Section	Amendments
3.1 Scope	
3.2.2 Reference Documents	**Add the following documents:** • NZTA – One Network Framework (2022) • NZTA – One Network Framework Detailed Design (2022) • NZTA – One Network Framework Classification Guidance (2022)
3.2.3 Guidelines	**Add to f):** and the One Network Framework hierarchy.
3.2.5 Road Safety Audit	**Replace section with:** A Safe Systems Audit (Road Safety Audit), or exemption, is required for any improvement or renewal activity that involves vehicular traffic and/or walking and/or cycling where, with respect to the table below: 1. A new activity specified in Column (A) exceeds the Threshold Limit in Column (B); or 2. A change to an existing activity specified in Column (A) exceeds the Threshold Limit in Column (C); or 3. Any subdivision or activity accesses: • a State Highway, or • any road with an ADT > 5,000 (Urban) or > 3,000 (Rural), or HCV > 300; or • any road with an ONF 'Place' classification of P1 to P3 (Urban), or P3 to P4 (Rural); or 4. If the proposal increases ADT on the frontage road by >50%; or 5. If the proposal is a new school at NOR stage, or the proposal intensifies an existing school (e.g. via roll increases and/or additional classrooms). Kaipara District Council Engineering Standards Chapter 3: Transportation The audit should generally take place at project milestones including, but not limited to: • Concept Stage (for large, complex projects) and/or, • Scheme or preliminary design stage (part or pre-implementation) and/or, • Detailed design stage (pre-implementation or implementation) and, • Pre-opening or post-construction stage (implementation or post-implementation). The auditors shall be independent of the design team and shall use the procedures detailed in NZTA's Safe System Auditing Procedures for Transport Projects – Guidelines. The objectives of the audit will be to identify potential safety problems for all road users affected by the proposed development, including the needs of pedestrians, cyclists and elderly/disabled users and to ensure that measures to eliminate or reduce the problems are fully considered. Recommendations from the audit report(s) shall be implemented before the 224 certificate is issued or the contract works accepted for practical completion.
3.2.5 Road Safety Audit	**Continued from above** 1 Residential Units 25 residential units Every additional 25 residential units 2 Supported residential Care 20 beds Every additional 20 beds 3 Visitor Accommodation 25 bedrooms Every additional 25 bedrooms 4 Drive-Through Facilities 300m2 Every additional 300m2 GFA 5 General Retail 1,000m2 GFA Every additional 1,000m2 GFA 6 Grocery Stores 750m2 GFA Every additional 50m2 GFA 7 Trade Retail 1,000m2 GFA Every additional 1,000m2 GFA 8 Commercial Services 1,250m2 GFA Every additional 1,250m2 GFA 9 Food and Beverage Activity 500m2 GFA Every additional 500m2 GFA 10 Entertainment Facilities 1,000m2 GFA Every additional 1,000m2 GFA 11 Other Commercial Activities 1,000m2 GFA Every additional 1,000m2 GFA 12 Place of Assembly 1,000m2 GFA Every additional 1,000m2 GFA 13 Recreational Facilities 1,000m2 GFA Every additional 1,000m2 GFA 14 Other Community Facilities 2,500m2 GFA Every additional 2,500m2 GFA 15 Storage 5,000m2 GFA Every additional 5,000m2 GFA 16 Other Industrial Activities 2,500m2 GFA Every additional 2,500m2 GFA 17 Rural Centre Service Activities 1,000m2 GFA Every additional 1,000m2 GFA 18 Retirement Village 20 individual retirement village Every additional 20 individual units or beds retirement village units or beds 19 Care Centre Facilities which accommodate Every additional 25 persons at least 25 persons receiving care that are care accommodated in the facility 20 Service or Charging Station 4 refuelling/charging spaces Every additional 4 refuelling/charging per site spaces per site 21 Educational Facilities – Facilities/schools which Every additional 40 pupils Primary Schools, Pre-schools accommodate at least 40 accommodated at the facility/school and Childcare Facilities pupils 22 Educational facilities – Schools which accommodate Every additional 180 pupils Secondary and Tertiary at least 180 pupils accommodated at the school' Schools
3.3.2.5 Gradients	
3.3.2.7 Cross-section	
3.3.11.2 Cul-de-sac Design	**Add:** Specifies all urban roads will have curb and channel for stormwater collection. This is contrary to the current KDC approach (particularly in Mangawhai) to promote the beachside look and WSUD by using road side swales. In some cases provision of roadside swale treatment may be more appropriate than curb and channel to support Water Sensitive Urban Design and contamination reduction.
3.3.11.4 Private ways	**Add**: Urban Residential Private Private ways. … 1:6, any *reasonable* safety provisions...
3.3.14 Road Drainage	
3.3.14.10 Secondary Flow Provisions	
3.3.14.10 Secondary Flow Provisions	**Delete** 'or easement' from the first sentence.
3.3.14.5 Catchpits	
3.3.16.1 Location, Width, Crossfall and Grade	**Delete the pen-ultimate paragraph and replace with:** New footpaths shall as a minimum be constructed in concrete (minimum 25 MPa), reinforced with 665 mesh, and minimum 125mm thick unless specified otherwise in a document endorsed by Council.
3.3.16.3 Pedestrian Accessways	
3.3.19.4 Rural Vehicle Crossings/Entrances	**Replace first paragraph with:** A vehicle crossing shall be provided at the development stage at the entrance to all private accessways/Rights of Way, and at any other place where the location of the future driveway to a lot can be determined with reasonable certainty (e.g. panhandle lots). Rural crossings shall be designed to accommodate the largest vehicle that is likely to access the site. On sealed roads, vehicle crossings shall be provided between the surfaced road edge and the lot boundary at a defined and formed access point to every rural lot. The crossing shall be sealed to the road boundary and to a standard not less than that of the adjacent road surface. If the access slopes up from the road the crossing shall be sealed to a minimum distance of 10m from the edge of the carriageway. On unsealed roads, vehicle crossings shall be provided between the unsealed carriageway edge and the lot boundary at a defined and formed access point to every rural lot. Any vehicle crossings proposed to be sealed within the road reserve shall only be sealed to a point at least 2m (*or other practical distance that can be justified*) set back from the edge of the unsealed carriageway i.e. the sealed access shall not extend up to the edge of the unsealed carriageway. The designs for all rural vehicle crossings shall ensure that uphill entrances are not graded towards the edge of the carriageway, stormwater is diverted to water tables, and debris does not flush onto the road and create a danger to cyclists and motorcyclists (e.g. initial negative gradient away from the carriageway may be required). Any gate shall be positioned a minimum distance from the edge of the carriageway as shown on Drawing D3.3.4.

3.3.20 Road Lighting Design	**Add to 3.3.20.1**: All materials, design and installation of road and public space lighting shall comply with the requirements of the Northland Transportation Alliance Design Manual - Street Lighting Version 1. **Delete sections 3.3.20.2 to 3.3.20.23 and replace with**: Design Drawings and records In order to demonstrate compliance and to allow accurate construction, all engineering drawings and documents must show the following information: a) The extent of the works showing existing and proposed roads and pedestrian areas. b) Proposed and existing significant road features (e.g. kerbs, property boundaries, planting, trees, traffic management devices, bus stops, pedestrian refuge islands and driveway locations). c) The road lighting layout showing the following: i. Luminaire manufacturer, model and optic ii. Outreach length and tilt angle iii. Column manufacturer and type iv. Luminaire mounting height v. Column spacing vi. Column to kerb offset d) The lighting design details including: i. Design Statement ii. Computer calculations (LTP analysis information required by AS/NZS 1158) iii. Luminaire photometric data (in IES or CIE format) including their origin and maintenance factor iv. If applicable, site visit records/notes regarding the vicinity of HV/LV overhead conductors v. Manufacturer's warranty period.
3.4.11.9 Street Name Signs	
3.4.5.2 Concrete Mix and Proportions	**Delete** '20 MPa' in the final paragraph and **replace** with '25 MPa'.
3.8.4 As-Buit Data Provision	**Add**: Refer to Section 1.7.2. RAMM Asset Data Template is available on request.