

Vehicle Crossing requirements when working in the road corridor.

Corridor Access, Temporary Traffic Management,
Pre-approval

Karakia Timatanga

Kia tau te mauri o runga
Kia tau te mauri o raro
Paiheretia te ture wairua
Paiheretia te ture tangata
Hei pou ārahi I a tātou I tēnei wā
Kia tika te whakaaro
Kia tika te kupu
Tihei Mauri Ora

May the essence of above settle here
May the essence of below settle here
Bind together that we can't see
And bind that we can see
And have them guide us at this time
May the thought be true
May the words be true

Housekeeping

Toilets and other amenities

In case of emergency

Today's Program

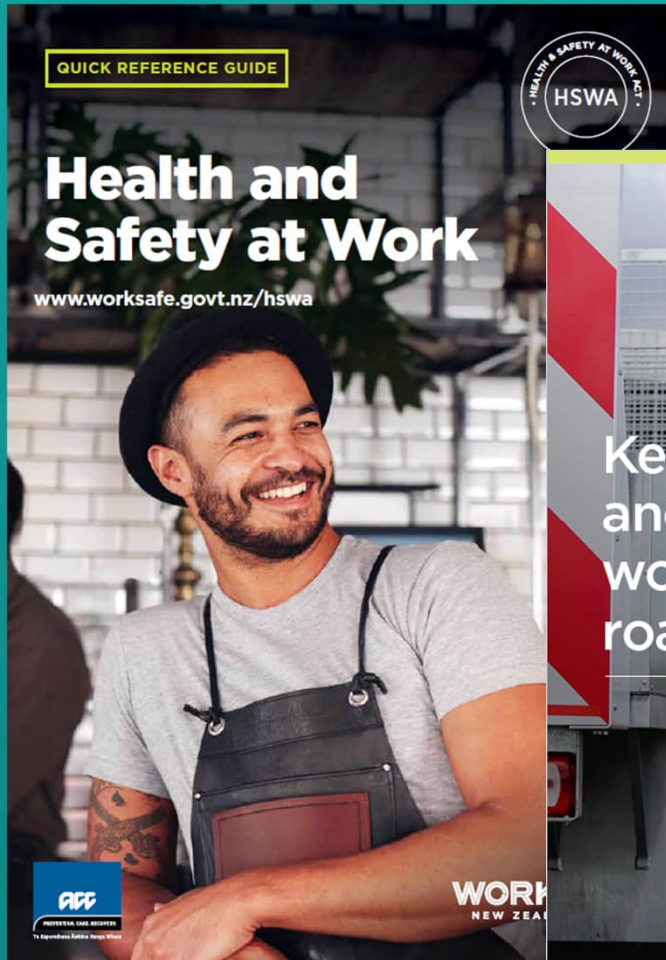
Requirements when working in the road corridor.

Corridor Access and Temporary Traffic Management

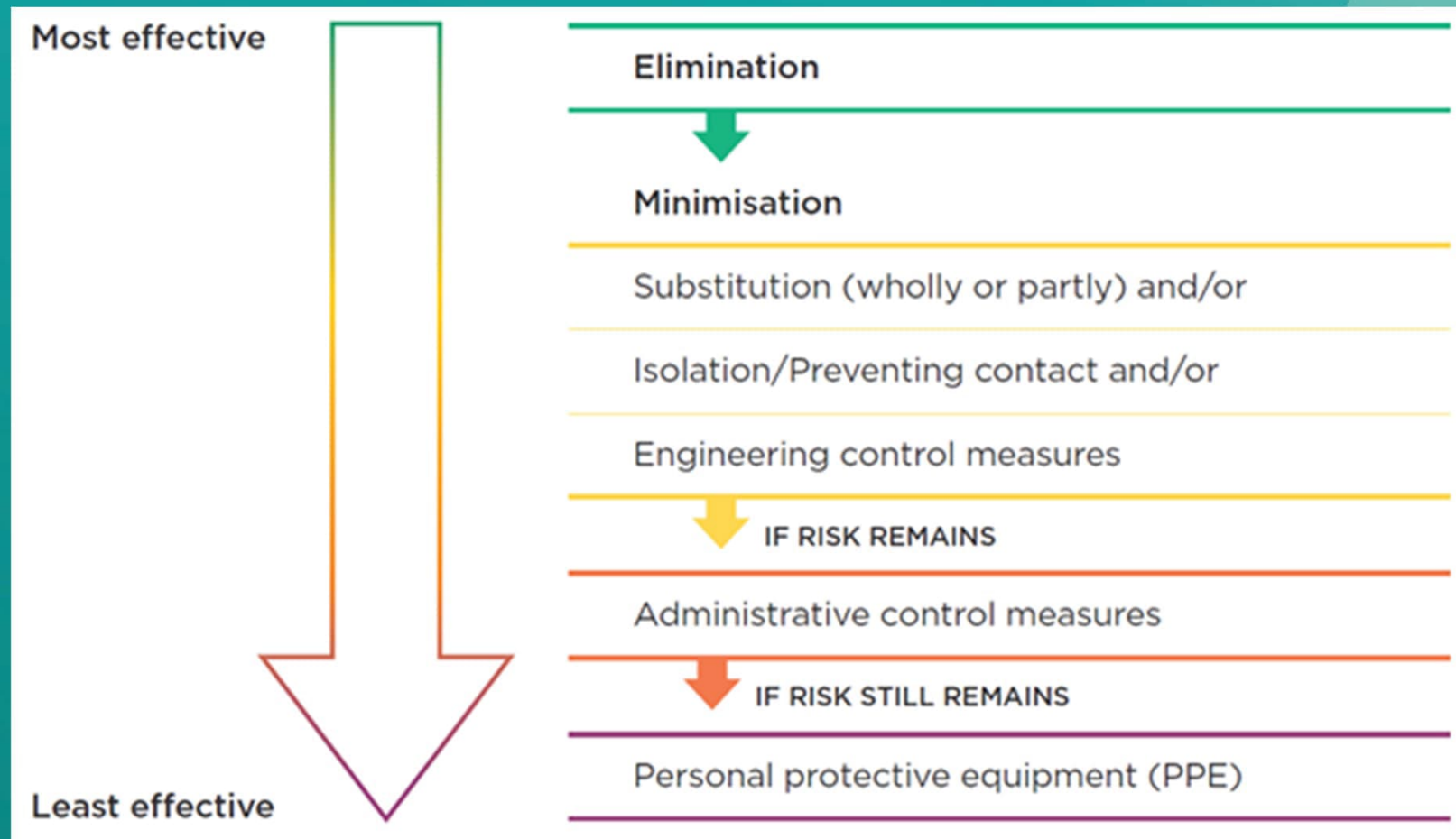
Why are we here?



Why are we here?



Hierarchy of controls

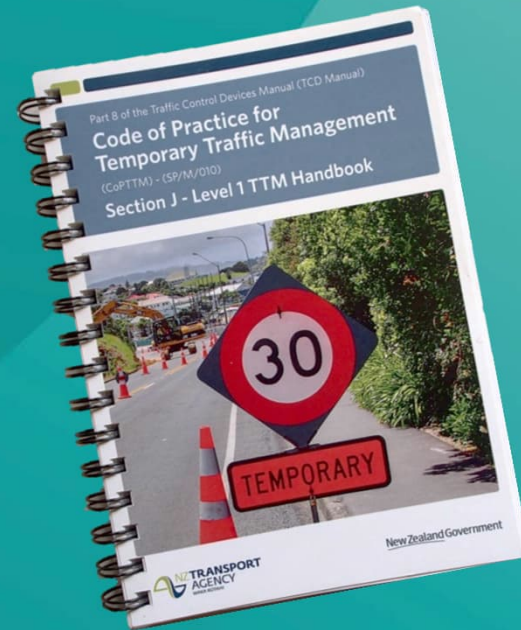


Traffic Management...

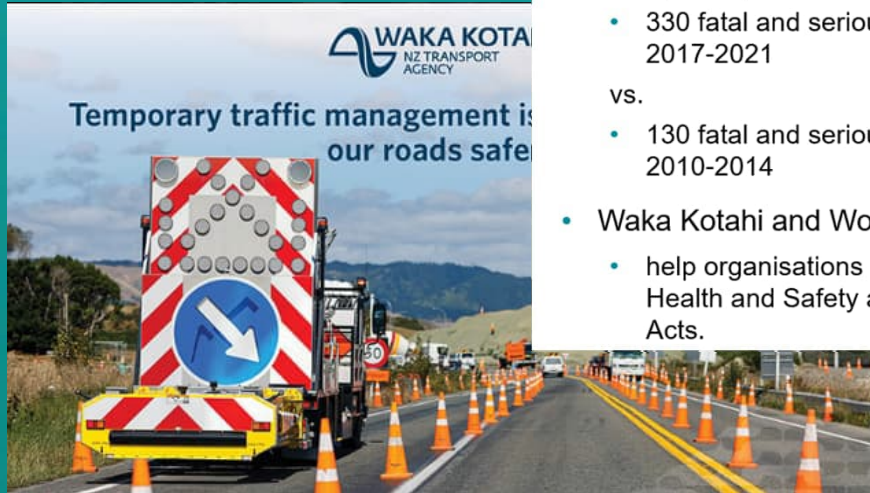
- Not just for the sake of cones and signs!
- Its to tell people something is different !



Code of Practice for Temporary Traffic Management (CoPTTM)



New Zealand Guide to Temporary Traffic Management



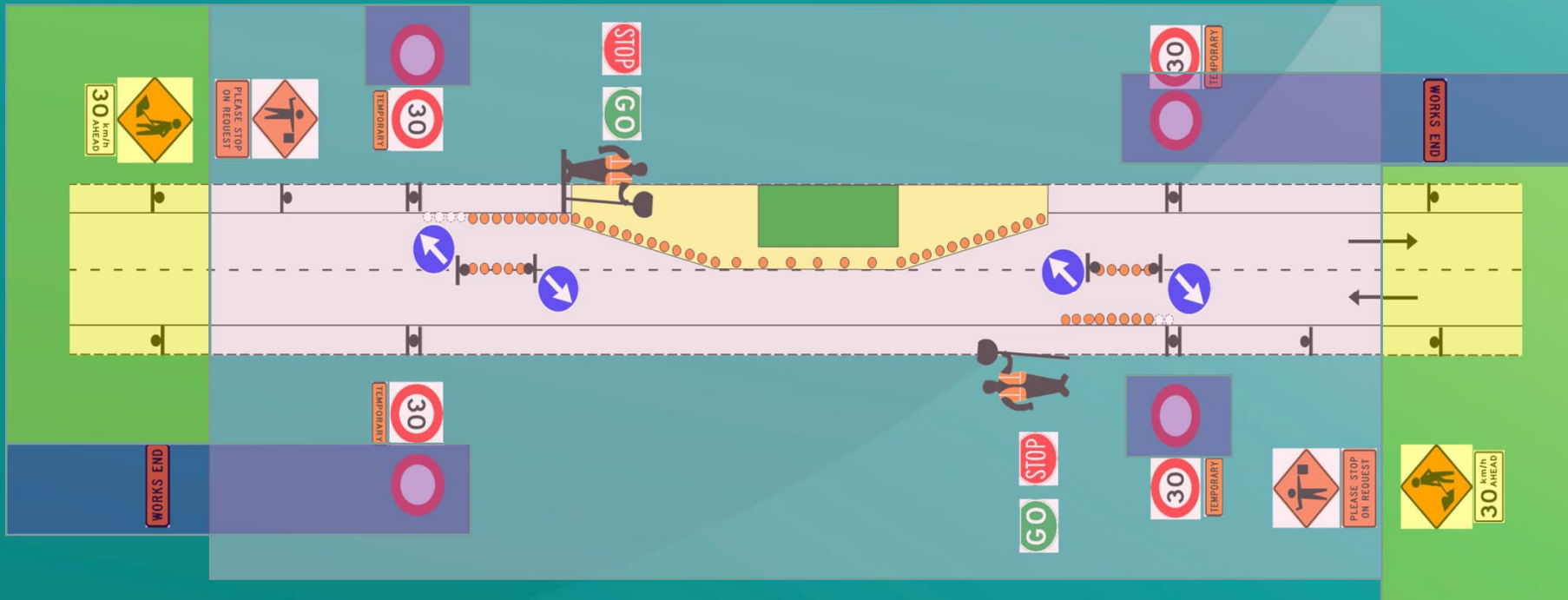
The future of temporary traffic management

- Compelling case for change:
 - 330 fatal and serious injury crashes at worksites 2017-2021
- vs.
 - 130 fatal and serious injury crashes at worksites 2010-2014
- Waka Kotahi and WorkSafe guidance will:
 - help organisations meet legal obligations under Health and Safety at Work Act 2015 and other Acts.



Framework for TTM?

- Advanced warning
- Direction & protection
- End of works



Risks increase with speed



How do we manage it ?

- Team of 8
- Liaise with Corridor Access Team
- Provide input into tenders internally and externally
- Part of tender evaluations
- Provide updates and information within our organisation



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Home > Transport > Working on our roads > Traffic management news and information

Traffic management news and information

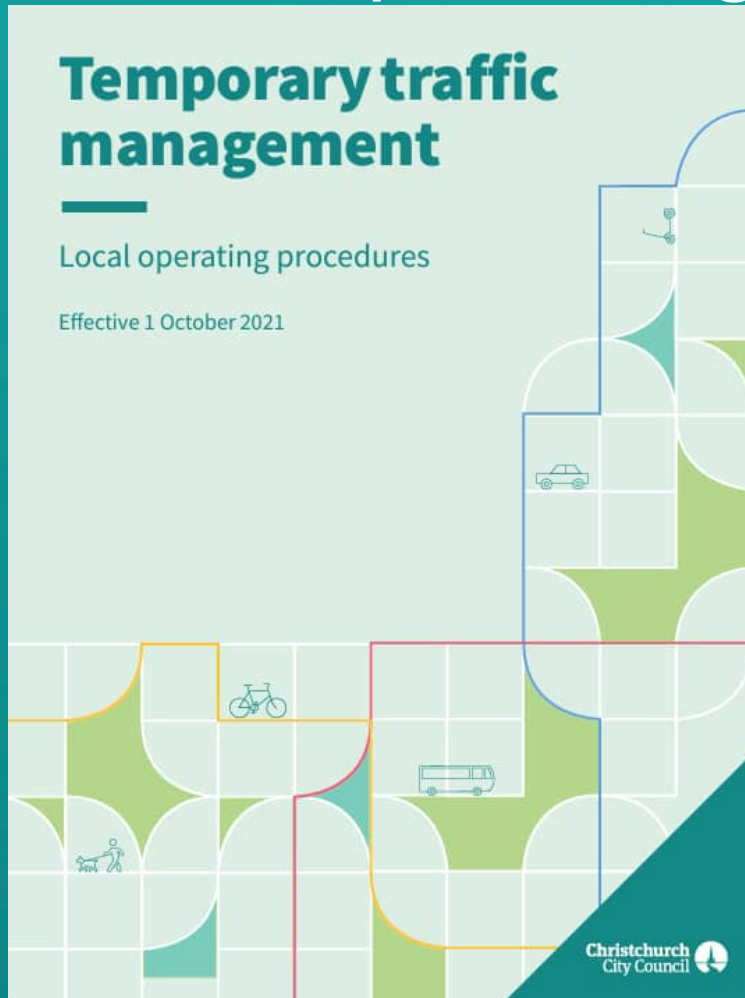
News and information relating to temporary traffic management best practices, guidelines and local operating procedures.

Sign up to receive updates from the Traffic Management Team. [Subscribe](#)

Expand all Collapse all

- General information
- Procedures and guidelines
- Generic traffic management plans (TMP)
- Industry updates and bulletins
- Local operating procedures
- TTM (temporary traffic management) service fees
- Forms and templates
- Road controlling authority boundary maps
- CTOC universal diagrams
- Current roadworks map

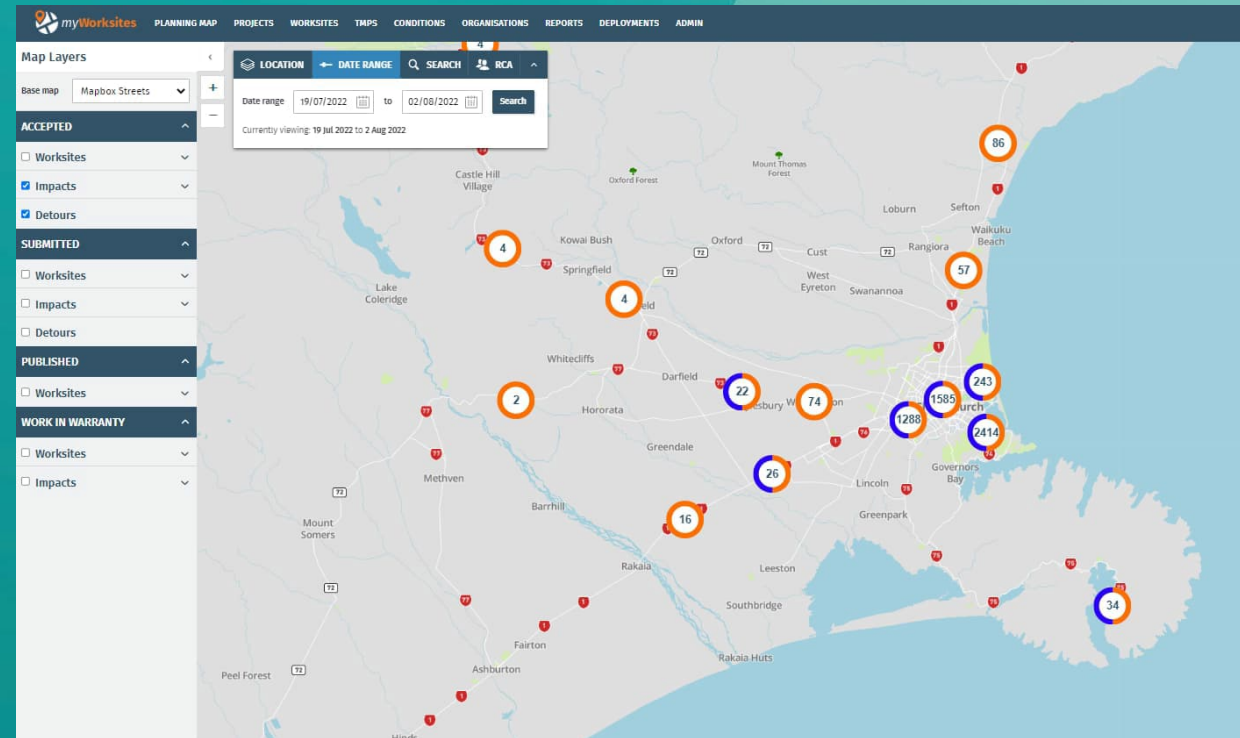
Local Operating Procedures



- Provide Guidance
- Set Expectations
- Make things black and white rather than grey
- Make sure everyone is on the same page
- Provides details for those not in Christchurch of how we operate

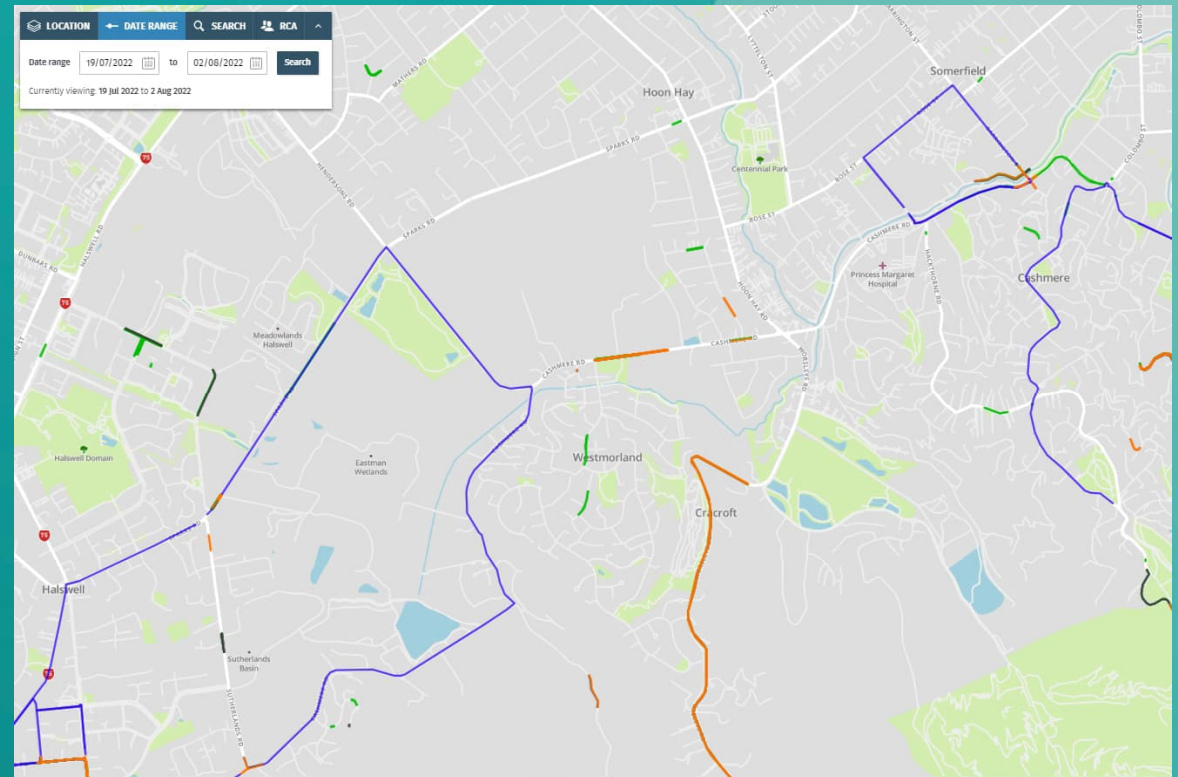
How do we manage it ?

- MyWorksites
- Manages Corridor Access Requests (Rego on Cars)
- Traffic Management Plans (TMP) WOF of cars



How do we manage it ?

- Manages coordination of works and Detours
- Different colours mean different impacts
 - Black = Closed
 - Orange = Restricted
 - Green = Unaffected
 - Blue = Detour route



Types of TMPs

- Authorise deployment of any restriction or variation to
- The normal operating condition of the road
- Legal document that authorises impacts
- Site Specific TMPs – Approved before deployment, very detailed and outline different phases and specific timings
- Generic TMPs – Approved for 12 months, require notification via MyWorksites if unable to breakdown in under 10 minutes. Limited in application
- Incident management deployment – Ad hoc and as needed. Updated in MyWorksites when able
- Include requirements for notification and how they will be undertaken



Notifications

- All outlined and documented as to what needs to happen and when
- Obligation is on the contractor to ensure they are done
- We want to hear when they are not done, this impacts the contractor

22 Public notification requirements

Public notifications must be undertaken where works will impact on facilities or situations listed below. This is to ensure affected businesses and residents are informed.

For large projects that have multiple phases of works or are over an extended period, public notification updates – relevant to the upcoming phases – will be required to keep people informed and up to date.

For example, one public notification letter delivered in advance of a three month project that has different phases of impacts will not be sufficient. Public notifications are required to inform people of impacts in a timely manner.

Responsibility for undertaking public notifications must be agreed between the contractor and TTM provider.

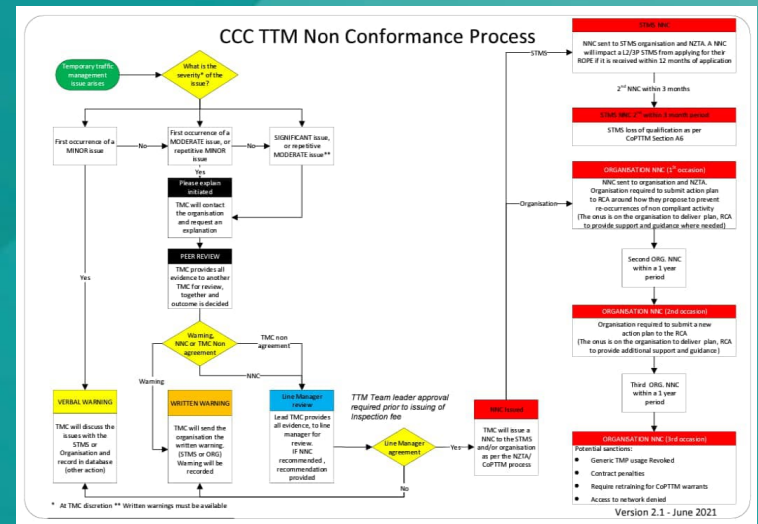
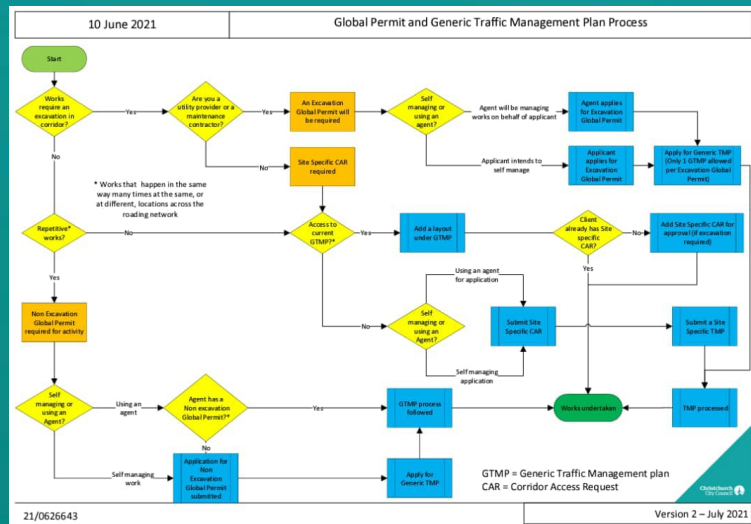
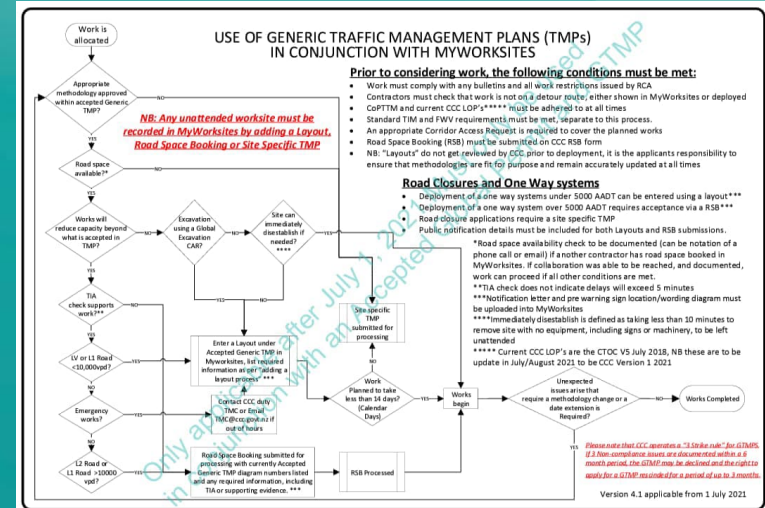
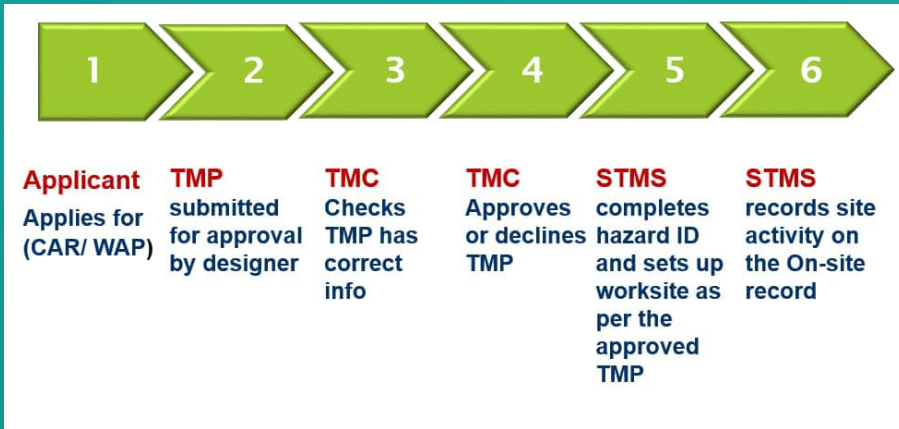
However, the STMS must check any required notifications have been undertaken before deploying an accepted TMP.

Notification time frames

Type of restriction	Notification timeframe (before deployment)	Type of notification (if required)
Removal of time-limited parking outside a business premises blue "P" signage	Notification required at least 72 hours in advance for planned works	Letter drop or door knock
Removal of mobility parking	No notification required	Alternative parking facility with similar level of service MUST be provided close by
Parking restriction – residential	No notification required	If restrictions to be less than 48 hours
Parking restriction – residential	24 hours notification	Letter drop or door knock If restrictions to be more than 48 hours but less than 5 days
Parking restriction – business premises	72 hours notification	Letter drop or door knock If restrictions are less than 5 days
Road closure cul-de-sac less than 100m in length	72 hours notification	Letter drop/door knock
Road closure other than cul-de-sac <100m in length	7 days notification	Letter drop and pre-warning signage
Parking restriction for major works or restriction longer than 5 days	7 days notification	Letter drop
One-way systems on roads under 1000vpd	7 days notification	Letter drop
One-way systems on roads over 1000vpd	7 days notification	Letter drop and pre-warning signage

Customer notification "letter" and "pre-warning signage" specifications are available on the Council's website. Pre-warning signage and notification letters must be included in TMPs for approval.

Processes



Traffic Impact Assessments



Christchurch
Transport Operations Centre

A partnership of Christchurch City Council, New Zealand Transport Agency and Environment Canterbury
Keeping Christchurch Moving

Transport Efficiency and Impact Guide

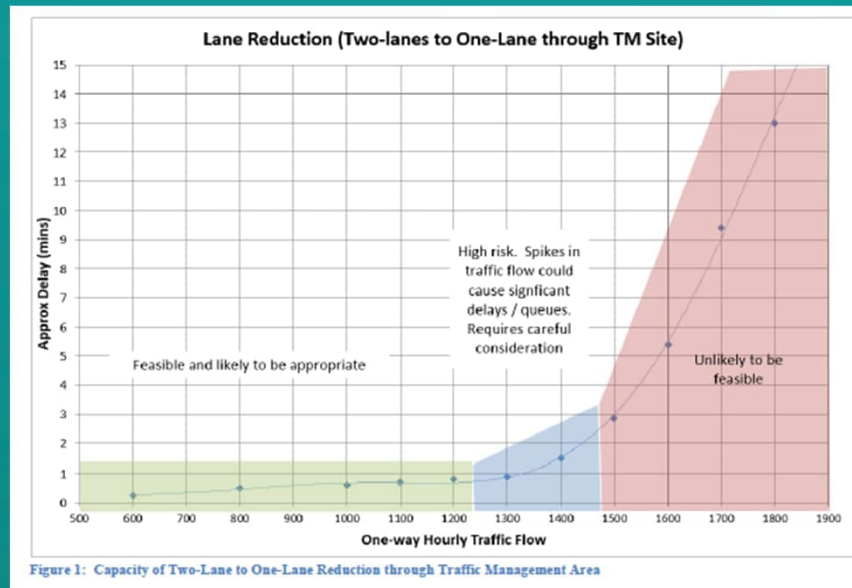


Figure 1: Capacity of Two-Lane to One-Lane Reduction through Traffic Management Area

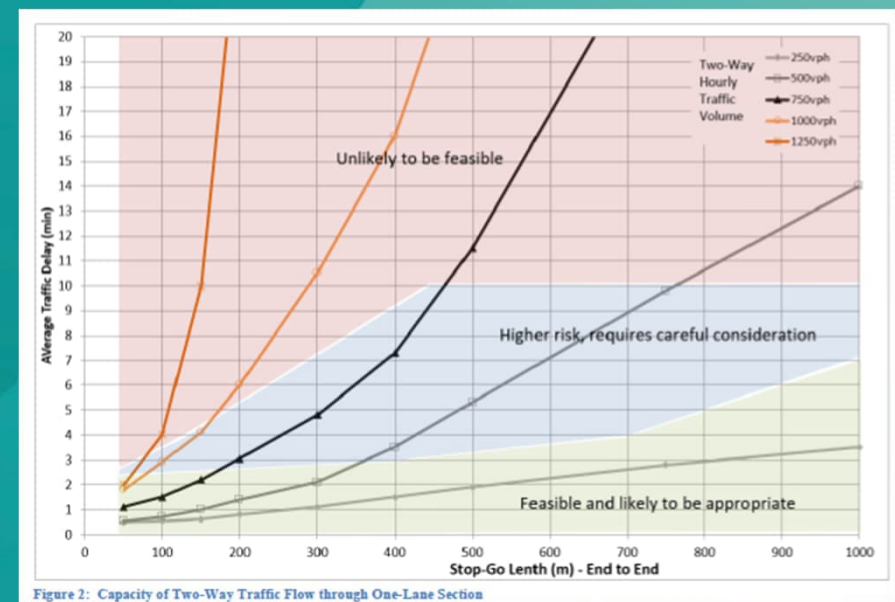
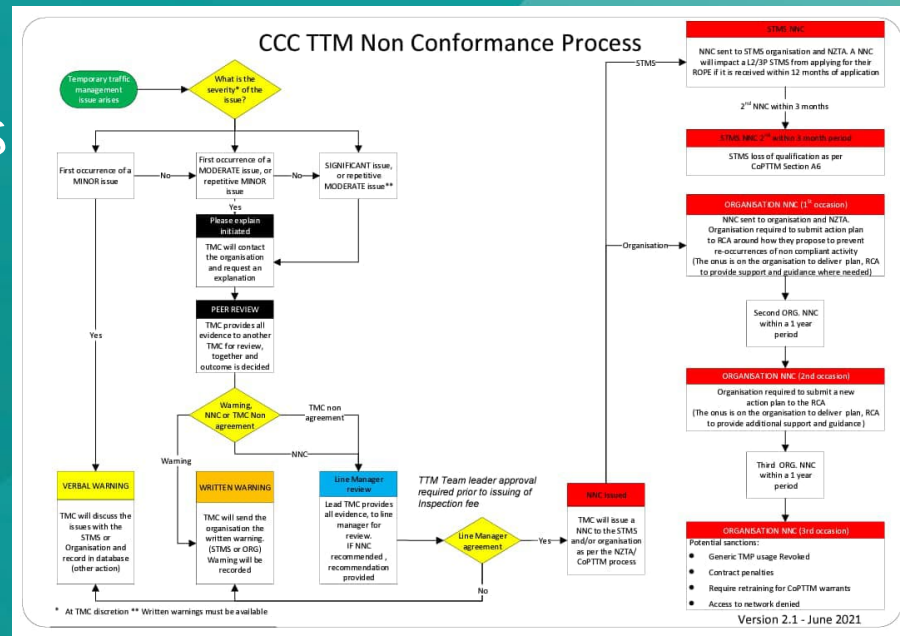
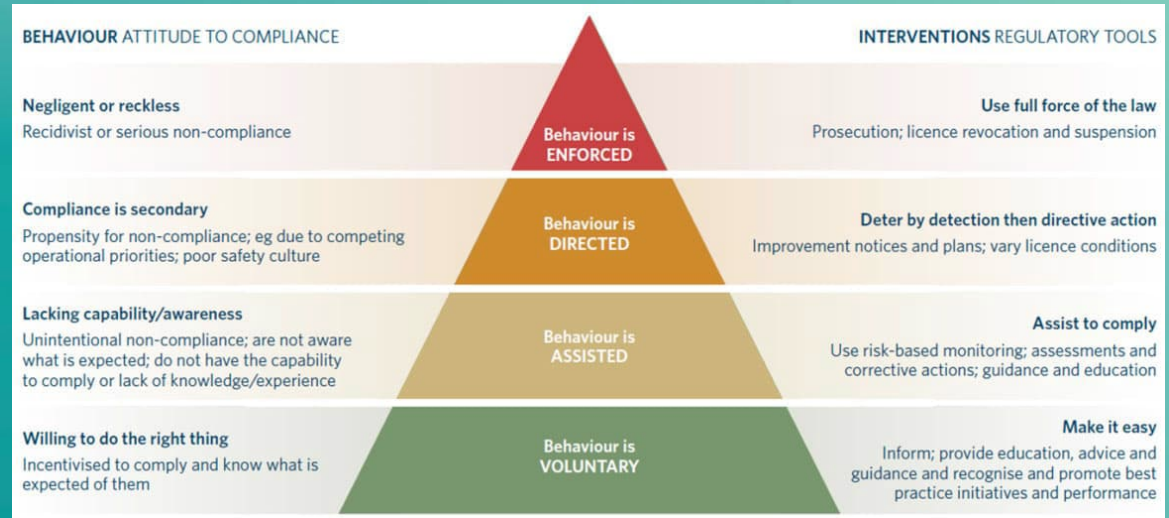


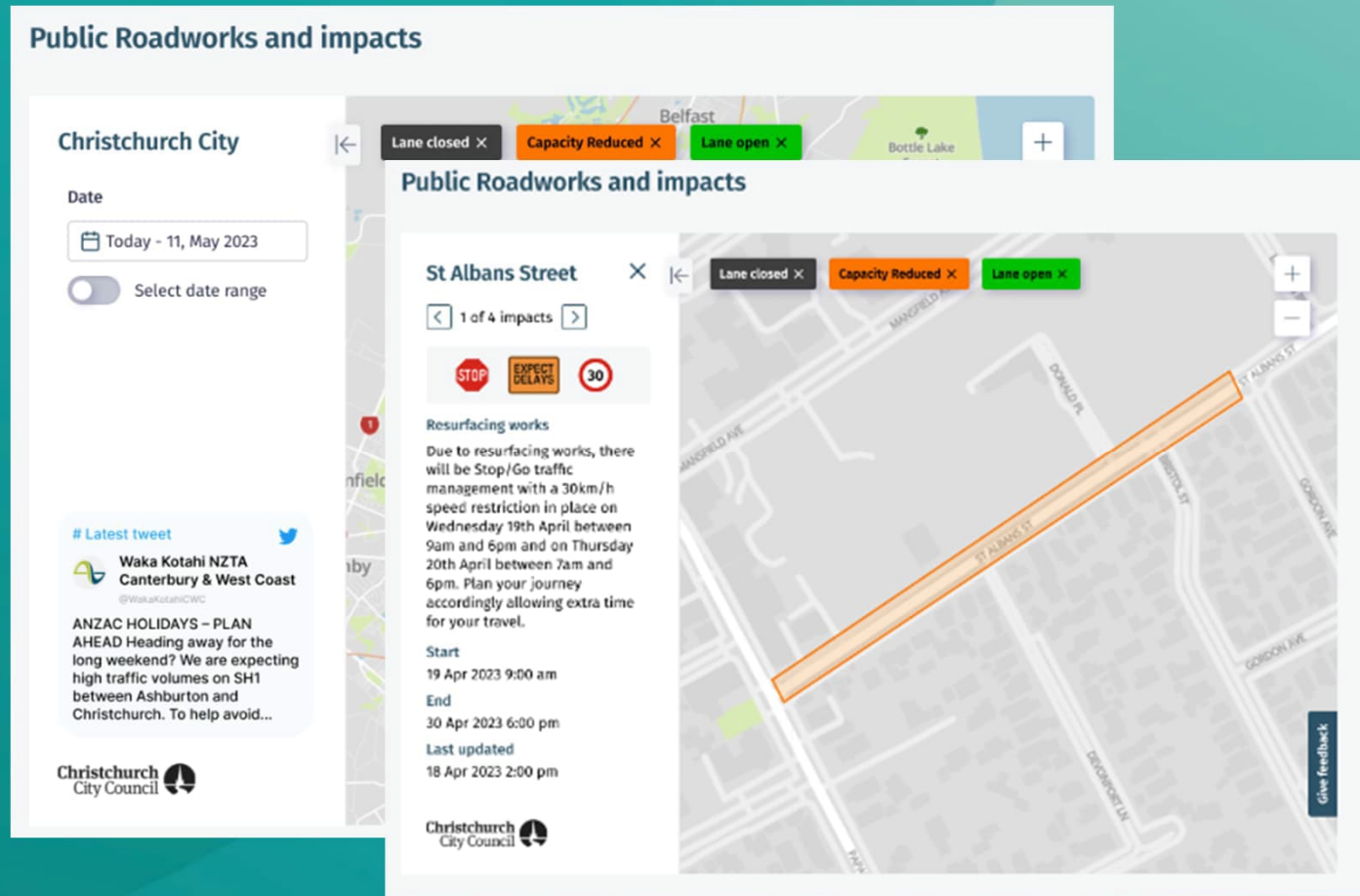
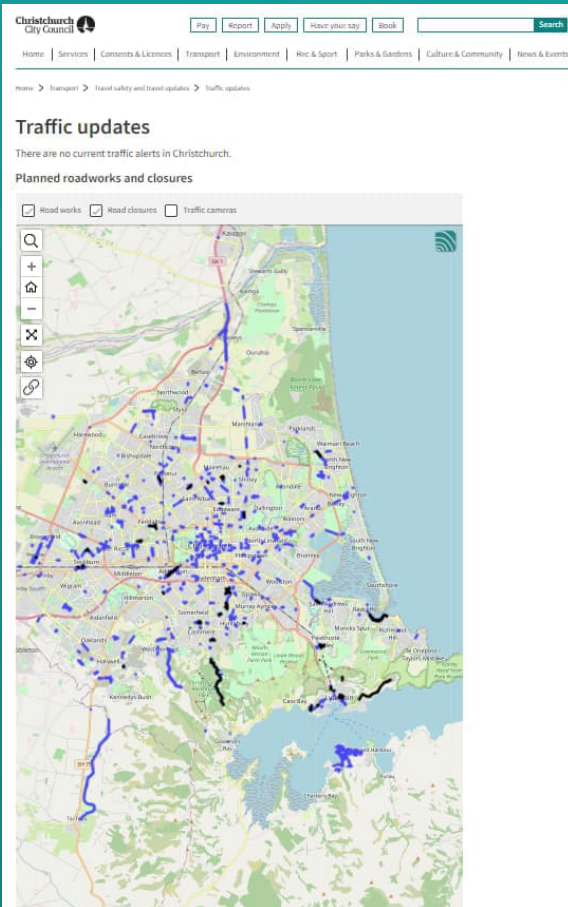
Figure 2: Capacity of Two-Way Traffic Flow through One-Lane Section

Non compliance

- VADE approach
- Inspection fees to recover cost (Investigating can take several hours)
- Removal of qualifications
- Removal of access to network
- Involvement of Worksafe in serious non-compliance matters



How can you see what's happening?



How can you tell us somethings wrong?

- Snap Send Solve
- But also take a photo of the logo!
- Send it off and get updates
- Or call our call centre on
 - (03) 941 8999



Questions



ROAD AMENITY & ASSET PROTECTION TEAM

responsible for managing specific 3rd party activities on the transport road corridor

email: asset.protection@ccc.govt.nz

working on the road (CAR/WAP)



graffiti removal



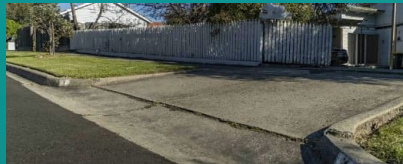
street light maintenance



street tree maintenance



road landscape maintenance



vehicle crossing applications



contractor damage



tram infrastructure maintenance



Micro-mobility



overweight permits



cell tower permits



bus stop maintenance



structures on streets



temporary use of legal road



over dimension permits

Vehicle Crossings

What is a Vehicle Crossing?

A vehicle crossing is the section of driveway from the front of the property boundary to the roadway.

Sometimes there is a footpath running through it, sometimes they don't. Photo shows an example of a vehicle crossing with a footpath.



Are you installing a new vehicle crossing or modifying an existing which is onto a ROW?

- Yes – If it is a Private ROW then you don't need pre-approval.
- No - See next point

Are you installing a new vehicle crossing or modifying an existing onto the Legal Road?

- Yes - You need to submit a pre-approval application via the CCC Vehicle Crossings webpage. After you gain pre-approval you need to submit for approval a site specific excavation CAR and TMP. The pre-approval covers the design and position only.
- No - See next point

Are you resealing or repairing an existing crossing?

- Yes - You need to submit a CAR and TMP for approval. If you are doing a slight modification then refer to first point as you'll need pre-approval to do so.

Are you removing a redundant vehicle crossing?

- Yes – You need to submit an excavation CAR and TMP for approval.

If none of the points mentioned appear to be relevant then please contact us to have a discussion. It's better to talk to us and find out rather than do something which may cause issues and delays.

Where can I find the pre-approval application form?

It can be found on our website:

<https://ccc.govt.nz/transport/working-on-our-roads/vehiclecrossing/>



Vehicle crossings

A vehicle crossing is the section of driveway from the front of the property boundary to the roadway. It is possible to widen or relocate your vehicle crossing.

i Pre-approval application processing delays ▼

Complete a vehicle crossing application

Work on a vehicle crossing can only start once approval is confirmed. Any work done without approval will be considered damage.

Please note: From Monday 5 June 2023, any vehicle crossing inspection request that does not have an approved Corridor Access Request (CAR) and Traffic Management Plan (TMP) will be declined and may incur an unapproved works fee.

Apply

Although the road reserve is owned by the Council, vehicle crossings are to be installed at the property owner's expense.

To install your vehicle crossing, you will need the assistance of a roading/driveway contractor. The physical work cannot be done by yourself.

A new vehicle crossing must comply with the requirements of the relevant **District Plan** and the Christchurch City Council, **Construction Standard Specifications (CSS)** (Section 6).

Compliance depends on several factors, such as setbacks from intersections and the type of road frontage.

If there are obstructions to the proposed vehicle crossing, such as trees or stormwater pipes, let us know and we can advise you of your options.

Open all

+ Minimum and maximum widths

Do it online

Submitting your application

Apply for resource consent

Using Online Services

Related links

Building consent fees

Landscape plans

News and information

Land and environment

Planning zones and rules

Understanding the process

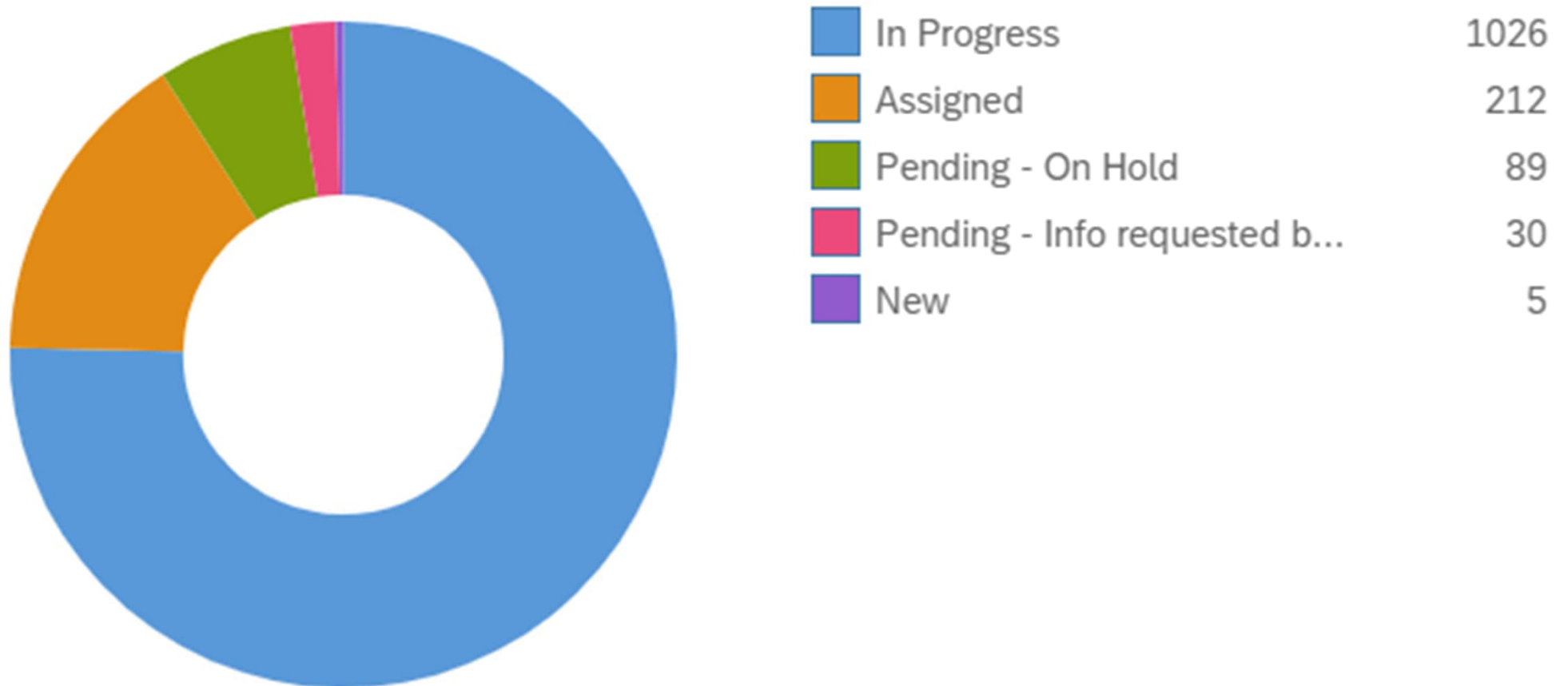
When you need a resource consent

Before you apply

Notified or non-notified

Residential

Status



Information required on the pre-approval:

- Applicant details (may or may not be the same as property owner details)
- Address of where the crossing is to be installed/altered
- Building and Resource Consent numbers – This helps us if the plans given with the application are not ideal
- What type of crossing work is being done – Commercial or residential. Currently on developments with 10 or more units and/or carparks then a commercial grade crossing must be installed.

- A brief explanation of what's going on regarding the crossings. This should include but is not specifically limited to:
Proposed width (measured at kerb edge from bottom of chamfer to bottom of chamfer), are there any items near-by such as street trees, streetlights, utility poles, signs, street furniture, or other items? If so how far away are they? You may also require additional permissions before pre-approval can be granted.

A clear honest plan showing what is proposed and where the items referred to above are in relation to the proposed. If we see an issue and find you need additional consents we will tell you. This is one of the major reasons why it is important to get your applications in to us before you've even started works on site.

An example of why you need to give clear and honest information





Examples of plans we want to see/not see

Not see:

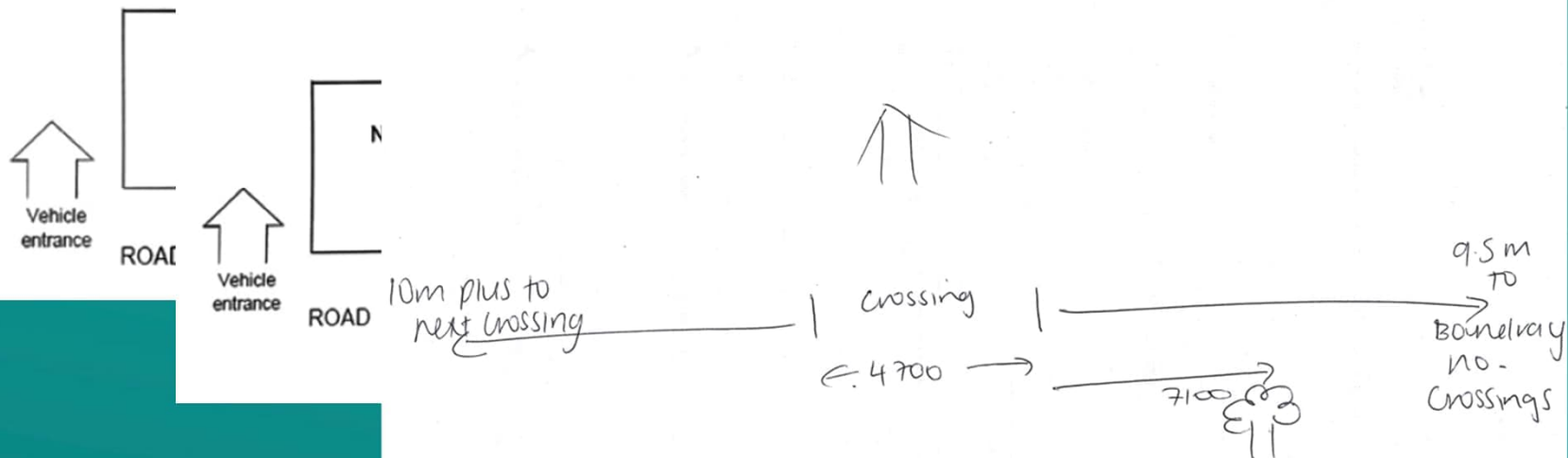
Lot: 22

Address: 110 Redbank Road

BC: Lot: 5

Address: 56 Redbank Road

BC: 77 Spauling Road.





 **843195 - Vehicle Crossing Application - 48 Redbrook Road, Styx**  [Overview](#)[GIS20](#)[Related Items](#)[Feed](#)[INTERACTIONS](#)[Surveys](#)[Services](#)[Activities](#)

Q. Address

R. 48 Redbrook Road, Styx

Q. Lot number

R. Lot 22

Q. Building consent number

R. BCN/2023/1932

Q. Resource consent number

R.

Q. What type of property is this?

R. Residential

Q. Residential vehicle crossing type

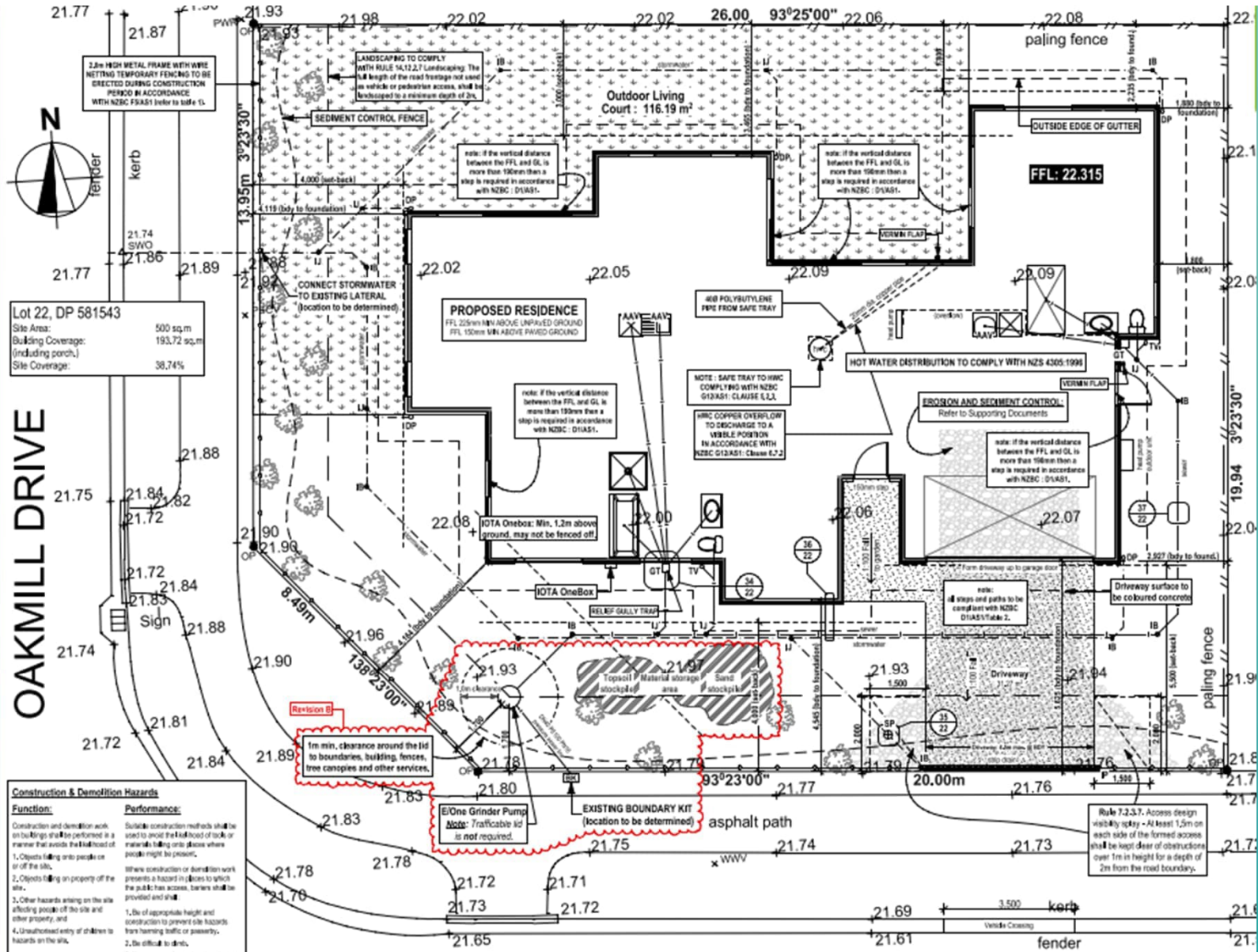
R. New vehicle crossing

Q. Tell us the width of the proposed vehicle crossing, and the distances to nearest vehicle crossings on the same side of the road, and if applicable, the distance to the nearest intersection. Also let us know if there is more than one vehicle crossing at this address.

R.

Q. Declaration

R. - I have read and understand the above.



Lot 22, DP 581543
 Site Area: 500 sq.m
 Building Coverage: 193.72 sq.m
 Site Coverage: 38.74%

OAKMILL DRIVE

REDBROOK ROAD

Construction & Demolition Hazards

Function:	Performance:
Construction and demolition work on buildings shall be performed in a manner that avoids the risk of rock or material falling onto places where people might be present.	Subsidiary construction methods shall be used to avoid the risk of rock or material falling onto places where people might be present.
1. Objects falling onto people or off the site.	Where construction or demolition work presents a hazard to places to which the public has access, barriers shall be provided and shall:
2. Objects falling on property of the site.	1. Be of appropriate height and construction to prevent site hazards from becoming traffic or proximity.
3. Other hazards arising on the site affecting people of the site and other property, and	2. Be difficult to climb.
4. Unauthorised entry of children to hazards on the site.	3. Have no openings other than those approved by the territorial authority for access and viewing.
	4. Have no gates or doors which project beyond the site when opened.

SEDIMENT CONTROL PLAN

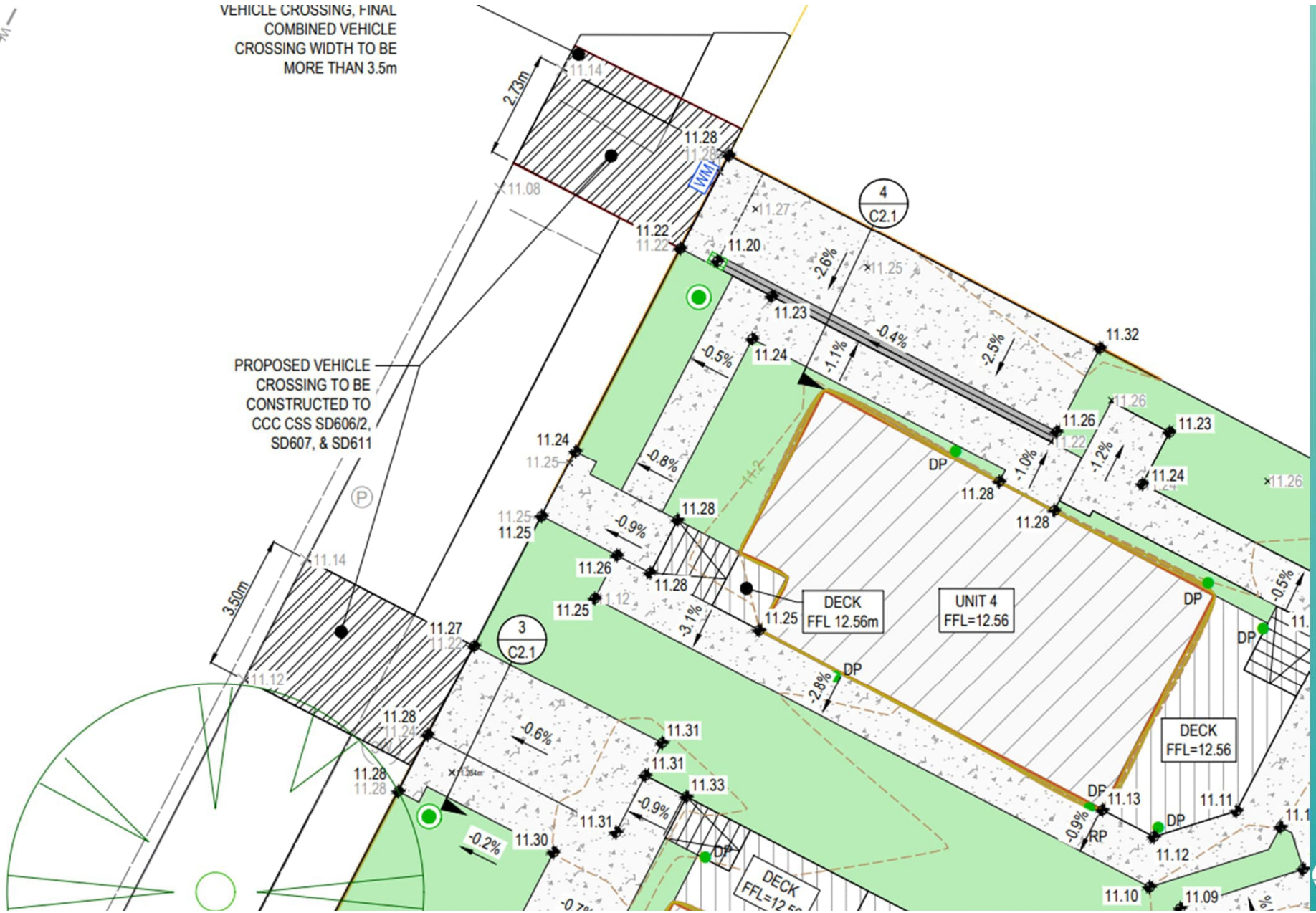
1. Provide 2.0m wide entry/exit route pad (150-200mm deep 40mm crushed rock) to driveway area, from kerb to 1.0m with.	3. Stockpile topped within the sediment control zone.
2. Stockpile topped within the sediment control zone.	4. Stockpile earth barriers.

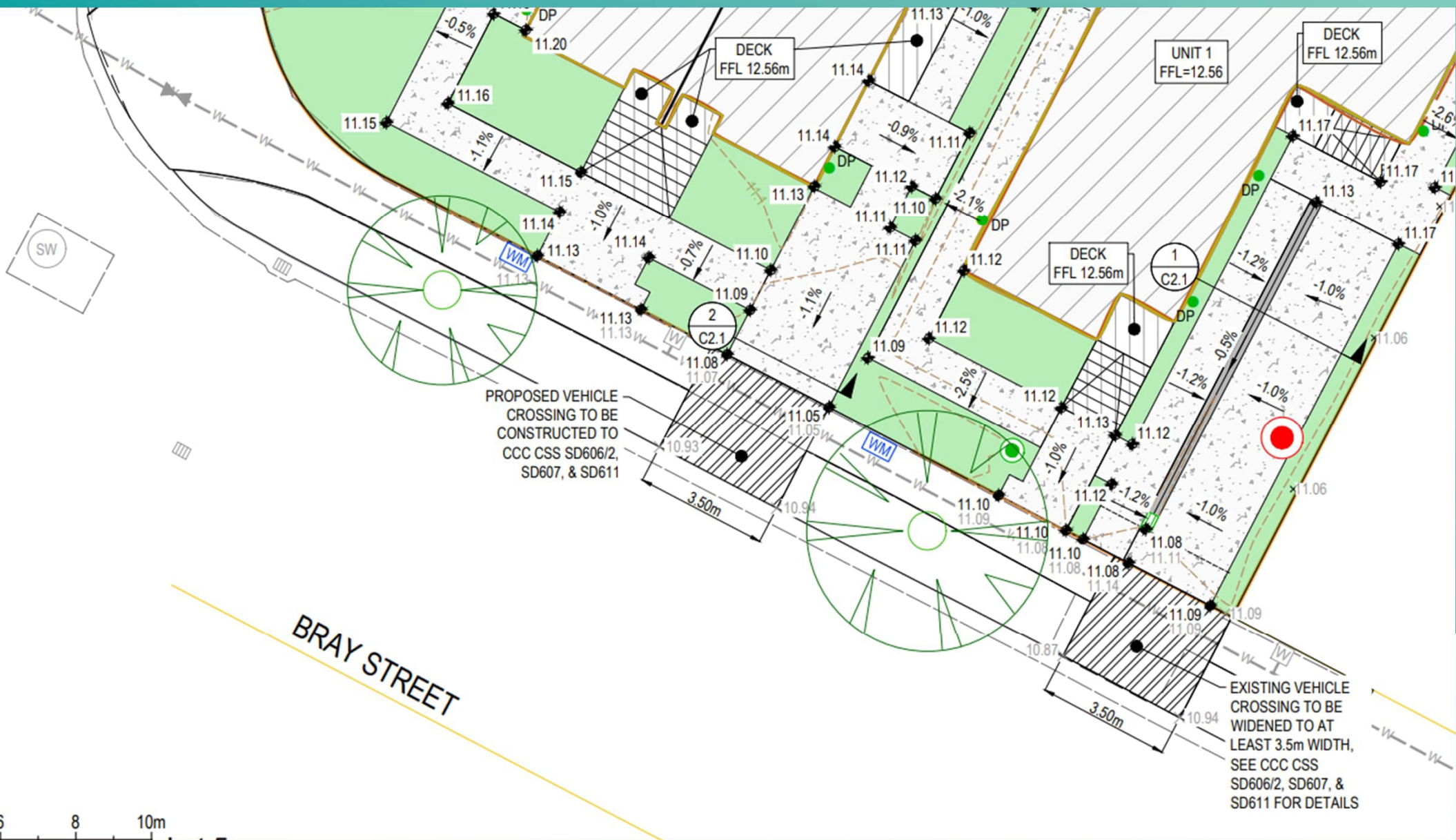
WATER TIGHTNESS
 The water supply system shall be tested to ensure water tightness. An acceptable

VEHICLE CROSSING, FINAL
COMBINED VEHICLE
CROSSING WIDTH TO BE
MORE THAN 3.5m

PROPOSED VEHICLE
CROSSING TO BE
CONSTRUCTED TO
CCC CSS SD606/2,
SD607, & SD611

SMITH STREET





PROPOSED VEHICLE
CROSSING TO BE
CONSTRUCTED TO
CCC CSS SD606/2,
SD607, & SD611

EXISTING VEHICLE
CROSSING TO BE
WIDENED TO AT
LEAST 3.5m WIDTH,
SEE CCC CSS
SD606/2, SD607, &
SD611 FOR DETAILS

BRAY STREET

4 6 8 10m

SW

2
C2.1

1
C2.1

WM

WM

3.50m

3.50m

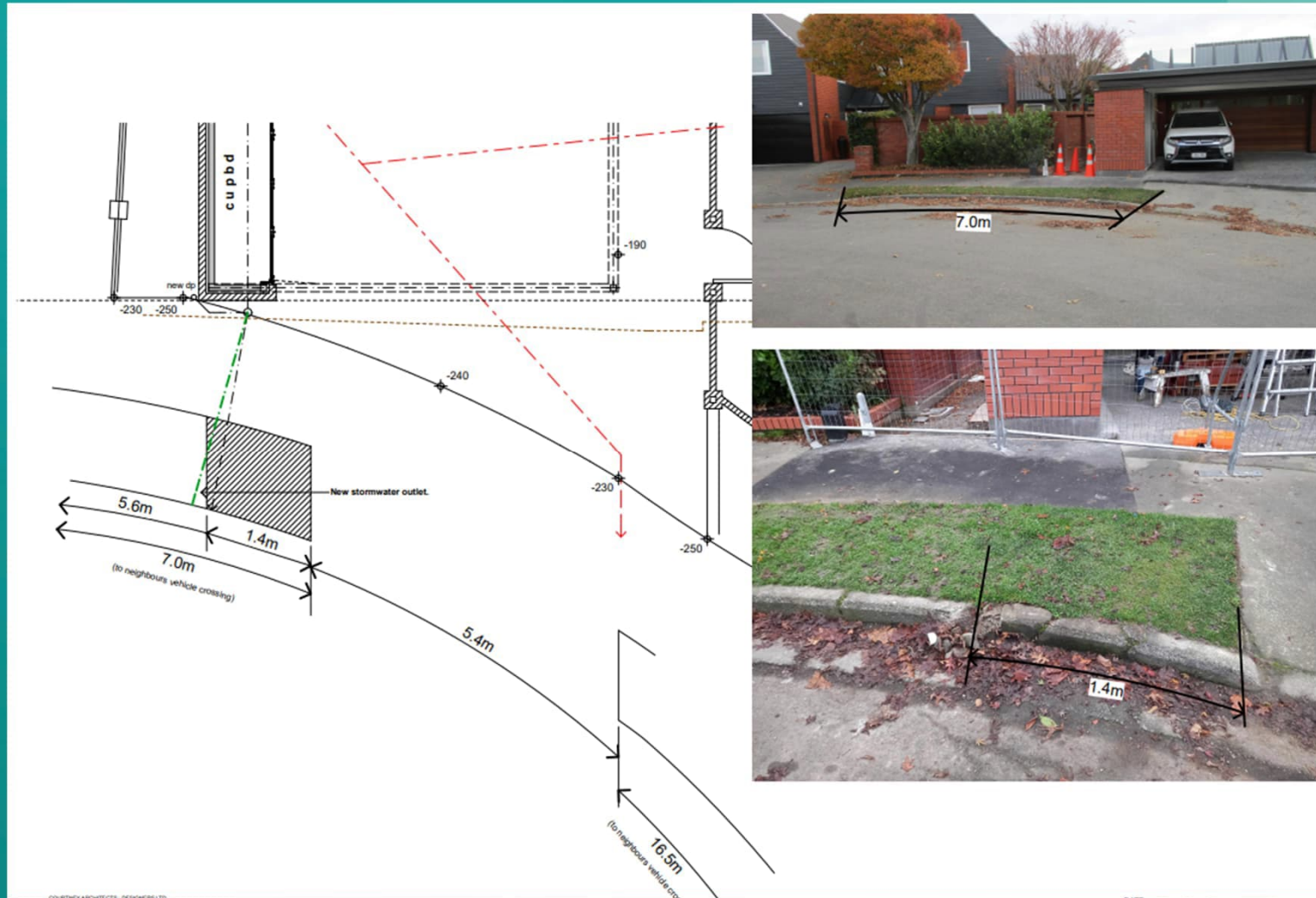
UNIT 1
FFL=12.56

DECK
FFL 12.56m

DECK
FFL 12.56m

DECK
FFL 12.56m

What we want to see:





What about street trees near my crossing?

An Arboriculture Impact Assessment (AIA) must be completed as the first step in any building development as with a lot of other assessments that need to be considered.

As this first stage working with the developer the arborist can determine what encroachment the tree can tolerate or not; the designs can be discussed/alterd or advise that consent for tree removal maybe the best approach i.e. the tree may be in a declining condition.

A Tree Protection Management Plan (TPMP) is written to manage the methodology required to work around the tree once all confirmed and designs confirmed.

Leaving everything to the TPMP stage once all designs and plans have been completed could mean alterations are necessary to allow work within the vicinity of the tree basically slowing the process all down and causing delays which could've easily been delayed.

What is considered?

- Root disturbance
- Rooting environment
- Canopy impact
- Distance to the tree
- Tree Species
- Trees rooting environment
- Type of works
- Methodology of work

Quick SUCCESS

How to work around trees with minimal interruptions

- Move works clear of the tree
- Isolate the tree from the work site
- Avoid open trenching near trees
- Avoid tree removal
- Avoid pruning requirements
- Avoid altering a trees rooting environment
- Engage with a technician arborist as early as possible
- Relationship building with your supervising arborist

Working on our roads

All work on roads, road closures and traffic or parking restrictions must be approved by the Christchurch City Council prior to the work or closure.

Working on our roads



[https://ccc.govt.nz/transport/
working-on-our-roads](https://ccc.govt.nz/transport/working-on-our-roads)

Corridor Managers

Inspection

More focused on
Standard and Quality

Physically inspect
incomplete work



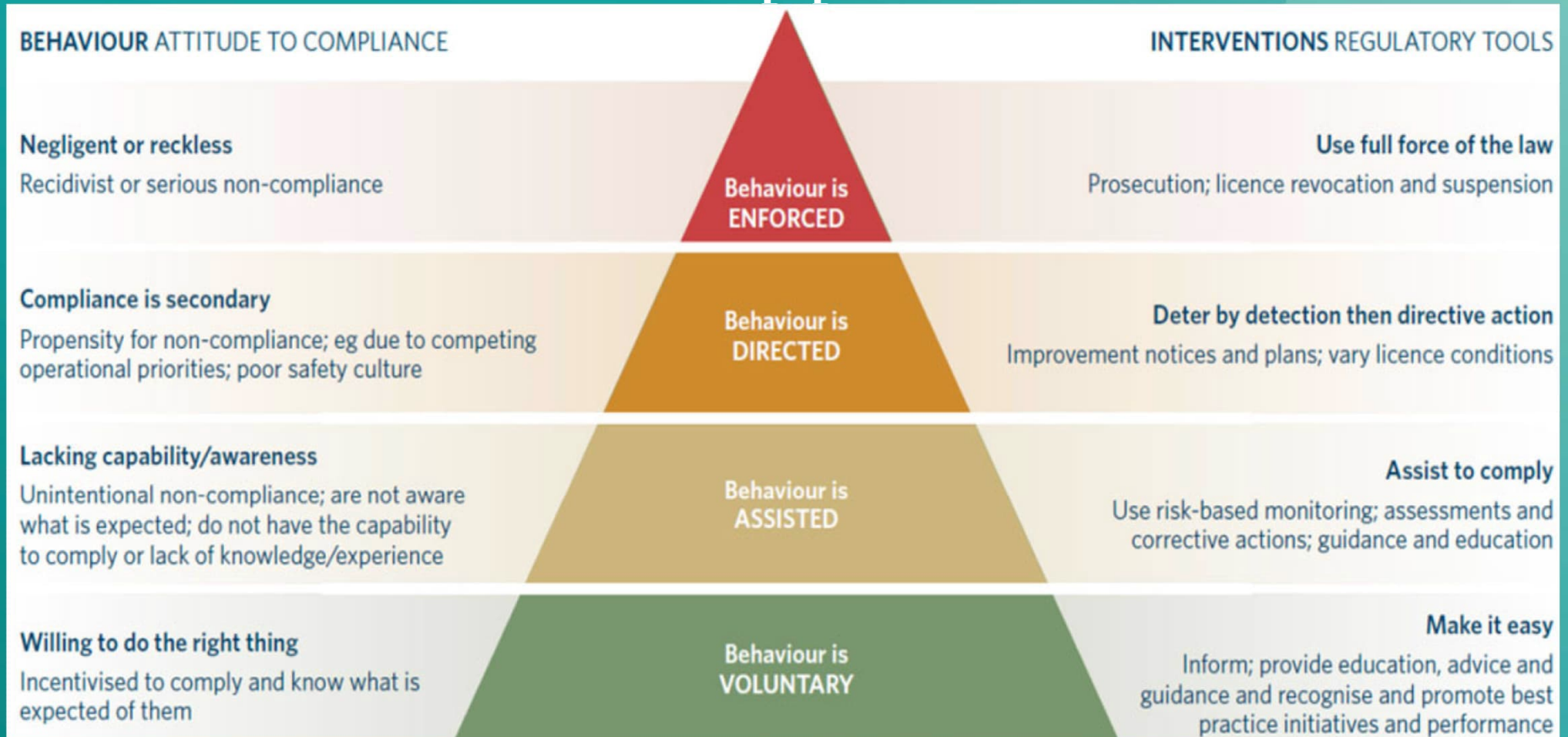
Enforcement

Enforce full conditions of the
permits and relevant
Standards e.g CSS, NCOP

Contractors must
demonstrate compliance

Action non-compliance issues

VADE Approach



Root Cause

➤ Lack of Awareness

- No training
- Unclear instruction
- Poor update dissemination

➤ Behaviour

- Difference in opinion
- Will issue (lazy or intentionally not following)

➤ Cost

- cutting corners to save on cost (ends up costing more in the long run)

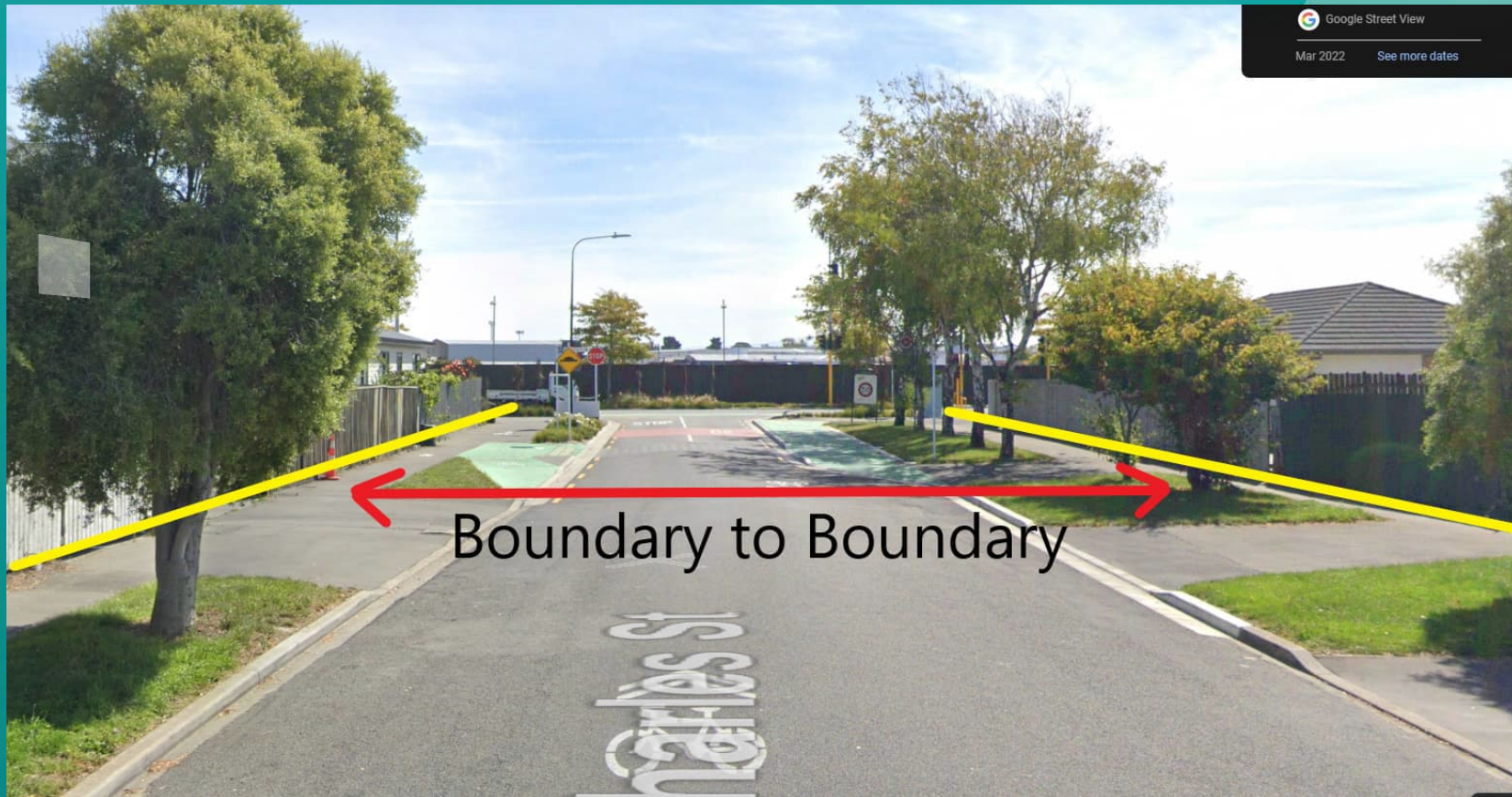
➤ Enforcement

- No one is looking
- No QA process
- Lack of RCA visibility

Corridor Access Request

4.3 Corridor Access Request (CAR) of the National Code of Practice for Utility Operator's Access to Transport Corridors

The CAR constitutes formal notice of intention to carry out Works in the Transport Corridor.



Where to apply for CAR

The screenshot shows the 'myWorksites' web application interface. At the top, there is a dark blue navigation bar with the 'myWorksites' logo on the left and a menu of options: PLANNING MAP, PROJECTS, WORKSITES, TMPS, ORGANISATIONS, DEPLOYMENTS, and ADMIN. On the right side of the navigation bar, there is a user profile for 'Jeremiah Padilla' from 'Christchurch City Council (CCC)'. Below the navigation bar, the main content area has a white background. It starts with a 'Welcome to MyWorksites' heading, followed by the instruction 'Navigate the app using the menu above or choose an action below...'. A horizontal dotted line separates this from the 'Your Worksites (CARs)' section. This section contains four white cards with blue action buttons at the bottom. Each card has a descriptive text and a corresponding icon: a plus sign for 'Create Worksite', a document icon for 'My Worksite Drafts', a checkmark icon for 'My Worksite Submissions', and a checkmark icon for 'My Accepted Worksites'.

myWorksites PLANNING MAP PROJECTS WORKSITES TMPS ORGANISATIONS DEPLOYMENTS ADMIN

Jeremiah Padilla
Christchurch City Council (CCC)

Welcome to MyWorksites

Navigate the app using the menu above or choose an action below...

Your Worksites (CARs)

Looking to create a new worksite (CAR)? Start here.	Keep track of your draft Worksites (CARs) here.	Keep track of your submitted Worksites (CARs) here.	Keep track of your accepted Worksites (CARs) here.
Create Worksite +	My Worksite Drafts 📄	My Worksite Submissions ✓	My Accepted Worksites ✓

<https://myworksites.co.nz>

NZTA/State Highway -

<https://www.submitica.com>

KiwiRail -

<https://www.kiwirail.co.nz/>

Basic information to be supplied

Address and Scope

Work Window Dates

Dimensions

Purchase Order Number

Name, email and phone:

Principal Client – Developer or Owner

Bill Payer

Applicant

What information do you need to provide?

VC design pre-approval

Construction drawing

Pre-start Photos

Approved Traffic Management Plan (Condition of Approval)

Tree Protection Management Plan (If needed)

Close Approach Consent (If needed)

Full Front View



Close ups



Works Access Permit (WAP)

Construction may commence

Worksite is subject to Conditions

Conditions

Worksite Conditions

Traffic Management / Kiwirail Conditions

1. This WAP is conditional upon the worksite having an approved traffic management plan (TMP)

General Conditions

2. Where otherwise required due to Traffic volumes or specific residential or Central Business District requirements, the hours of Work must be as specified in the Local Conditions and Special Conditions.
3. Unless the Works stated in the WAP have started on the Work Site, the agreement relating to the Works will only remain valid for six months from the date of approval on the Works Access Permit.
4. The Road Corridor Manager must manage all applications relating to Road Corridor access in accordance with the timeframes and processes in the Code.
5. The Corridor Manager may: (a) assess the suitability of any action proposed by the Utility Operator during the Warranty period and impose Reasonable Conditions that will maintain the integrity of the Road assets; (b) arrange for remedial Work to be done and recover the costs incurred from the Utility Operator, if the Utility Operator fails to take action within the agreed timeframe; and (c) instruct the Utility Operator to stop Work and leave the Work Site (having made the site safe) if the Works are not complying with the relevant Reasonable Conditions including any plans, relevant conditions or specifications contained in the Code, or permission requirements.
6. In granting this WAP, no vested right is created.
7. This WAP is not transferable without the written permission of the Road Corridor Manager.

Local Conditions

8. Any work requiring variation from Schedule B of the National Code of Practice for Utility Operator' Access to Transport Corridors.

Special Conditions

9. If the footpath is less than 2 years old, it will require full width reinstatement at a minimum of 1 metre long.
10. All new vehicle crossings less than 2 years old must be fully reinstated as per CSS SD606 if encroached.
11. Bandaging - All joints on asphalt surfaces in the carriageway must be clean and dry. Sealant must be applied 2-3mm thick and levelled with a sealing shoe in a 75-100 mm band across the joint, with an overlap of 40-50mm on either side of the joint.

Conditions

CCC Vehicle Crossing Conditions

13. The vehicle crossing must be installed as described in the approved application. Any changes must be notified to the Christchurch City Council via email to roadamenityadmin@ccc.govt.nz or by phoning (03) 941 8999 and quoting your reference number.
14. Any damage to Christchurch City Council assets must be notified immediately.
15. Dilapidation photographs of the site must be taken before and after the works.
16. The contractor must request an inspection prior to sealing by emailing roadamenityadmin@ccc.govt.nz or by phoning (03) 941 8999 and quoting your pre-approval, WAP and TMP reference numbers. Requests must not be made directly to the Road Corridor Managers.
17. When the Council confirms that the vehicle crossing is ready to seal (i.e. confirmation of compliance is issued), it can only be sealed once.
18. Specifications set out in the Construction Standard Specifications (CSS) must be adhered to. These can be viewed and downloaded from the Christchurch City Council website: <http://www.ccc.govt.nz/consents-and-licences/construction-requirements/construction-standard-specifications/download-the-css/>. Particular attention needs to be paid to CSS Part 6 - Roads and the drawings SD601 - SD615. Any variations to these specification must have written agreement from the Road Corridor Manager responsible for Vehicle Crossings.
19. Inspections are only undertaken on a Tuesday and Thursday, weather permitting, and a time for inspection cannot be given. Two types of inspections can be undertaken - a cage inspection and a clegg test. Please clarify which inspection you require when booking. These inspections can only be done by an Asset Protection Officer from Christchurch City Council unless otherwise agreed to in writing by the Road Corridor Manager for the area. Inspection requests must be received by 8am the day prior (i.e. 8am Monday for a Tuesday inspection and 8am Wednesday for a Thursday inspection). Requests received after these times will be booked for the next inspection day. You will be contacted to confirm your booking date. Inspections are weather permitting and cannot be requested at specific times due to the number of inspections undertaken.
20. Berms and surrounding paths must be up to standard before an inspection can be requested.
21. A clegg test must be done prior to the sealing of this/these crossings. This includes Asphalt crossings and those done as Interlocking Concrete Block, Cobblestone Paving and Tactile Paving.
22. The Warranty period starts from the date the Road Corridor Manager has given signed acceptance that the Work is complete and deemed to be acceptable to CCC.
23. A cage inspection must be done on this/these Crossings before the concrete is poured for the beam and kerb.

Health and Safety

Before You Dig

- PPE and right gear ✓
- Roadworthy Vehicles and Machinery ✓
- Work Access Permit ✓
- Approved TMP ✓
- Safety and Emergency Plan ✓
- Utility Plans and Mark outs ✓
- Drawings ✓
- Close Approach Consents ✓
- Pole Protection ✓
- Phone/Camera ✓

Works Completion Notice

Vehicle Crossing Completion Notice

Vehicle Crossing Completion Form

Optional Logo

Vehicle Crossing Completion Notice

To:	
From:	
Date:	

(Corridor Manager)

(Contractor)

This is to advise that Work on CAR No.: _____ with a ticket # of _____ is now complete.

on:

(Street name)

Contractor Information:

Company name:		Contact person:	
Postal address:			
Phone:		Mobile:	
E-mail:		Fax number:	

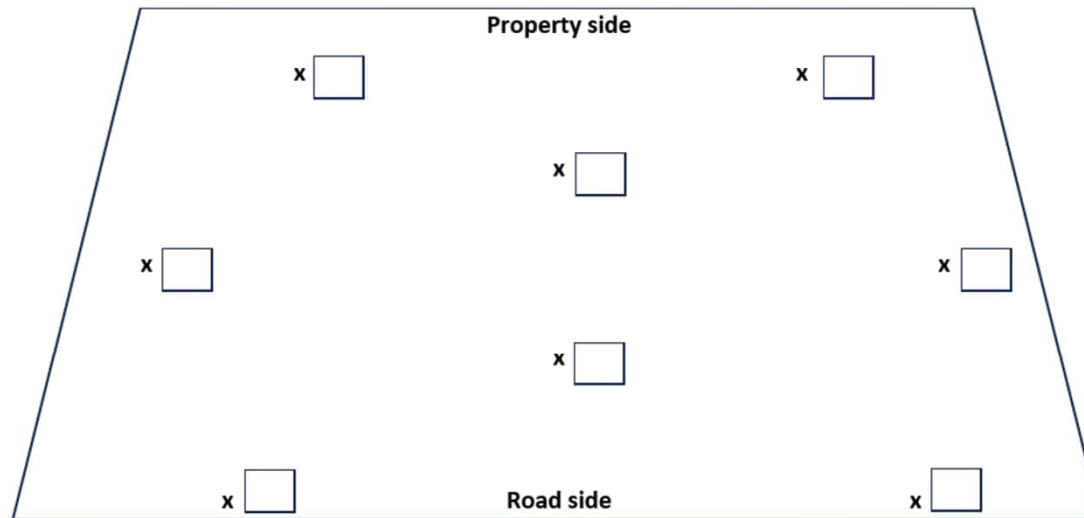
Compaction Test & Signature

Compaction Readings (Compaction may be measured by Clegg hammer. These devices shall be calibrated at 12-month intervals. Reading must be taken from the IV impact.)

Residential (Minimum of IV 25)

Commercial (Minimum of IV 35)

Please plot test results below



Markings are indicative only, test more areas if needed.

Footpath (25)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Carriageway (35)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Works meet required standards. Signed by Contractor:

Date:	<input type="text"/>	Signature:	<input type="text"/>	Print Name:	<input type="text"/>
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Works Completion Notice (WCN)

Vehicle Crossing Completion Notice

After Photos

Cage (Commercial)

Pre-seal

After seal

Warranty Period

Warranty Period starts after CM accepts a Works Completion Notice

Liability/Warranty Period is 2 years

Contractor is responsible for repair and maintenance required for that period

Timeframes

CAR Application Approval

5 Working days

Works Completion Notice
(Release of COC)

15 Working Days

Warranty

2 years after WCN Acceptance
(which will restart if it fails)

Frequent Failure Issues

Stormwater

- Outlet not as per CSS

- Too close to Chamfer (Within 1m)

Compaction

- Trafficable lid (NOT Plastic)

- 300mm Sawcut (Sleeve)

- Road not fully compacted (needs to be 35+ in the Clegg)



300mm over cut both ends on the vehicle crossing to lock it into place.



Water meter not level with Board
Not cut back 300mm and in this case back to the joint crack
Board should be halfway up the Chamfer and not sticking up.





2 things wrong here
One is the shape
The other is the plastic lid

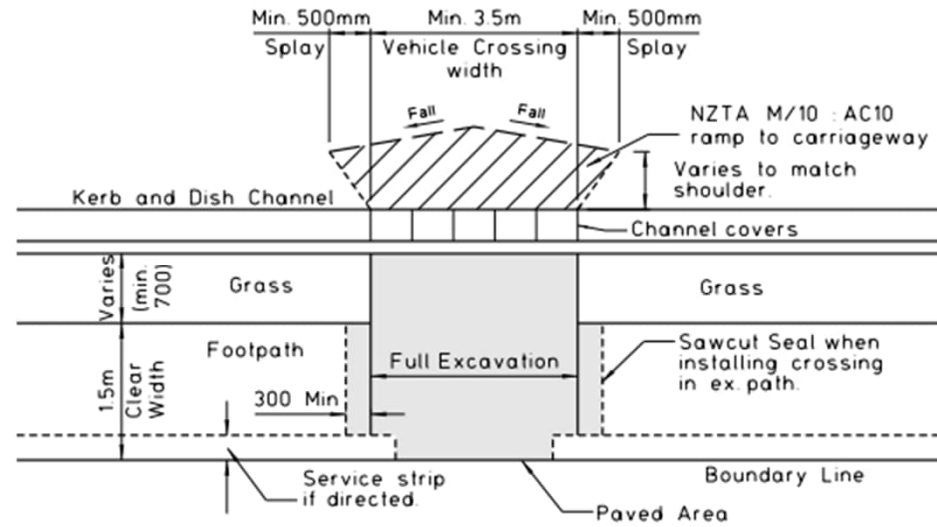


The **green line** is a more accurate representation of what is required and expected.

New crossing modified

What is built here is wrong.

The Red line is a fix,
But the Green line is the preferred option.



KERB AND DISH CHANNEL

NOTES

1. Crossing locations and widths to comply with current District Plan.
2. Where two crossings in Kerb & Dish Channel are within 1m of each other they shall be joined to form one continuous crossing and a cleaning opening shall be installed centrally to the crossing.
3. Where two crossings in Kerb & Flat channel are separated by up to 1m of full height kerb, they shall be joined to form one continuous crossing.
4. Minimum residential Vehicle Crossing width to be 3.5m
5. Batten to be laid to top of chamfer when residential crossing is adjacent to landscaping or cobblestones.
6. Kerb entries to be installed no closer than 10m from top of chamfer.

Final Questions?