoining intersections except where improvements to these are planned through a network plan, structure plan or project.

INTERSECTION CAPACITY

While catering for appropriate design and check vehicles, urban corner kerblines should be kept compact to minimise vehicle speeds and pedestrian crossing distances.

CORNER KERBLINES

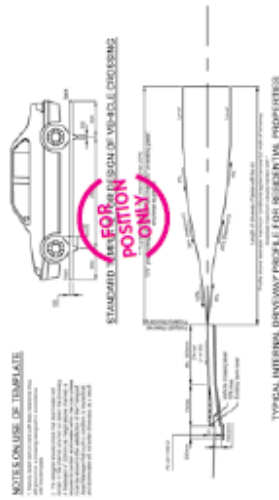
Kerblines should be designed to suit the effective swept path of design and check vehicles, tracking in accord with the Design Control section above.

Standard Drawings DC001 and DC002 show compound corner kerblines suited to most design cases for urban local streets, and collector and commercial streets. Urban Arterial streets may require specific design using the same principles.

If existing road crossfall exceeds 3%, the grade of the 900 mm ramp from the channel shall be reduced from 15 % so that the grade change at the channel does not exceed 18%.

Plan GD001 gives a template that might be used to ensure most, but not necessarily all, vehicles will be able to use a crossing safely.

SEE PLANS



STORM WATER CONTROL

Vehicle crossings over roadside drains must be designed and constructed in accordance with Road Drainage chapter

SURFACE WATER FLOW

The driveway should ramp down from the footpath across the kerb line to the channel invert with a freeboard of 200mm (i.e. height above the channel) to contain storm water within the road. Development or redevelopment of a vehicle crossing must not result in changing the flow of surface water in the roadway, unless alternative drainage is provided. Care should be taken to avoid flow from the roadway discharging onto property if it does not currently do so, or from adjoining land into the roadway. Where surface water discharges from the roadway onto adjoining land as overland flow, this must not be reduced or redirected to another property without Resource Consent.

CATCHPITS

Catchpits should not be located within the width of a vehicle crossing. Where a proposed crossing affects an existing catchpit, the catchpit shall be relocated to the side of the crossing. In any event the catchpit must be installed in a bus and cycle friendly manner.

SCOUR AND EROSION

Where the vehicle crossing is in a rural environment, no silt, gravel or debris of any kind may run from the property onto the roadway or into drains.