



Vehicle Crossing Application

Completed application to be sent to info@cdc.govt.nz

Application Details;

Street address	
Valuation ID or Legal Title	
Applicant Name	
Contact Name	
Phone Number (work)	
Mobile Number	
Billing Address	
Postal Address (if different from above)	
Email Address	

Please circle one;

Proposed crossing -	Residential	Commercial			
Urban/Rural -	Urban	Rural			
Existing footpath type -	Chip seal	Asphalt	Paving	Unsealed	Other
Crossing -	New	Replacement	Alteration		

Contractor nominated;

Vehicle crossing specification to be used;

Type 1, 2, or 3 – Standard Residential Vehicle Crossing

Type 1 or 2 - Light Duty Commercial Vehicle Crossing

Type 1 or 2 - Heavy Industrial Vehicle Crossing

Rural vehicle crossings and frontage Road Seal Widening as per Fig 32.2 from the District Plan

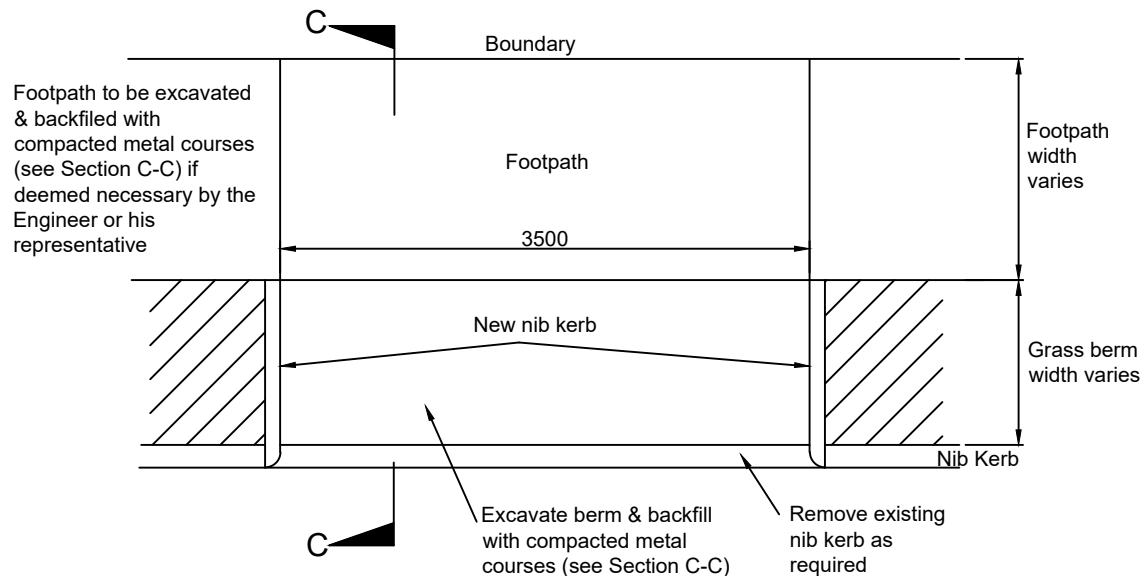
- A Corridor Access Request (CAR) must be obtained and approved prior to commencement of any works. See www.beforeyoudig.co.nz or www.submitica.co.nz
- A Traffic Management Plan (TMP) must be attached to your CAR for approval and implemented with the site works. You can do this by clicking CAR history, view, upload a new document, select traffic management plan.
- Crossings shall be constructed as per the Carterton District Councils specifications and vehicle crossing drawings.
- Existing footpath levels are not to be altered without prior approval.
- The area affected by the construction of the vehicle crossing is to be kept in a safe condition at all times in accordance with the traffic management plan submitted and the work must be completed within 10 working days.
- Any damage to public or private property to be reinstated to original condition on completion of the work, or earlier as required by a Council delegated officer.
- This permit lapses if the work is not completed within 6 months of issue.
- For all crossings, the **existing footpath** must be removed and reconstructed in the same material.
- Contact local utilities for service locations and service plans

This form must be up-loaded with the CAR application

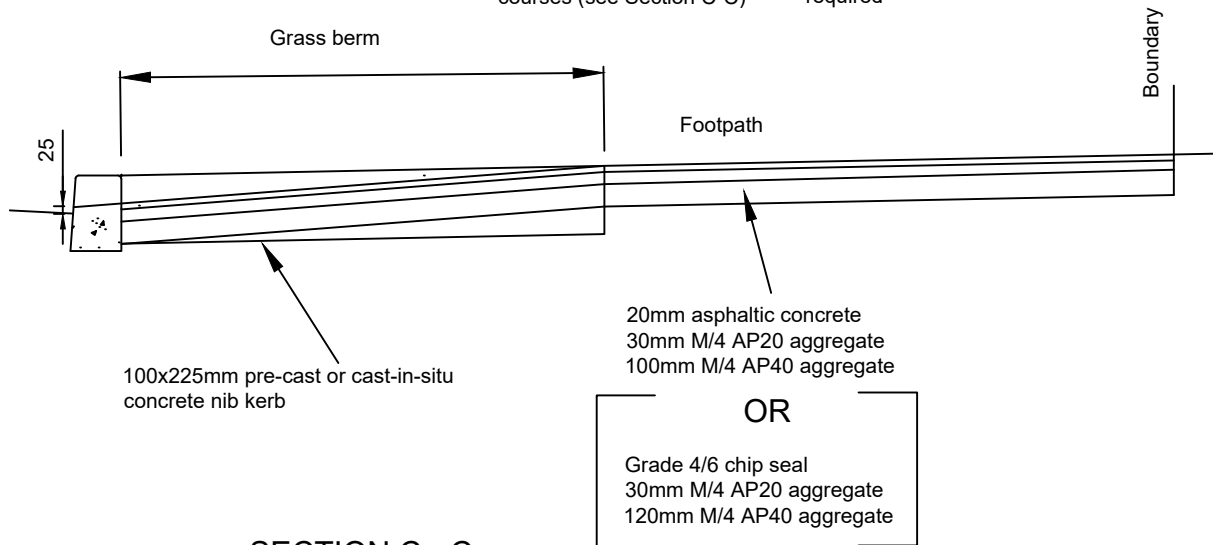
Acceptance prior to the proposed work is required before commencing.

Bond Requirements

1. A vehicle crossing bond may apply at Council's discretion to all new building consents, relocates and major building alterations. The bond will be invoiced with the building consent fees.
2. To release the bond an inspection of the constructed vehicle crossing by a Council officer is required.



Note: - With the approval of the Council Engineer or his representative, vehicle crossings may be constructed as Type 3 as detailed. This variation may be permitted only where no concrete channel has been formed with the kerbing.



SECTION C - C
TYPE 3 - PLAN NIB KERB AND GRASS BERM



**Carterton District
Council**

STANDARD RESIDENTIAL VEHICLE CROSSING

Dwg No

805A

Scale:

1 : 50 & 1 : 25

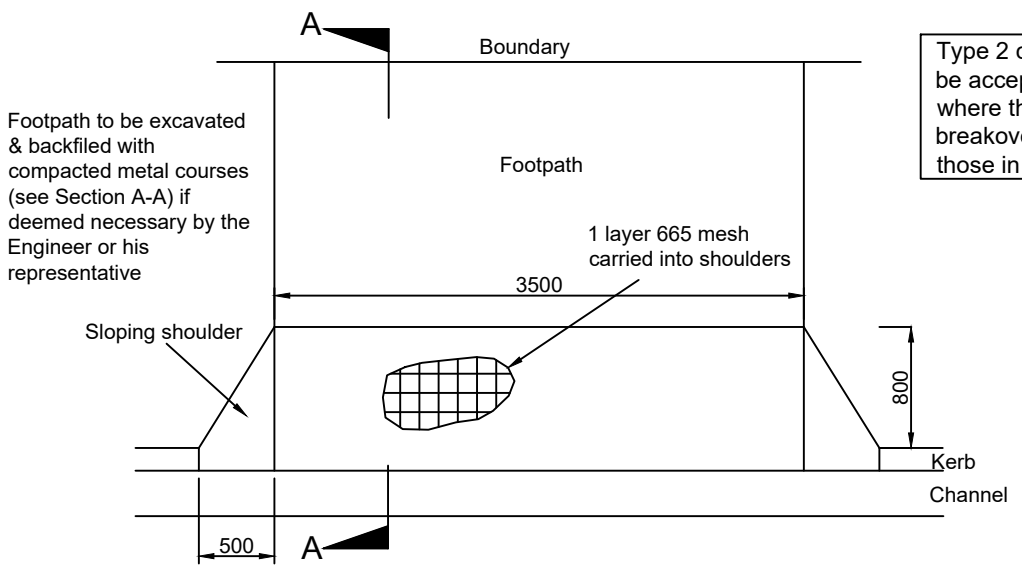
Sheet No

2

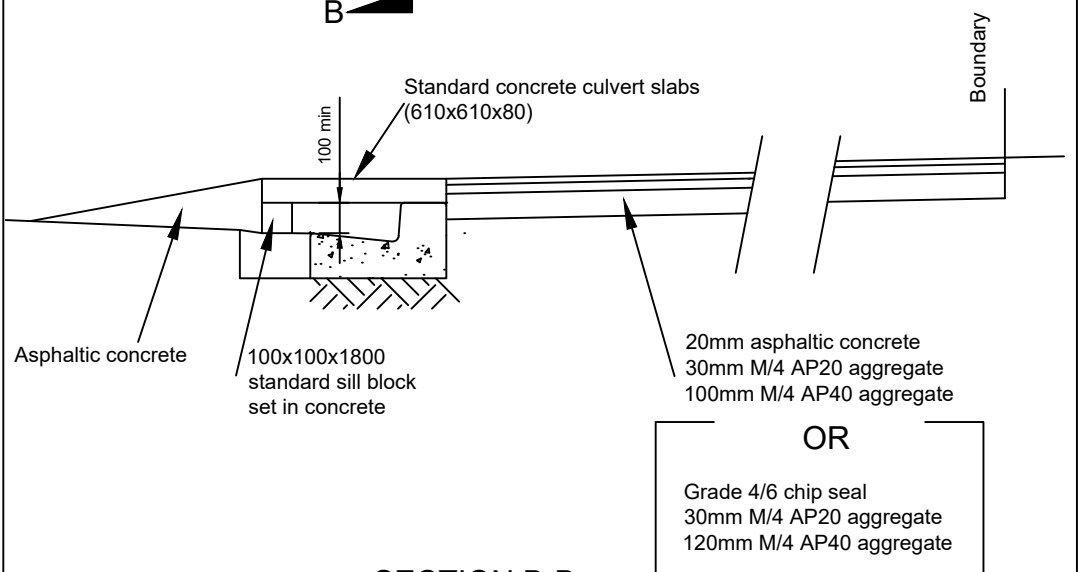
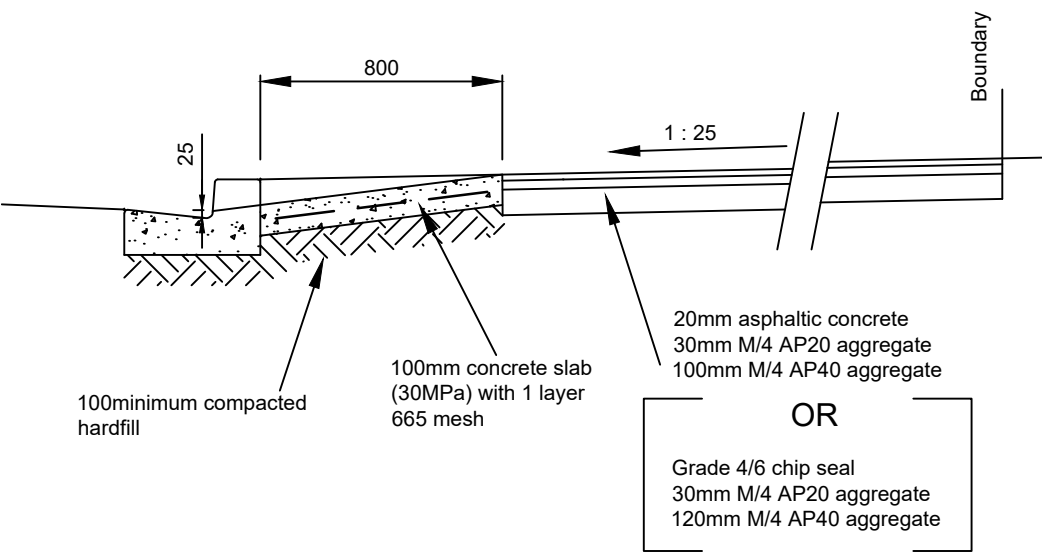
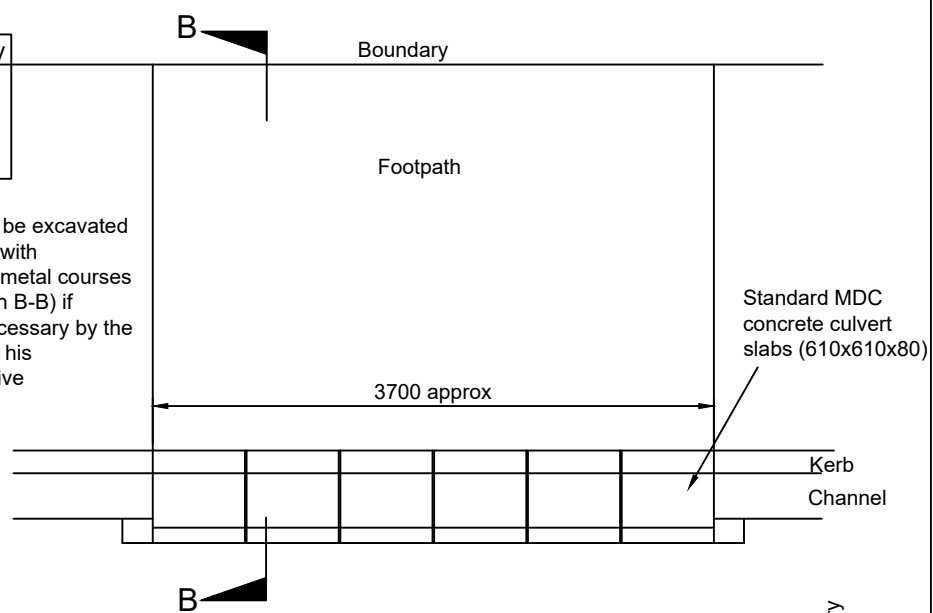
of

2

Sheets



Type 2 crossings will only be accepted in situation where the maximum breakover angle exceeds those in NZS 4404



SECTION A-A
TYPE 1 - PLAN STANDARD ROAD CAMBER AND LOW PROFILE KERB

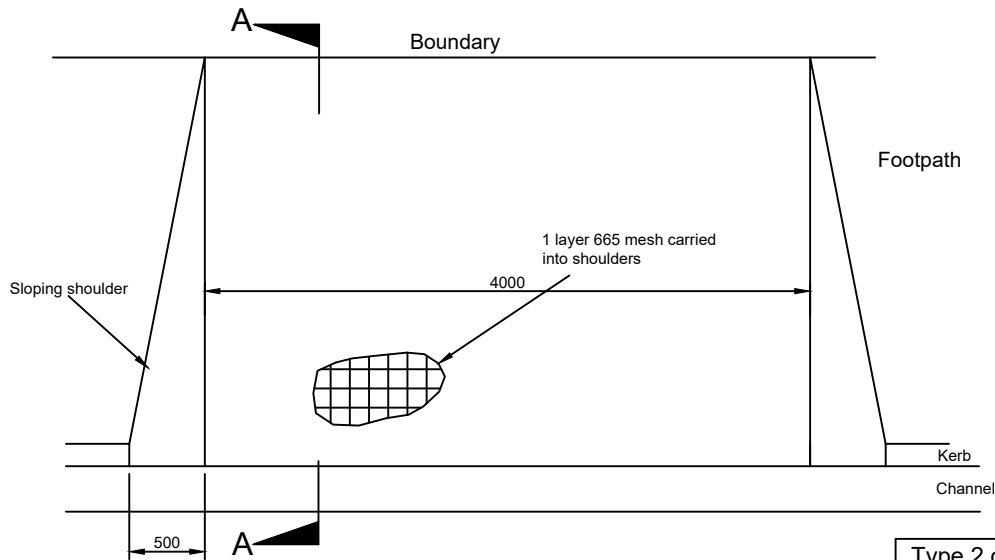
SECTION B-B
TYPE 2 - PLAN EXCESSIVE ROAD CAMBER OR HIGH PROFILE KERB



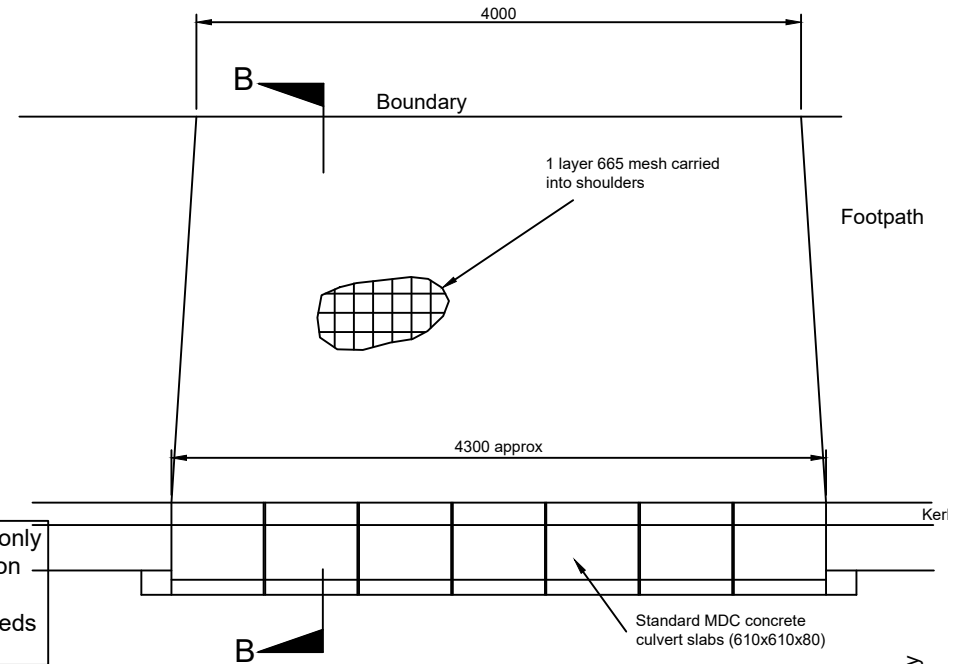
Carterton District Council

STANDARD RESIDENTIAL VEHICLE CROSSING

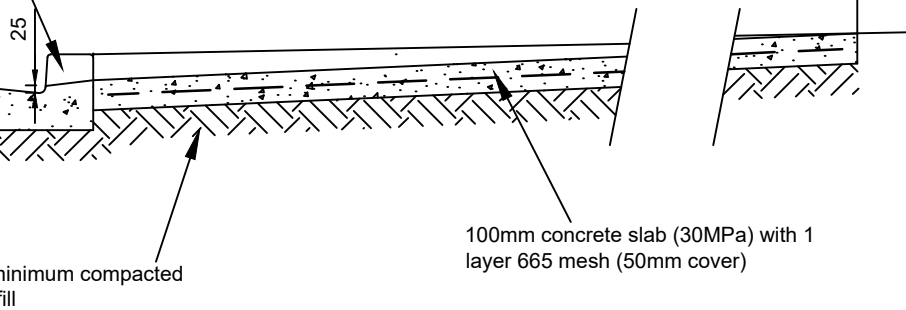
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Scale:	1:50 & 1:25
Sheet No	1 of 2 Sheets



Type 2 crossings will only be accepted in situation where the maximum breakover angle exceeds those in NZS 4404

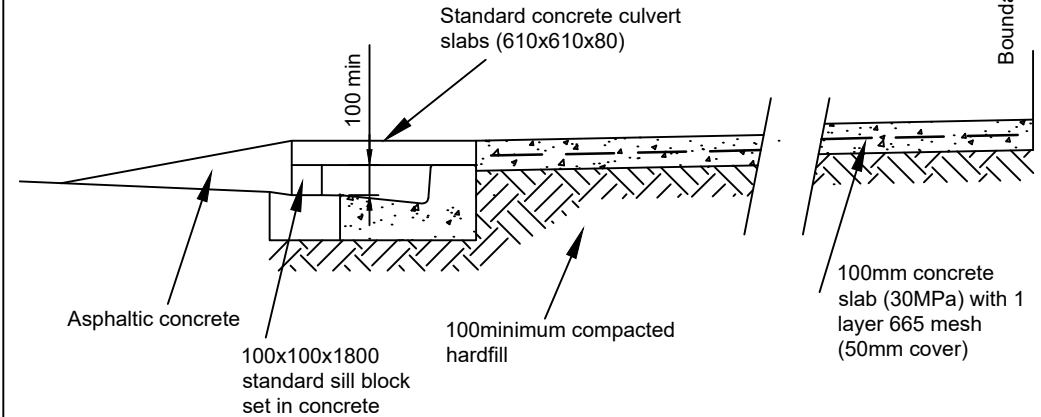


Cut down existing kerb as required



SECTION A-A

TYPE 1 - PLAN STANDARD ROAD CAMBER AND LOW PROFILE KERB



SECTION B-B

TYPE 2 - PLAN EXCESSIVE ROAD CAMBER OR HIGH PROFILE KERB



Carterton District Council

LIGHT DUTY (COMMERCIAL) VEHICLE CROSSING

Dwg No

805B

Scale:

1 : 50 & 1 : 25 (A4)

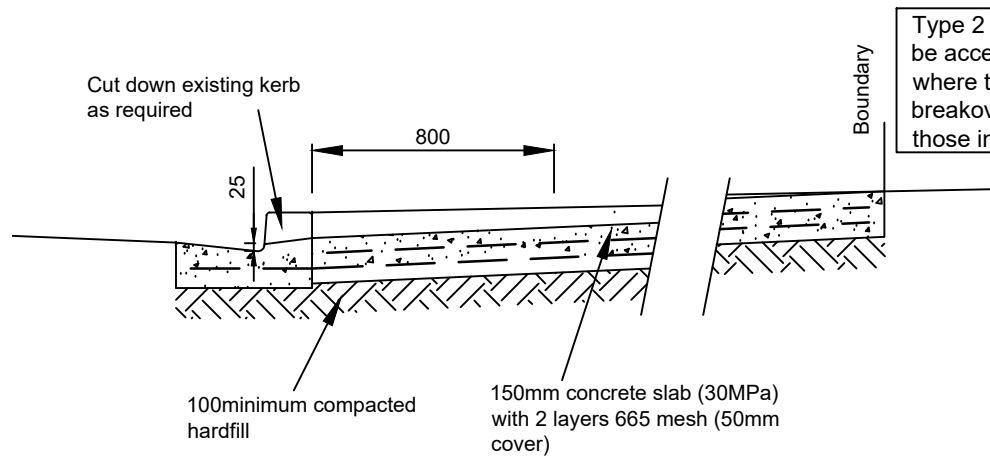
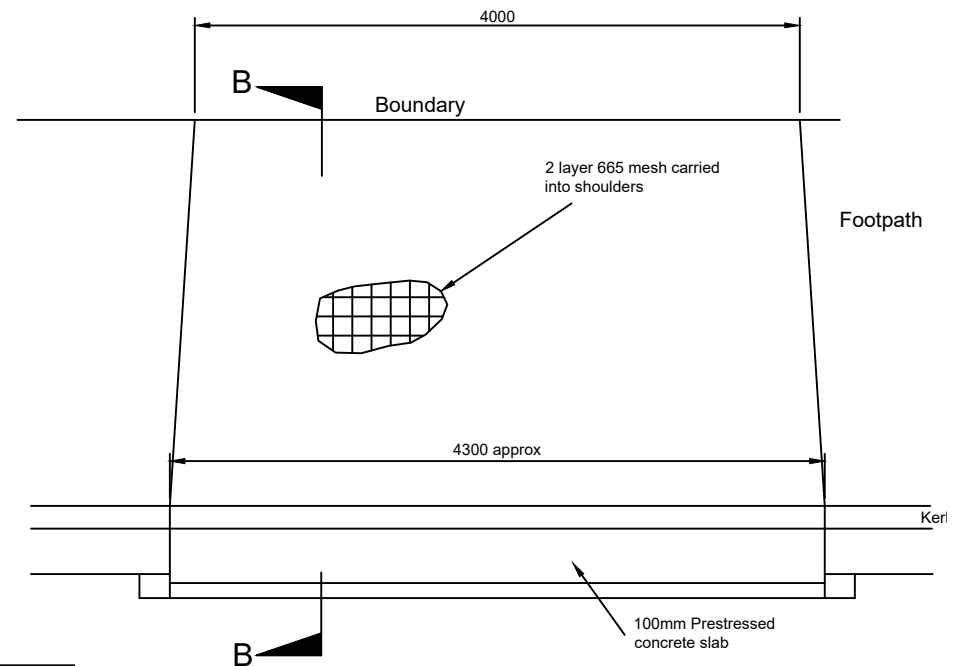
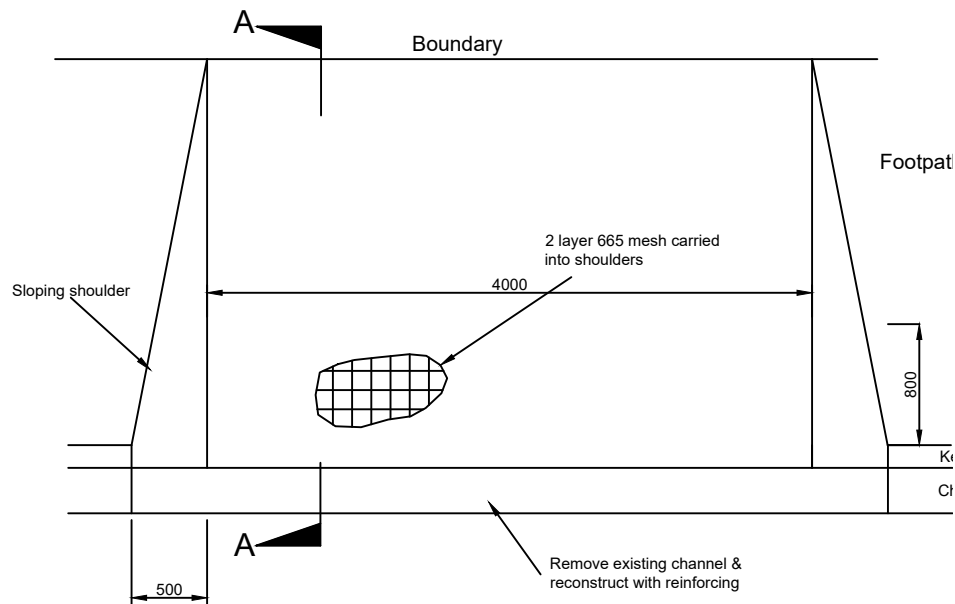
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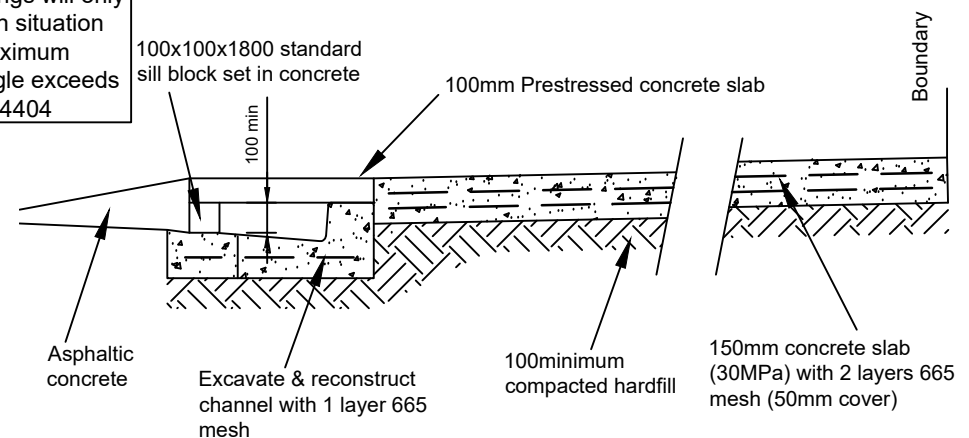
of

1

Sheets



Type 2 crossings will only be accepted in situation where the maximum breakover angle exceeds those in NZS 4404



SECTION A-A
TYPE 1 - PLAN STANDARD ROAD CAMBER AND LOW PROFILE KERB

SECTION B-B
TYPE 2 - PLAN EXCESSIVE ROAD CAMBER OR HIGH PROFILE KERB



Carterton District Council

HEAVY DUTY (INDUSTRIAL) VEHICLE CROSSING

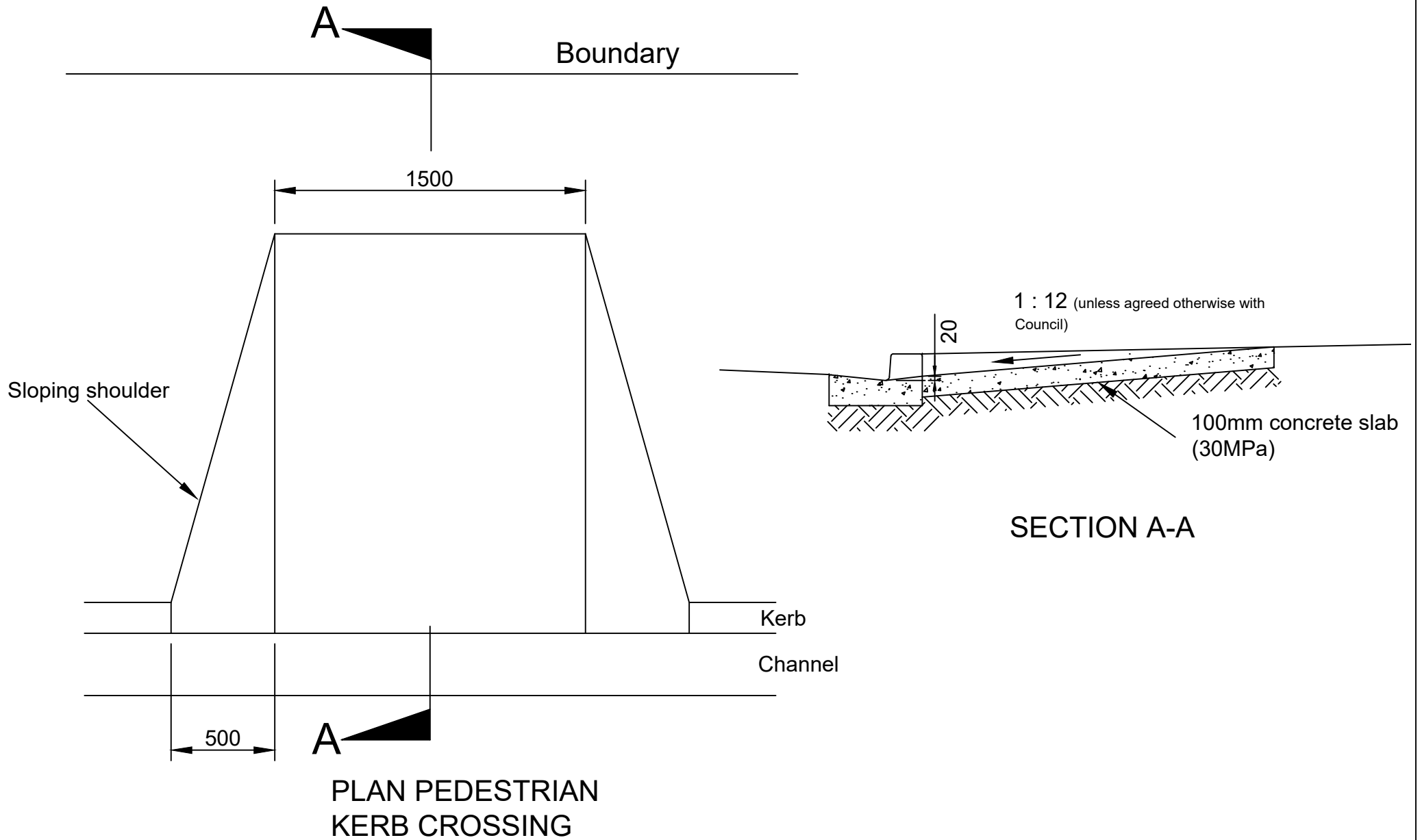
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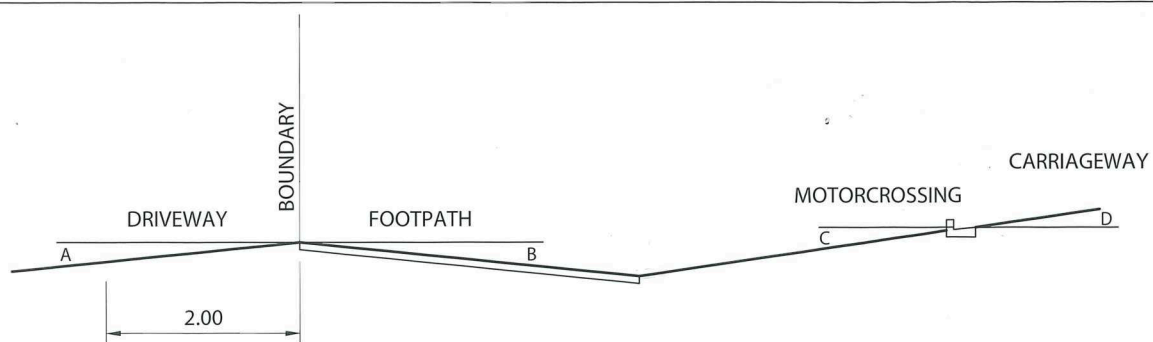
805C

Scale:

1 :

Sheet No 1 of 1 Sheets





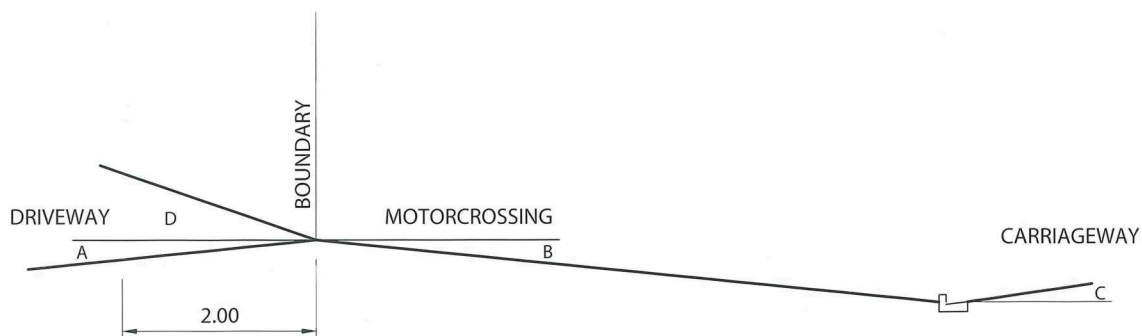
MAXIMUM CHANGE OF GRADE:

$A + B \leq 10\%$ (or 5.7°)

$C - D \leq 10\%$ (or 5.7°)

$B + C \leq 17\%$ (or 9.6°)

LOW LEVEL FOOTPATH



MAXIMUM CHANGE OF GRADE:

$A + B \leq 10\%$ (or 5.7°)

$D - B \leq 17\%$ (or 9.6°)

$B + C \leq 17\%$ (or 9.6°)

STANDARD FOOTPATH

NOTE –

1. A, B, C, & D refer to the gradients expressed either as a percentage or in degrees.
2. Low slung cars with ground effect features may not meet the criteria assumed in this design guide.
3. LTSA document *Light Vehicle Sizes and Dimensions: Street Survey Results and Parking Space Requirements – Road and Traffic Standards Information No. 35* (June 1994) contains more information about the 90th and 99th percentile vehicles.
4. Buses are permitted lower clearance value of (A+B) of 6 % or 3.4° .

BASED ON 90th PERCENTILE CAR AS AT 1990.

GUIDE FOR MAXIMUM BREAKOVER ANGLES FOR VEHICLE CROSSINGS

Figure 3.9 – Maximum breakover angles for vehicular access to property

32.1.10 Vehicle Access to Individual Sites

All sites and allotments shall have legal practicable vehicle access from a public road.

Seal widening at accesses shall be in accordance with Figure 32.2 below.

Any vehicle access crossing a waterway shall incorporate culverts appropriate to the volume of water in the waterway and the traffic load on the access. Any earthworks shall comply with the requirements of this Plan. Note: Wellington Regional Council may have additional requirements relating to activities in waterways.

Figure 32.1

Intersection Visibility Obstruction Free Area

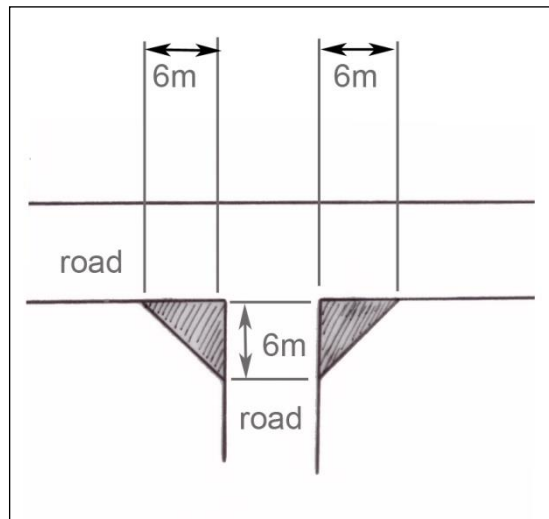
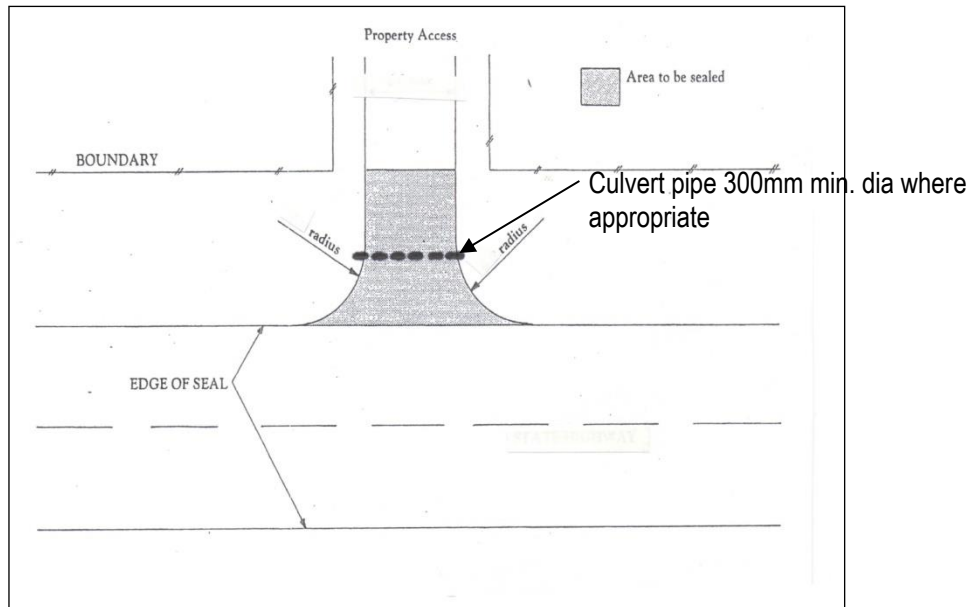


Figure 32.2

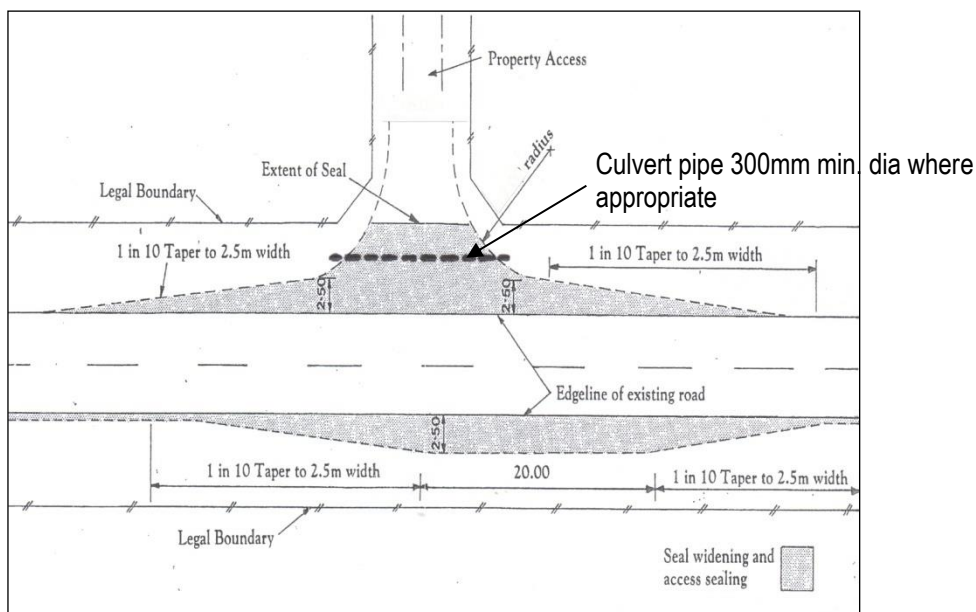
Rural Vehicle Crossing and Frontage Road Seal Widening

Note: All dimensions in metres. Not to scale.

Type A



Type B



ENTRY RADIUS

	Arterial / Collector		Local	
	Type	Radius R	Type	Radius R
Single Private Access	A	9m	A	6m
Multi-Unit Access	B	12m	A	9m
Heavy Commercial Access	B	15m	B	15m