

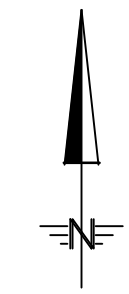
Rev.	Date	Reason	Approved
P1	15/12/23	Issued for Information	RB
P2	10/04/24	Issued for Information	RB
P3	15/04/24	Issued for Information	RB
P4	15/01/25	Issued for Information	RB
P5	31/01/25	Issued for Information	RB

FOR INFORMATION



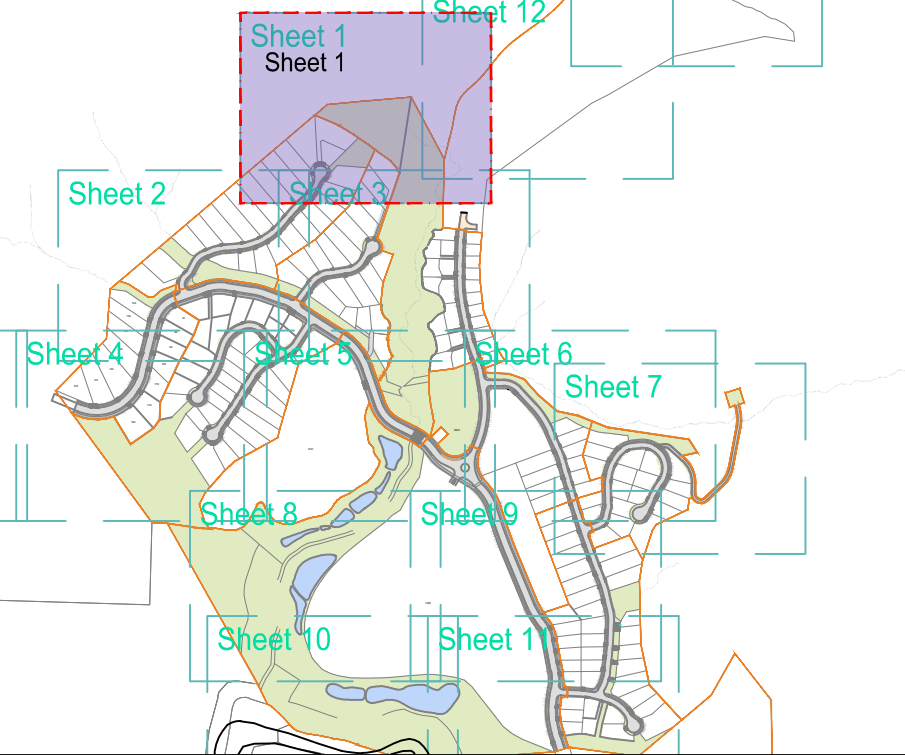
CAD ref: T:\projects\39s\39470 - Maitahi Development\Civil\39470.Drawing Set 4-Roading





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LOCATION PLAN  
Scale 1:10000 (m)

GENERAL NOTES:

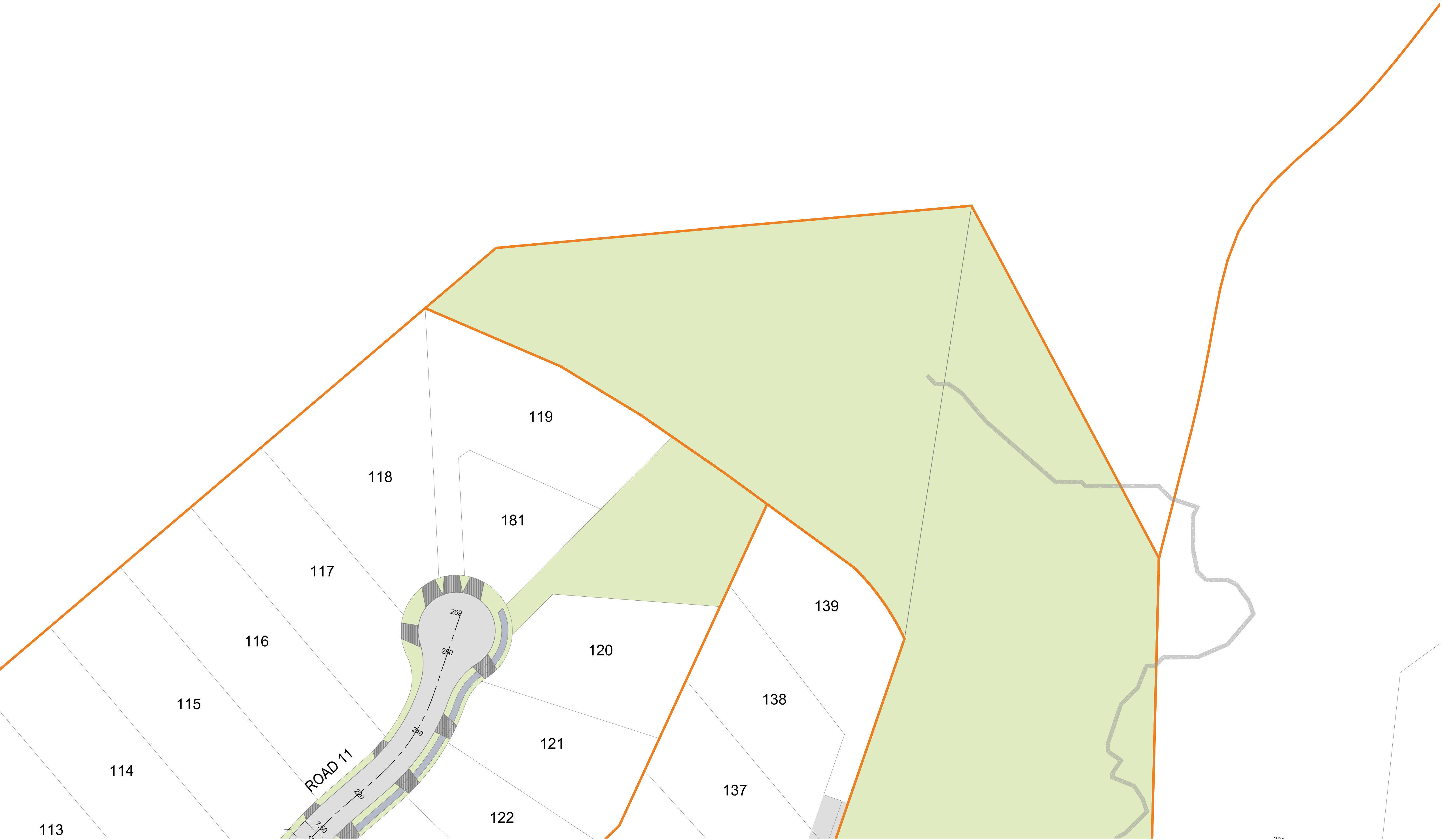
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- ROW kerb levels given at sump positions. At street end, kerb is to terminate 50 mm higher than sump invert with bull nose.

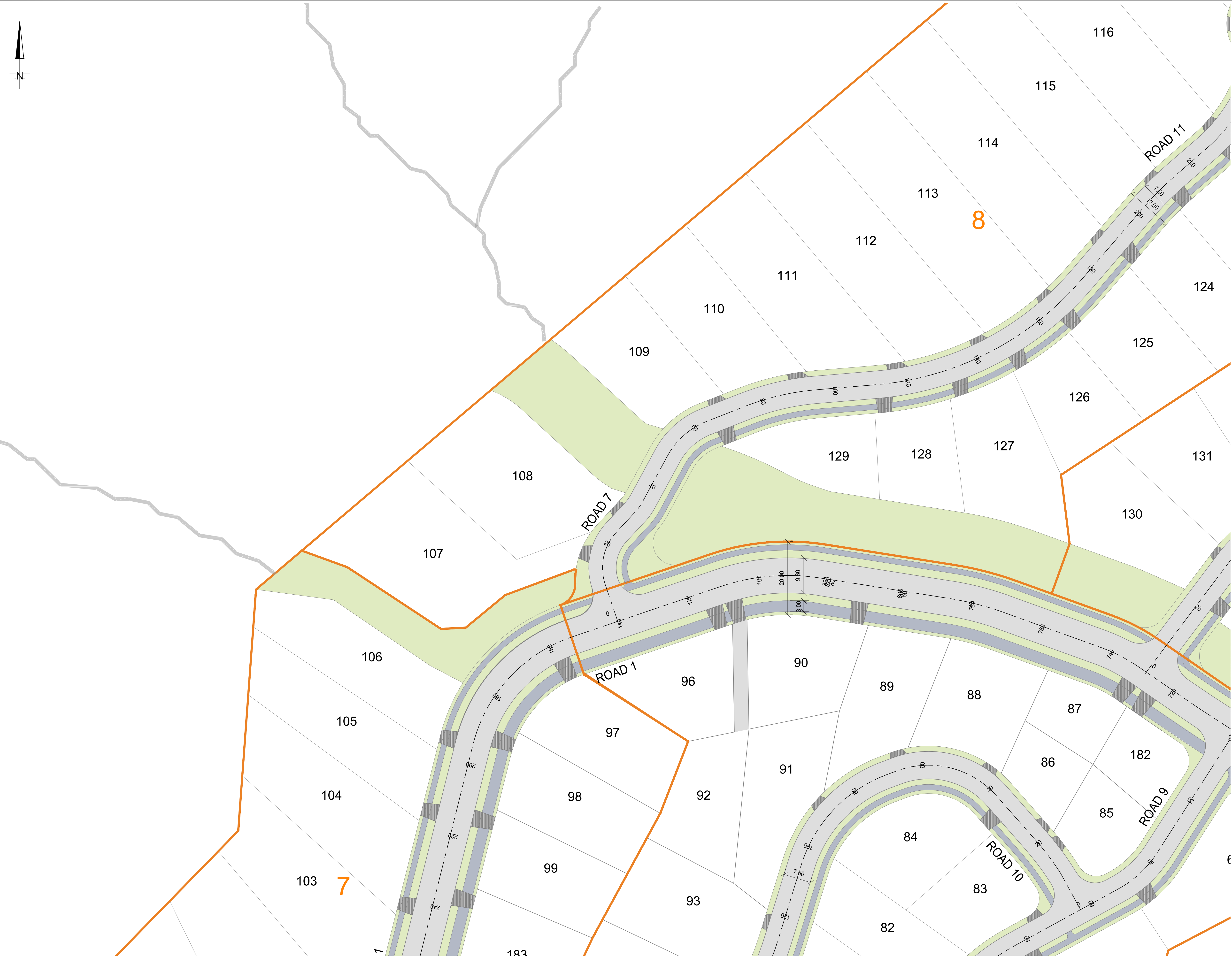
LEGEND:

	Stage boundary
	Lot boundary
	Proposed Vehicle crossing
	Proposed Pavement
	Proposed Berm
	Proposed Footpath
	Proposed gravel road



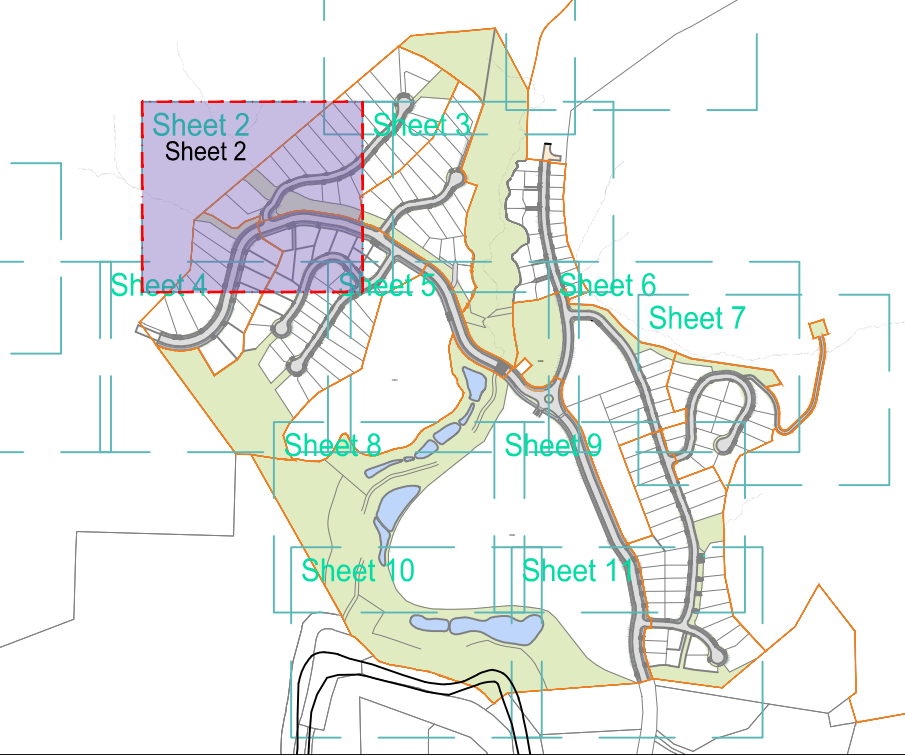
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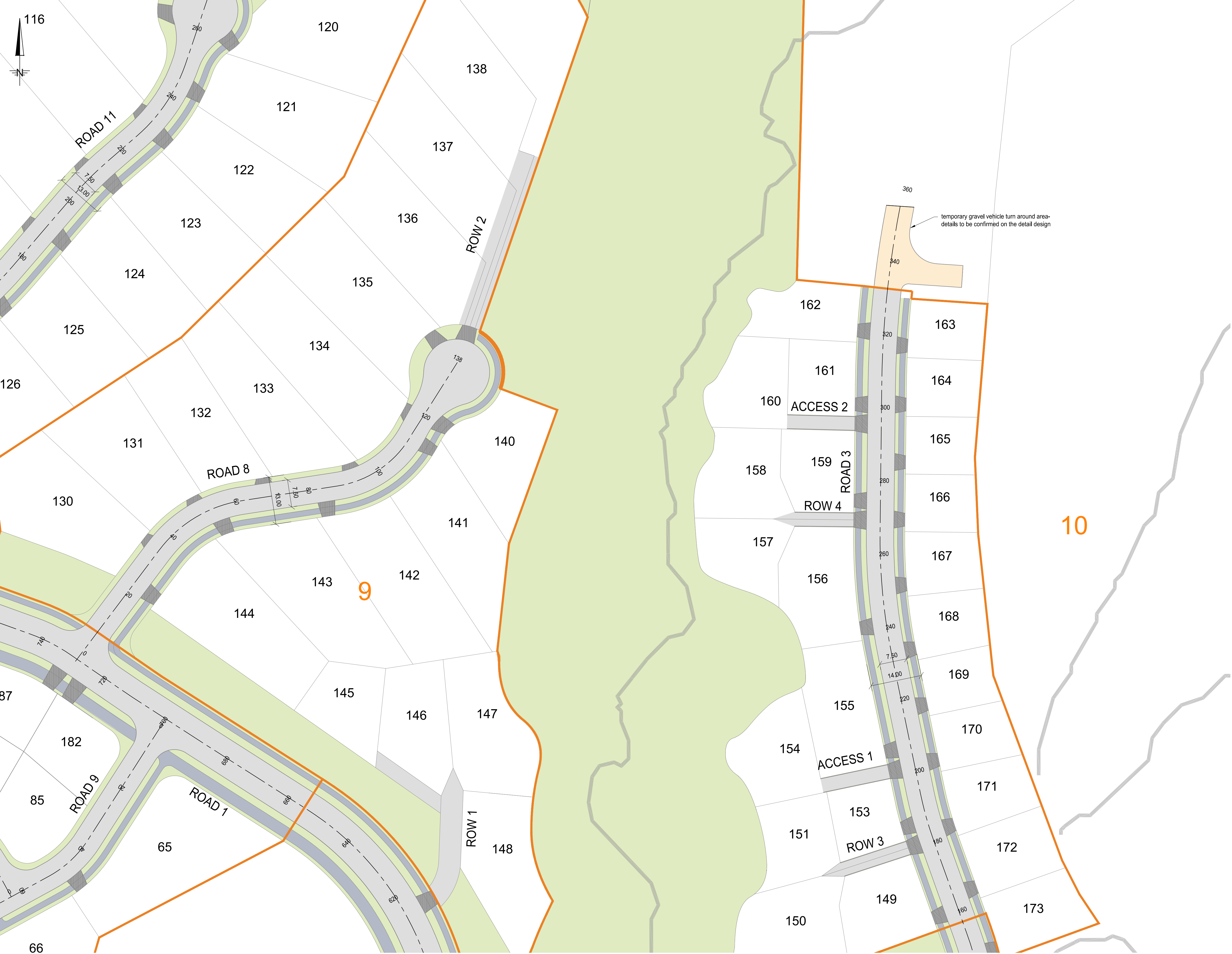
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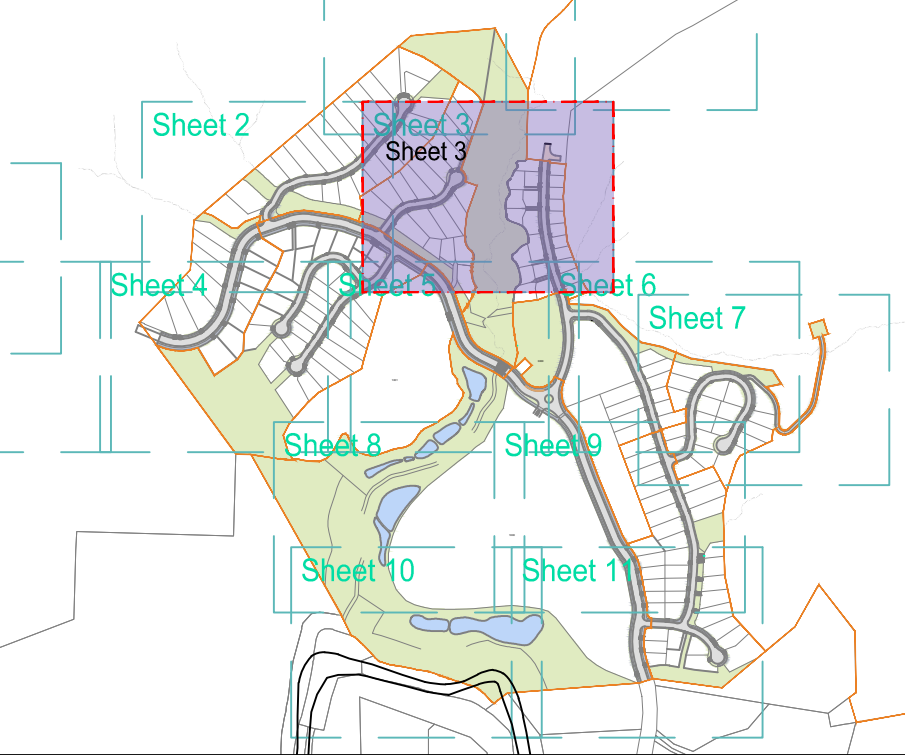
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- Lot boundary
- Proposed Vehicle crossing
- Proposed Pavement
- Proposed Berm
- Proposed Footpath
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	Lot boundary
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	Proposed Pavement
	Proposed Berm
	Proposed Footpath
	Proposed gravel road

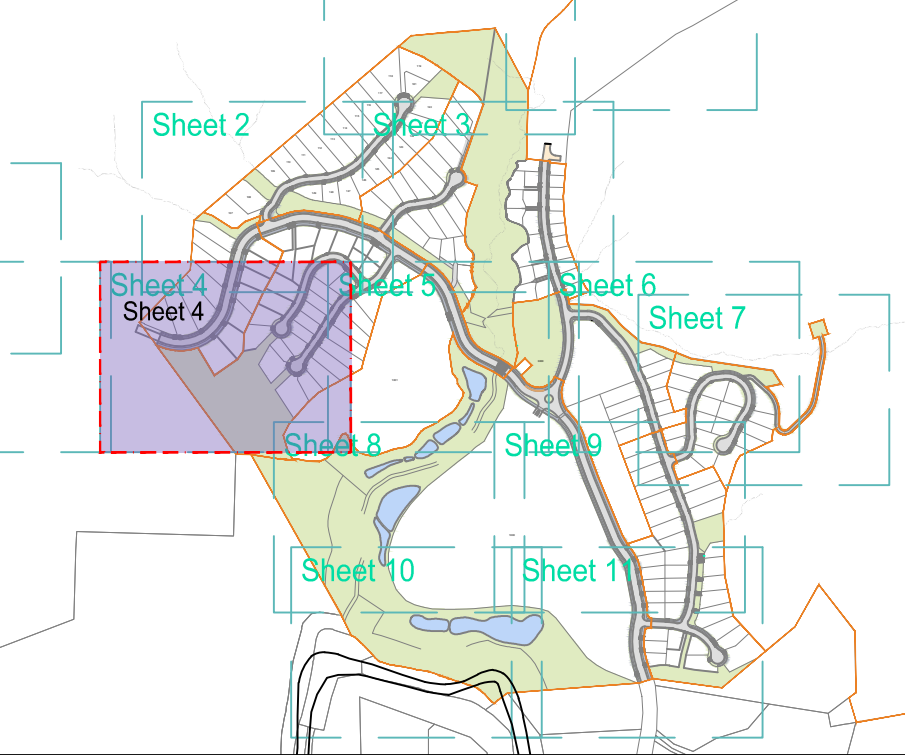
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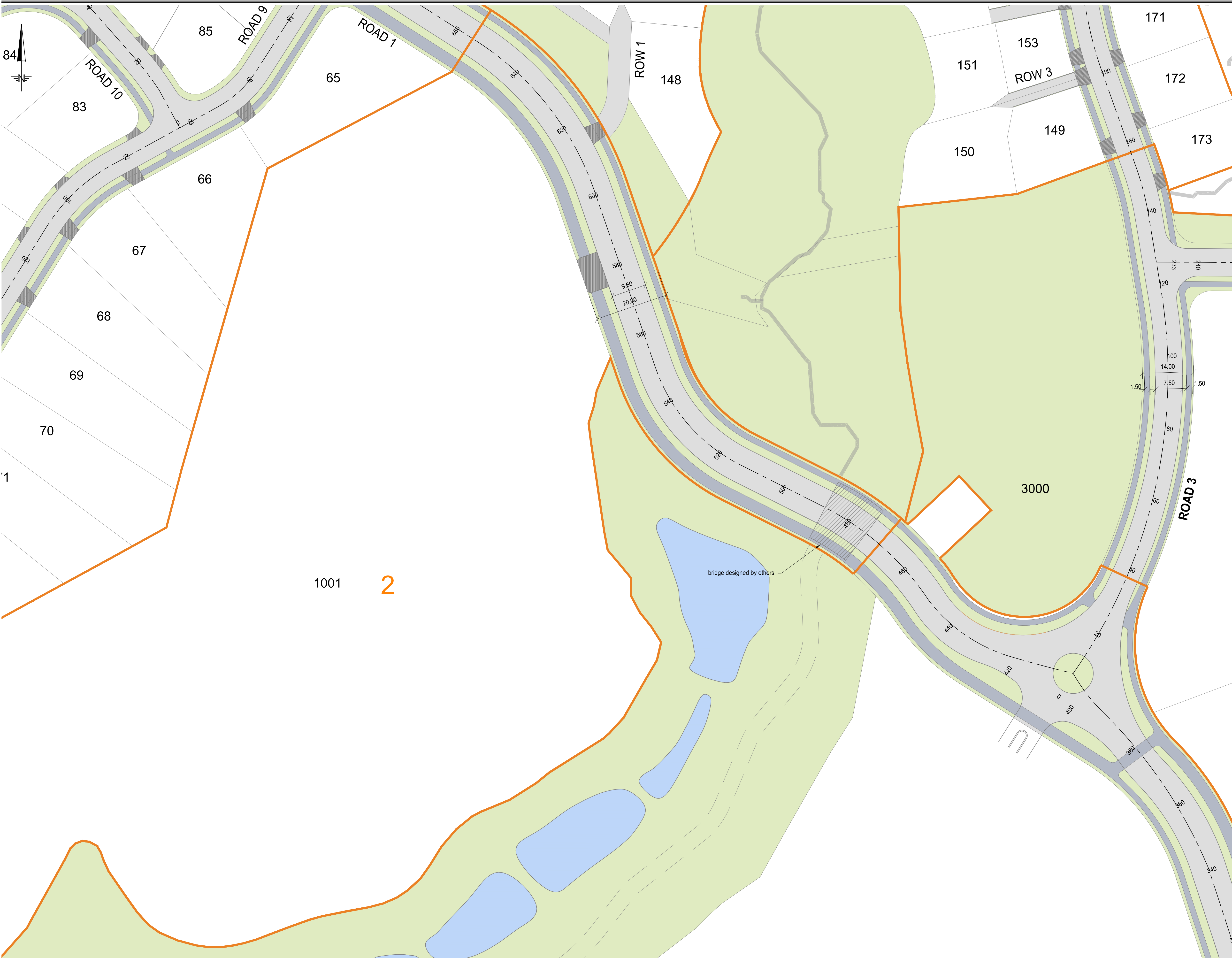
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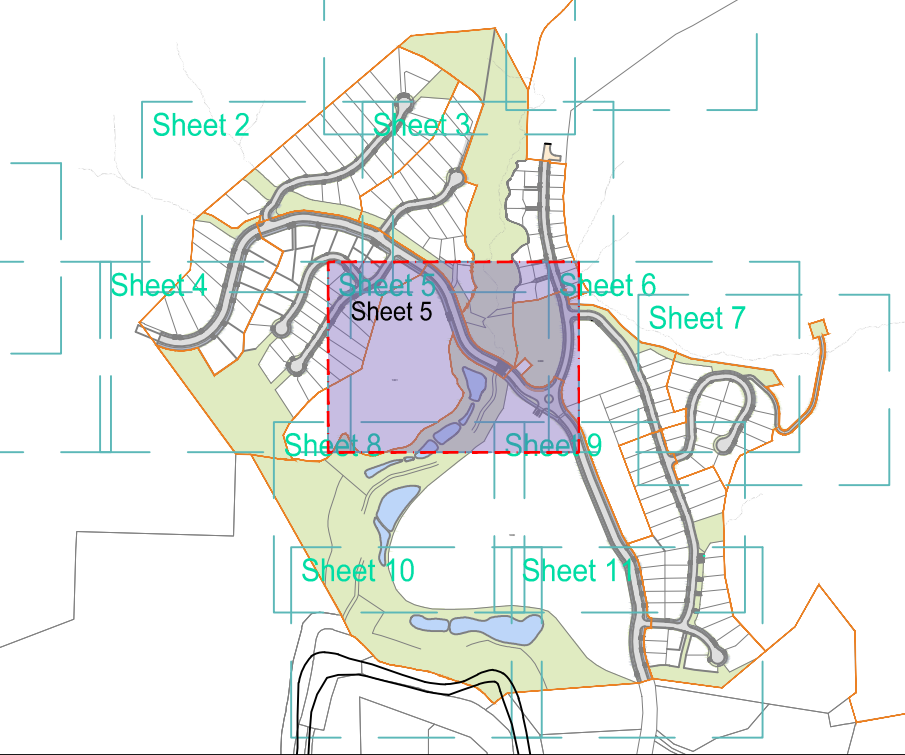
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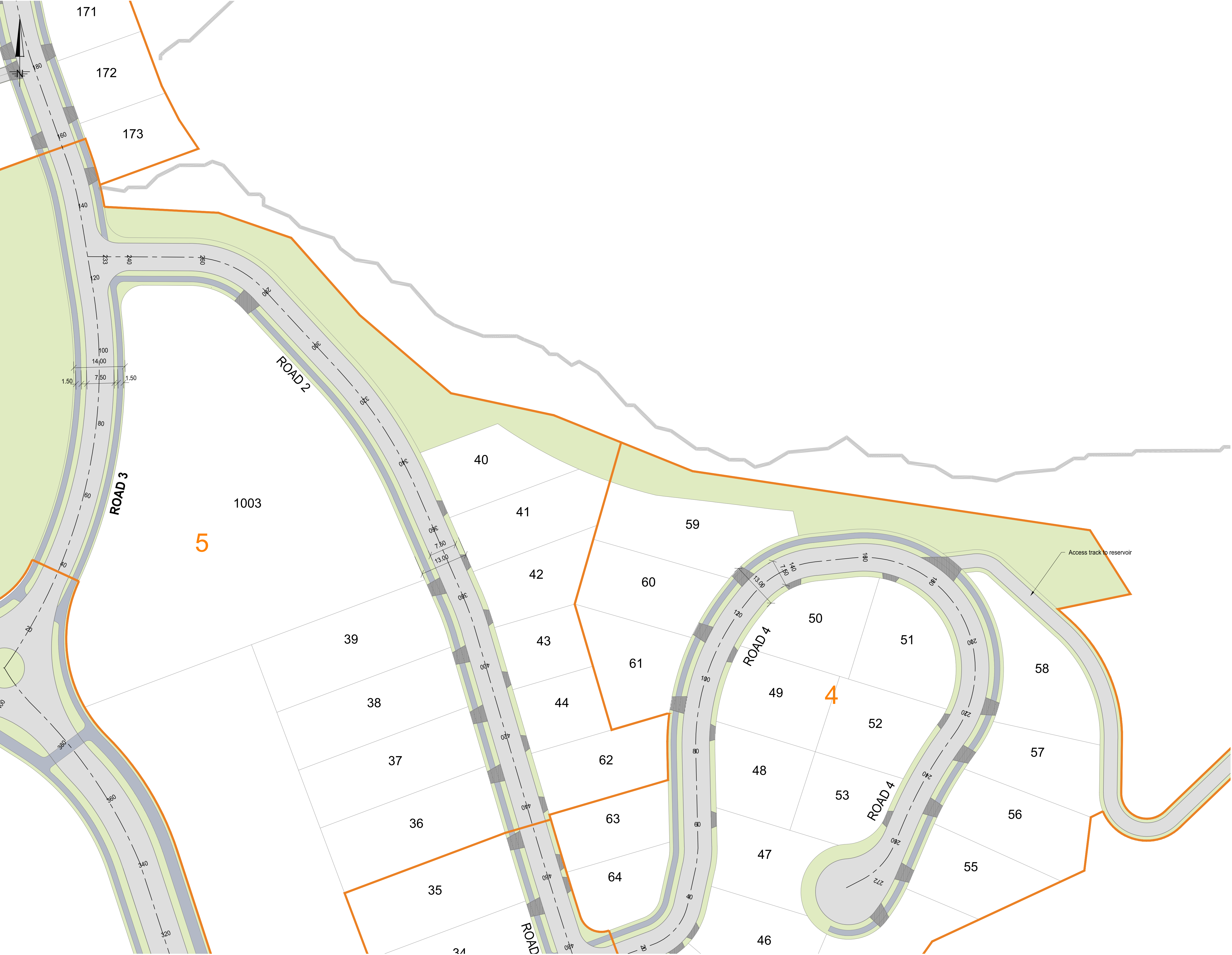
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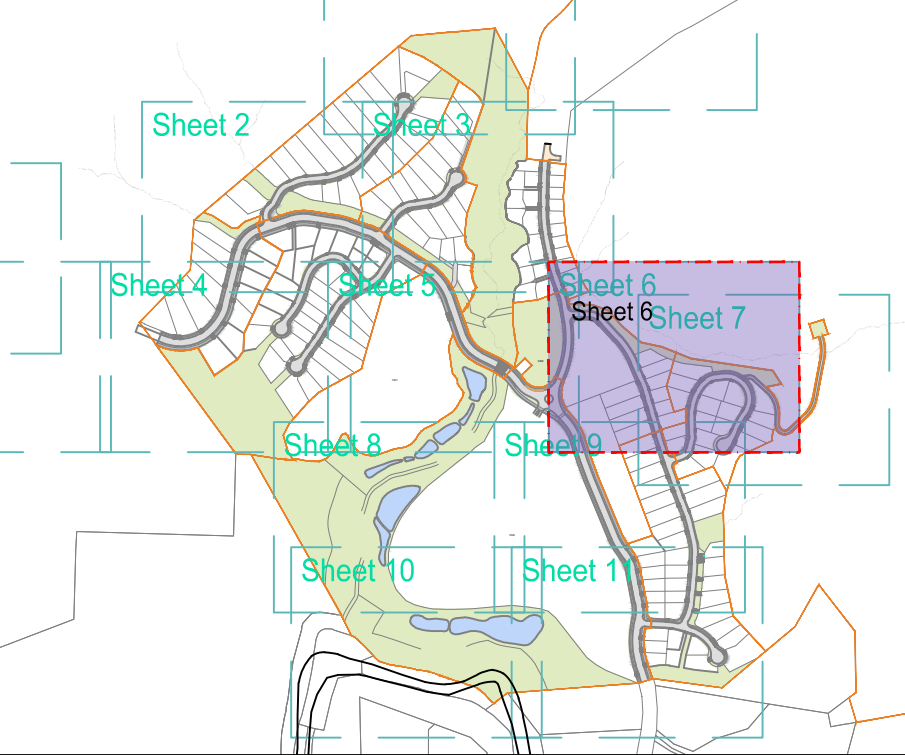
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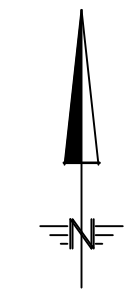
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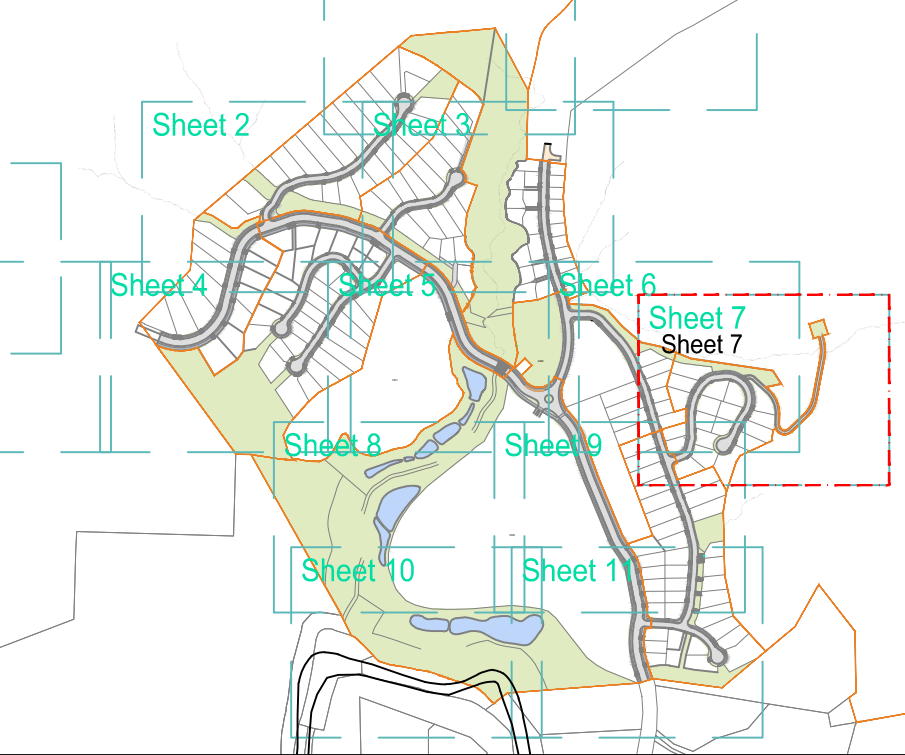
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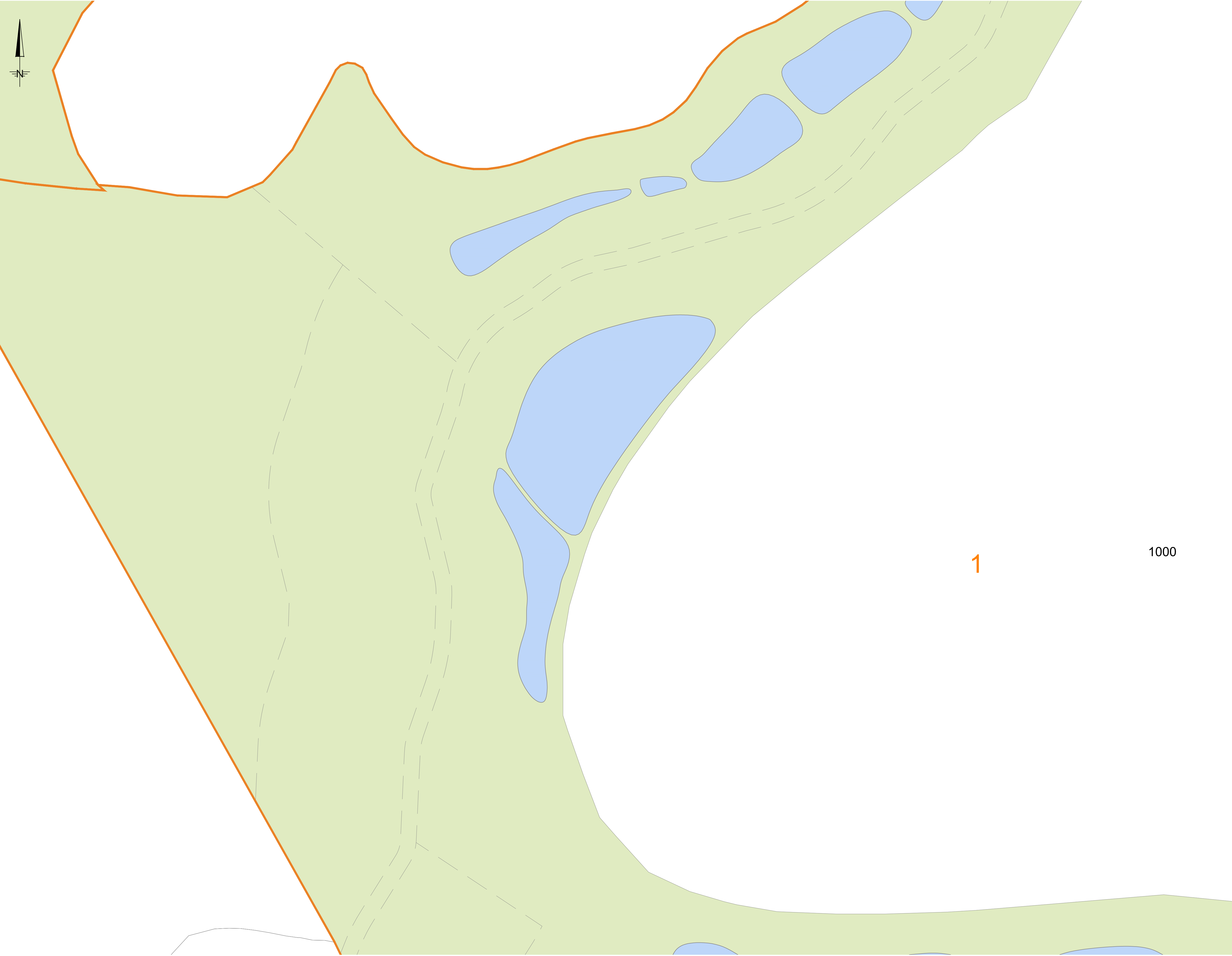
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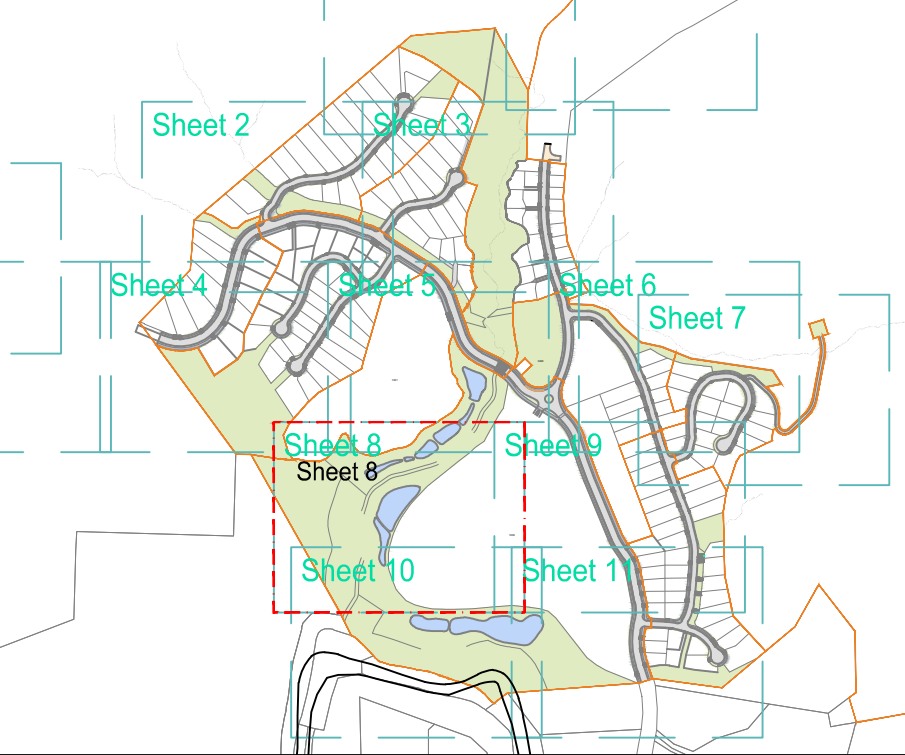
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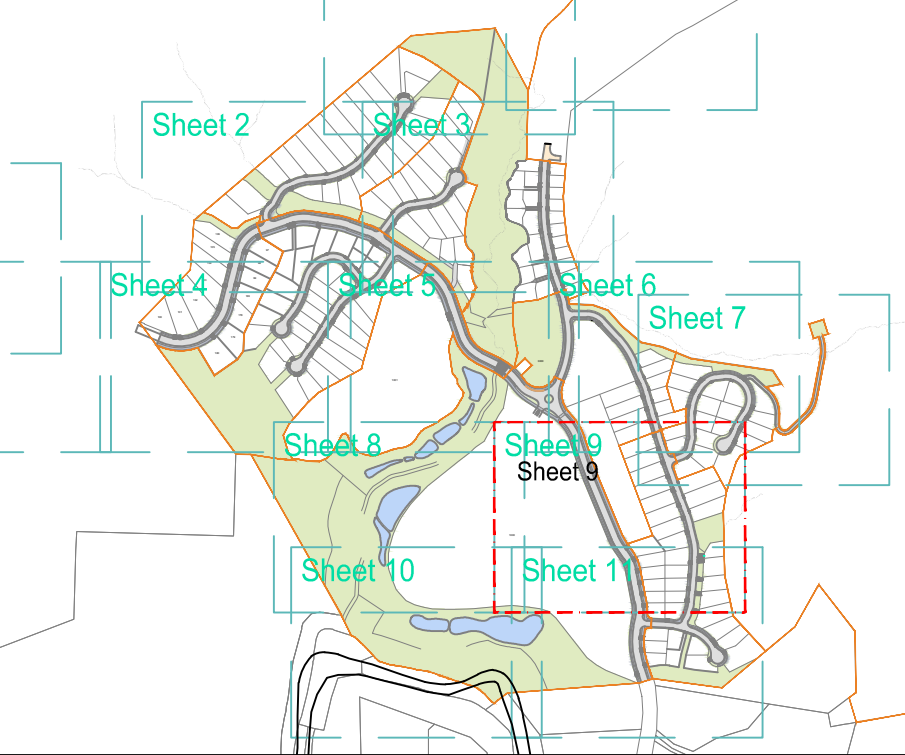
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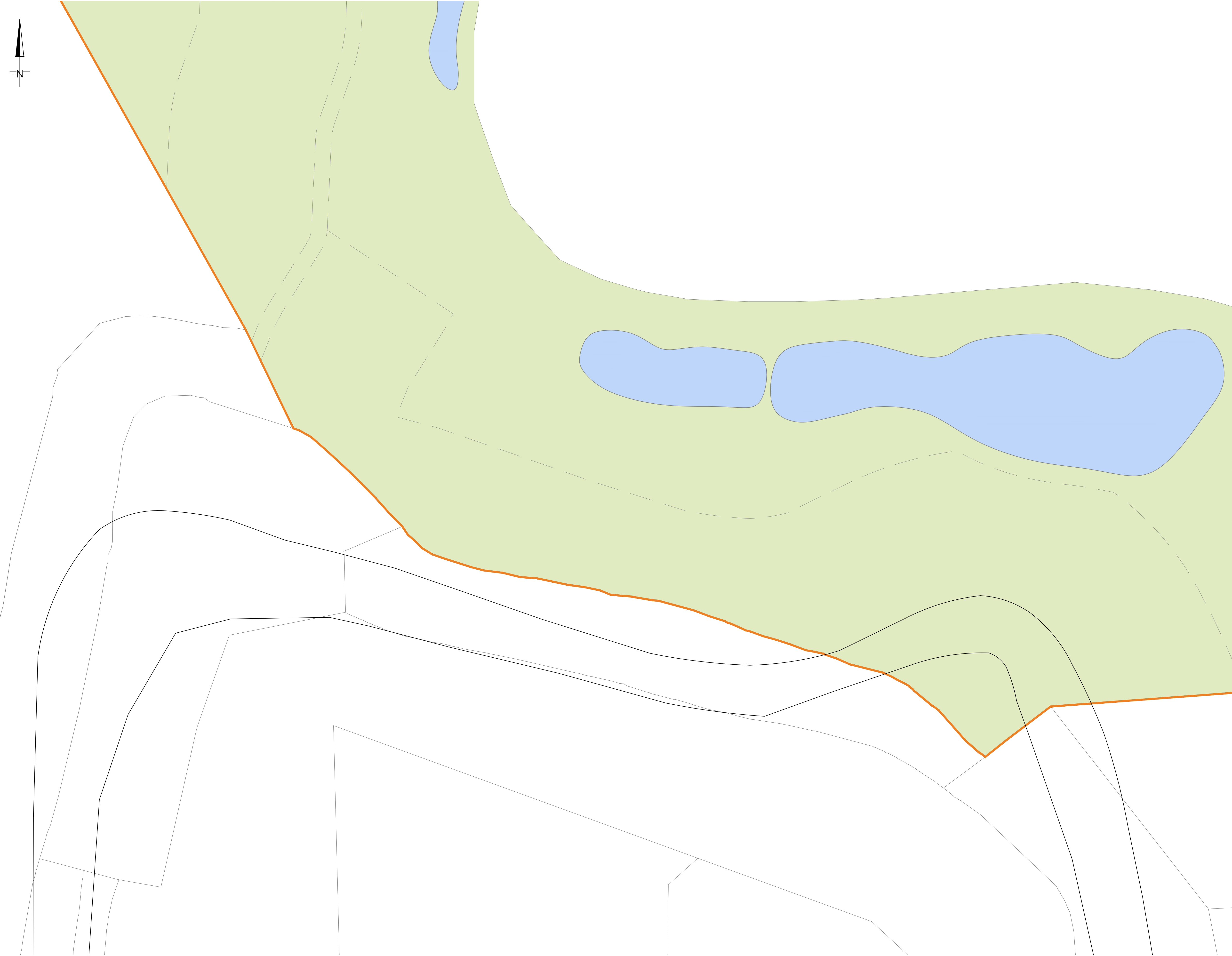
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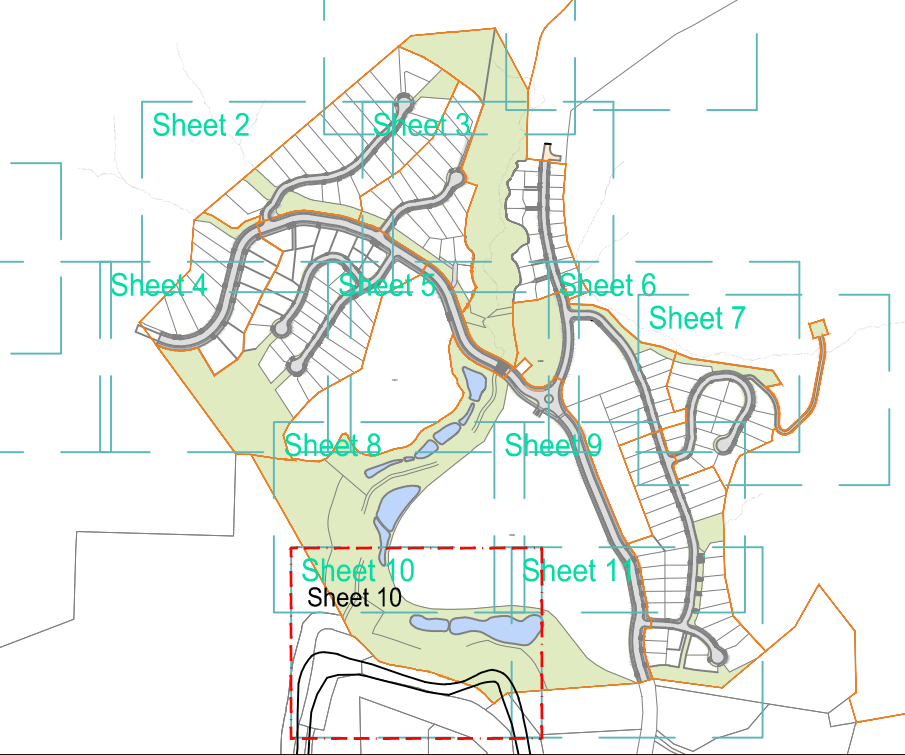
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- All ROW kerb & channel to be standard kerb & channel.
- All kerb & channel concrete strength shall be at least 20 MPa at 28 days. Core testing shall be taken at positions determined by engineer in accordance with NZS 3109.
- ROW kerb levels given at sump positions. At street end, kerb is to terminate 50 mm higher than sump invert with bull nose.

LEGEND:

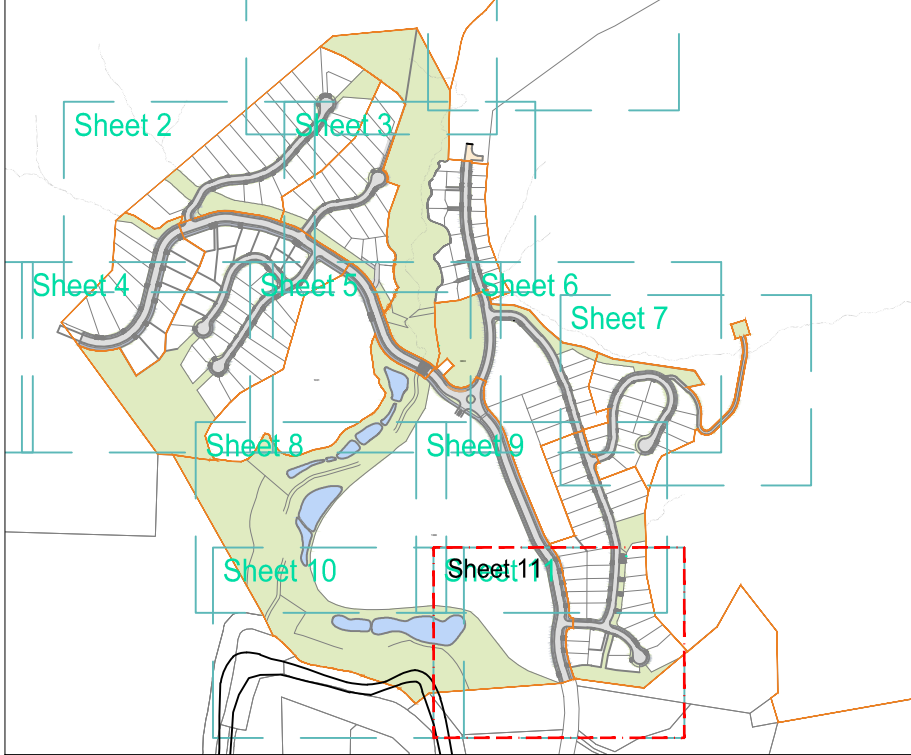
	Stage boundary
	Lot boundary
	Proposed Vehicle crossing
	Proposed Pavement
	Proposed Berm
	Proposed Footpath
	Proposed gravel road





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P4	15/01/25	Issued for Information	RB
P5	31/01/25	Issued for Information	RB

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GENERAL NOTES:

- This drawing shall only be reproduced in full with approval from a Davis Ogilvie engineer.
- Contractor to locate all existing services & verify all dimensions before commencing works. Contractor to protect existing services
- Plans are to be read in conjunction with the Specification, Schedule of Prices and the Nelson Tasman Land Development Manual 2020. Any conflicts are to be brought to the attention of the engineer prior to works proceeding. Engineer to advise contractor accordingly.
- Prior to any works commencing, contractor is to engage a registered professional surveyor and/or licensed cadastral surveyor to supervise all set out & provide asbuilt plans for review.
- Set out is not to be scaled off the plans. The engineer will provide electronic data for the contractor. Any variations are to be approved by the engineer.
- All plan dimensions are in m. All detail dimensions are in mm.
- All plans are in terms of the New Zealand GD 2000 Nelson Circuit, and levels are in terms of the Nelson Vertical Datum 1955.

DRAINAGE NOTES:

- All roading works shall be carried out in accordance with Davis Ogilvie Specifications, Nelson Tasman Land Development Manual 2020, and specific requirements stipulated within the resource consents.
- Nuclear Densometer testing is to be carried out on M4/AP40 under kerb prior to pouring. Base course metal reaching density of 2200kg/m results to be passed onto engineer for approval.
- All roads to have a minimum of 35 mm DG10 asphalt.
- All ROW entrances to be 30 mm DG7 asphalt on 350 mm metal course made up of 150 mm TNZ M4-AP40 on 200 mm TNZ CAP65.
- All landscaping works are to be carried out in accordance with landscape architects plans and Christchurch City Council's CSS.
- All ROW kerb & channel to be standard kerb & channel.
- All kerb & channel concrete strength shall be at least 20 MPa at 28 days. Core testing shall be taken at positions determined by engineer in accordance with NZS 3109.
- ROW kerb levels given at sump positions. At street end, kerb is to terminate 50 mm higher than sump invert with bull nose.

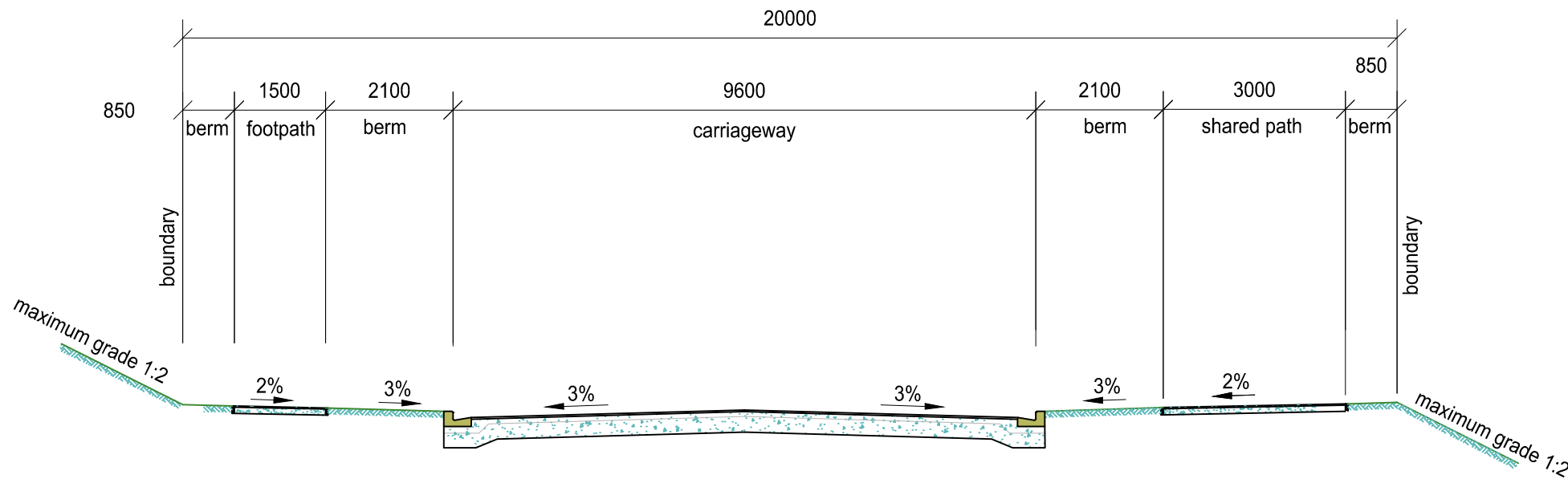
LEGEND:

	Stage boundary
	Lot boundary
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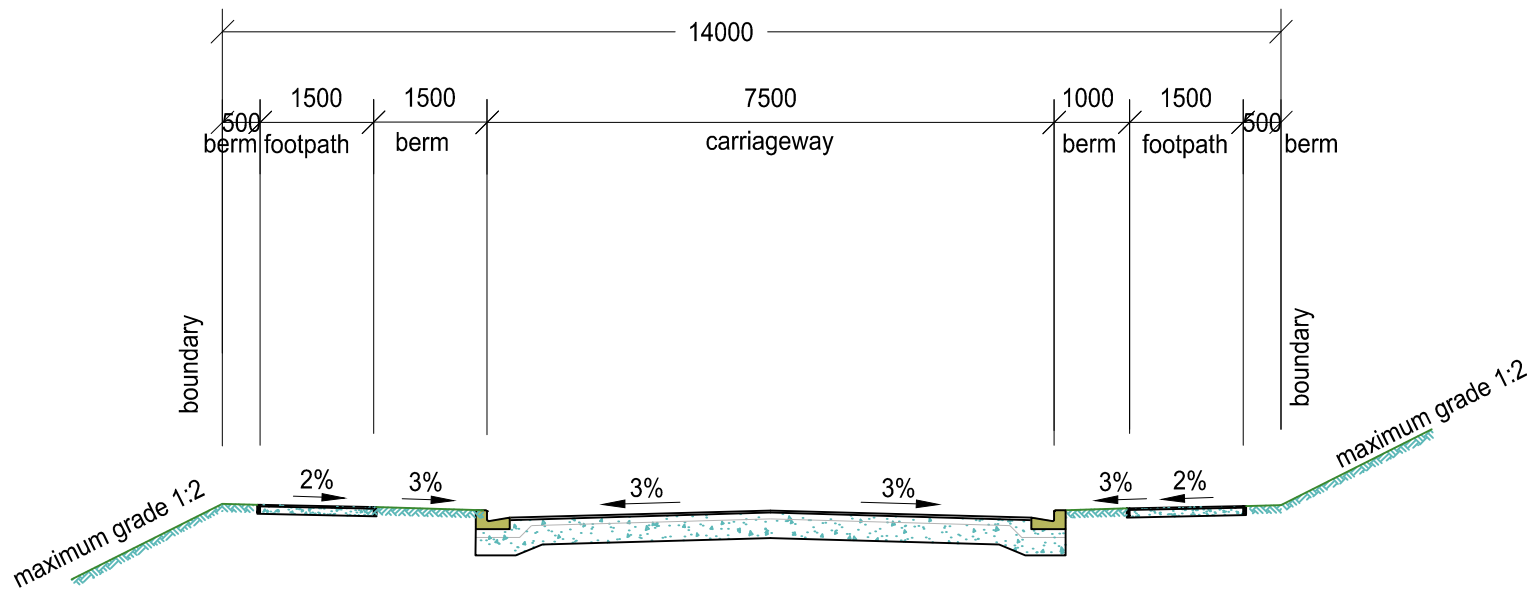
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TYPICAL CROSS-SECTION - 20.0m ROAD, 9.6m CARRIAGEWAY

Scale: 1:100

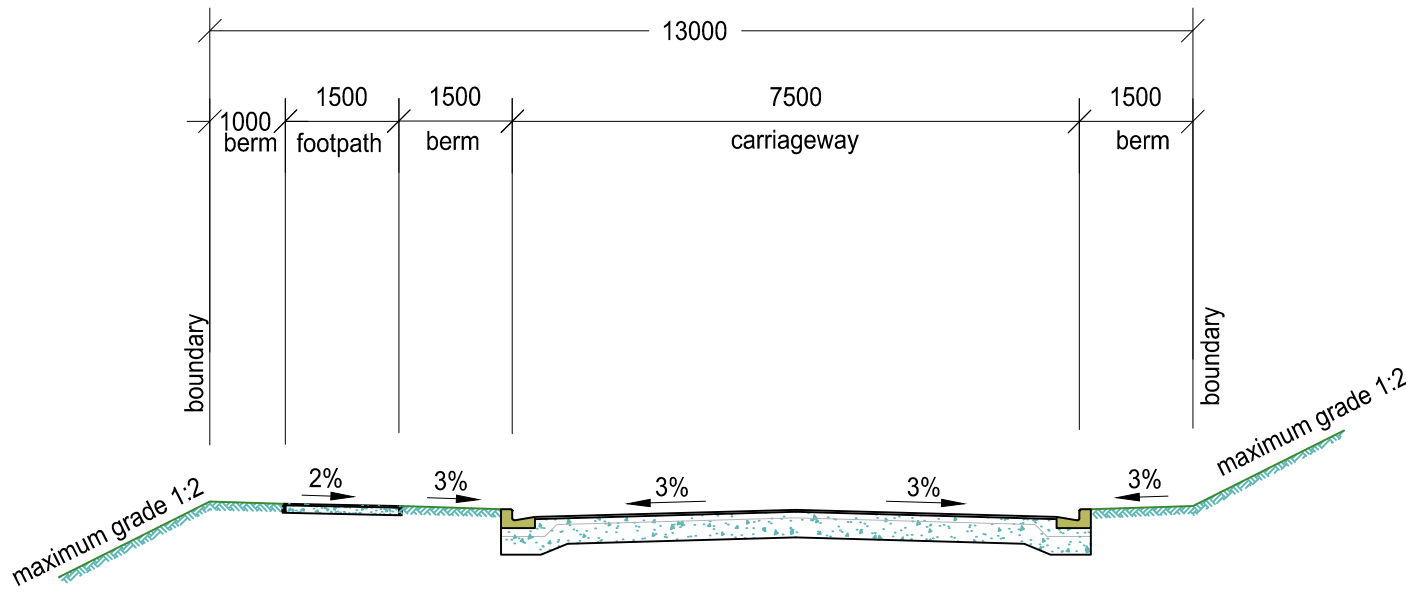
ROAD 1



TYPICAL CROSS-SECTION - 14.0m ROAD, 7.5m CARRIAGEWAY

Scale: 1:100

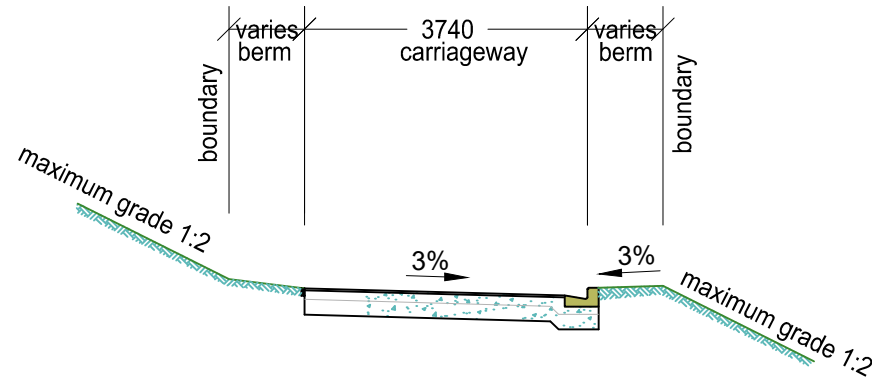
ROAD 3



TYPICAL CROSS-SECTION - 13.0m ROAD, 7.5m CARRIAGEWAY

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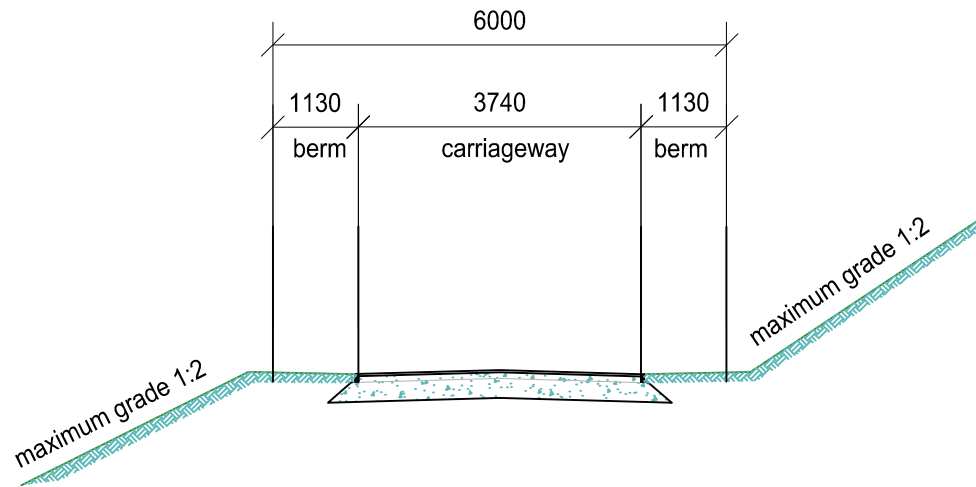
ROAD 2,4-11



TYPICAL CROSS-SECTION - ROW

Scale 1 in 100

ROW 1,2 & ACCESSWAY 1-3



TYPICAL CROSS-SECTION - ROAD TO WATER TANK

Scale 1 in 100

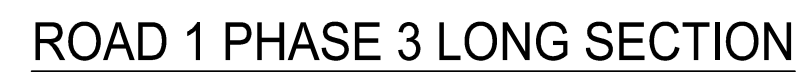


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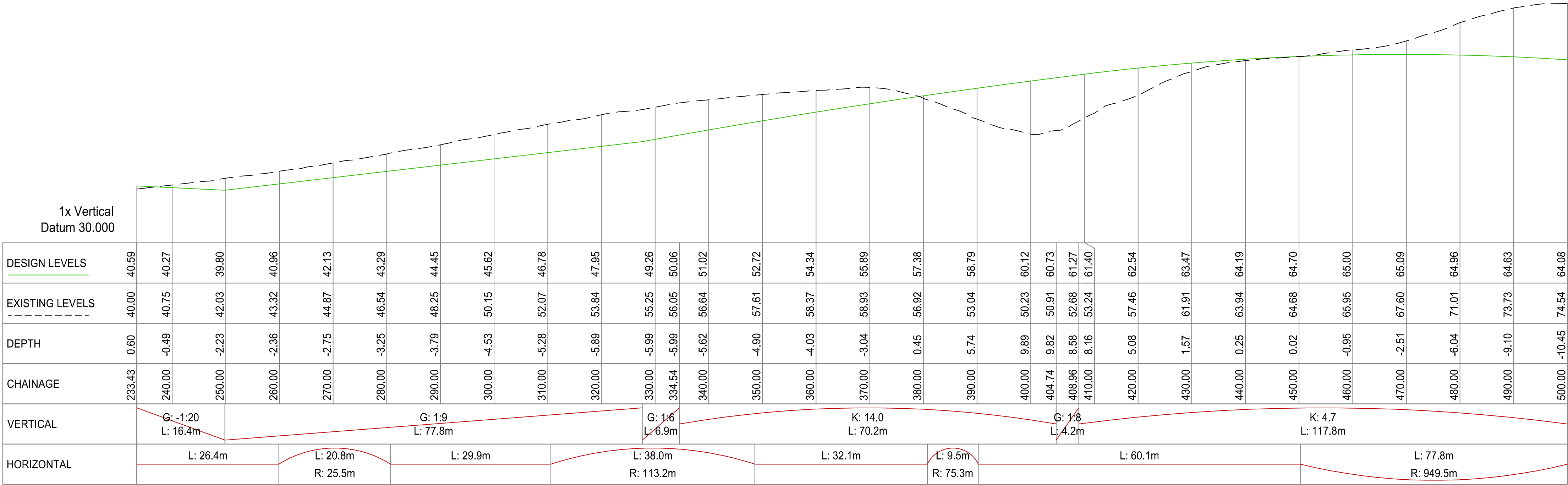
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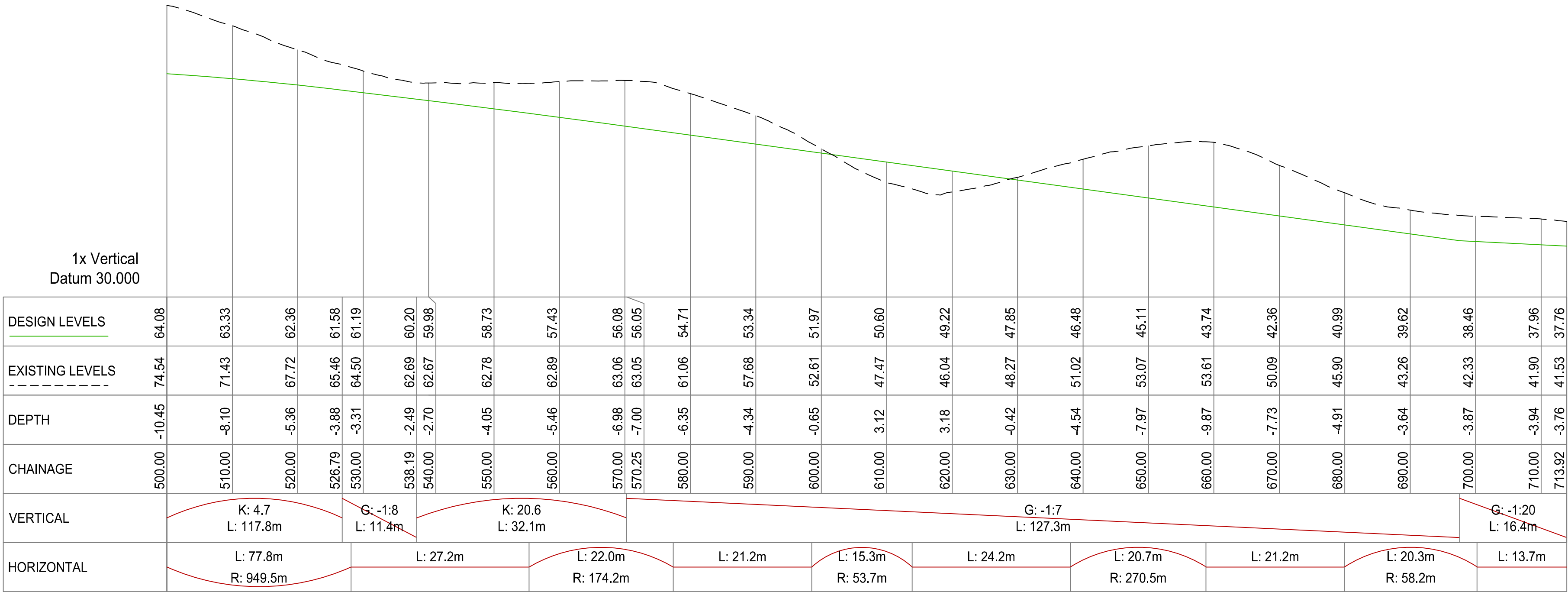


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ROAD 2 LONG SECTION

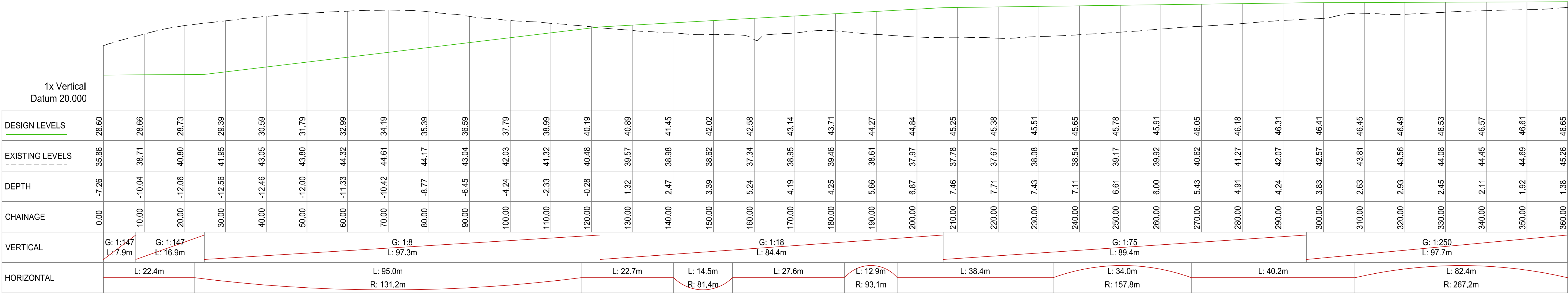


ROAD 2 LONG SECTION

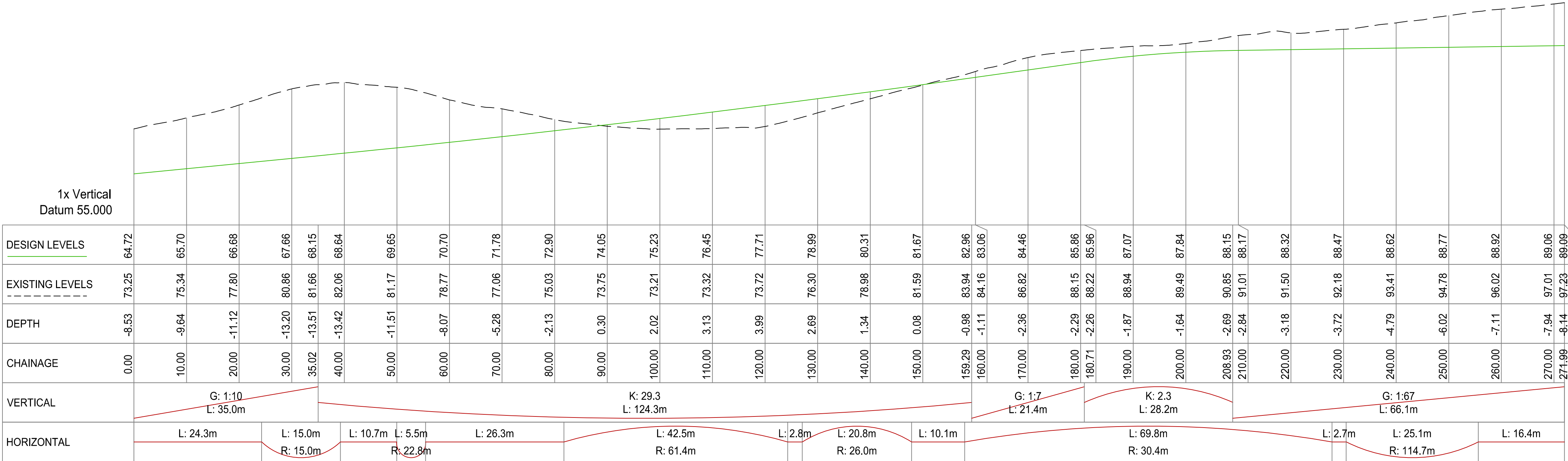


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ROAD 3 LONG SECTION

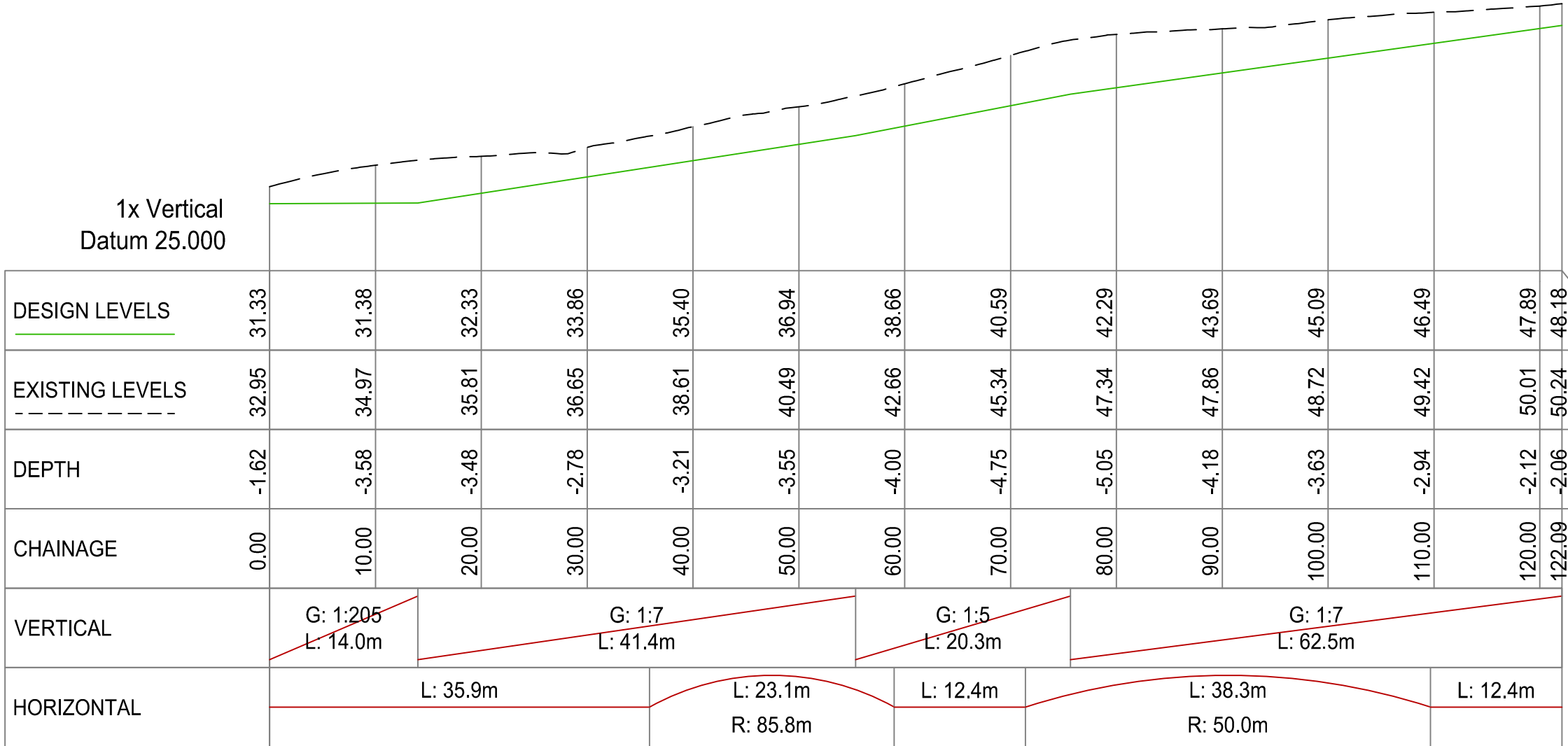


ROAD 4 LONG SECTION

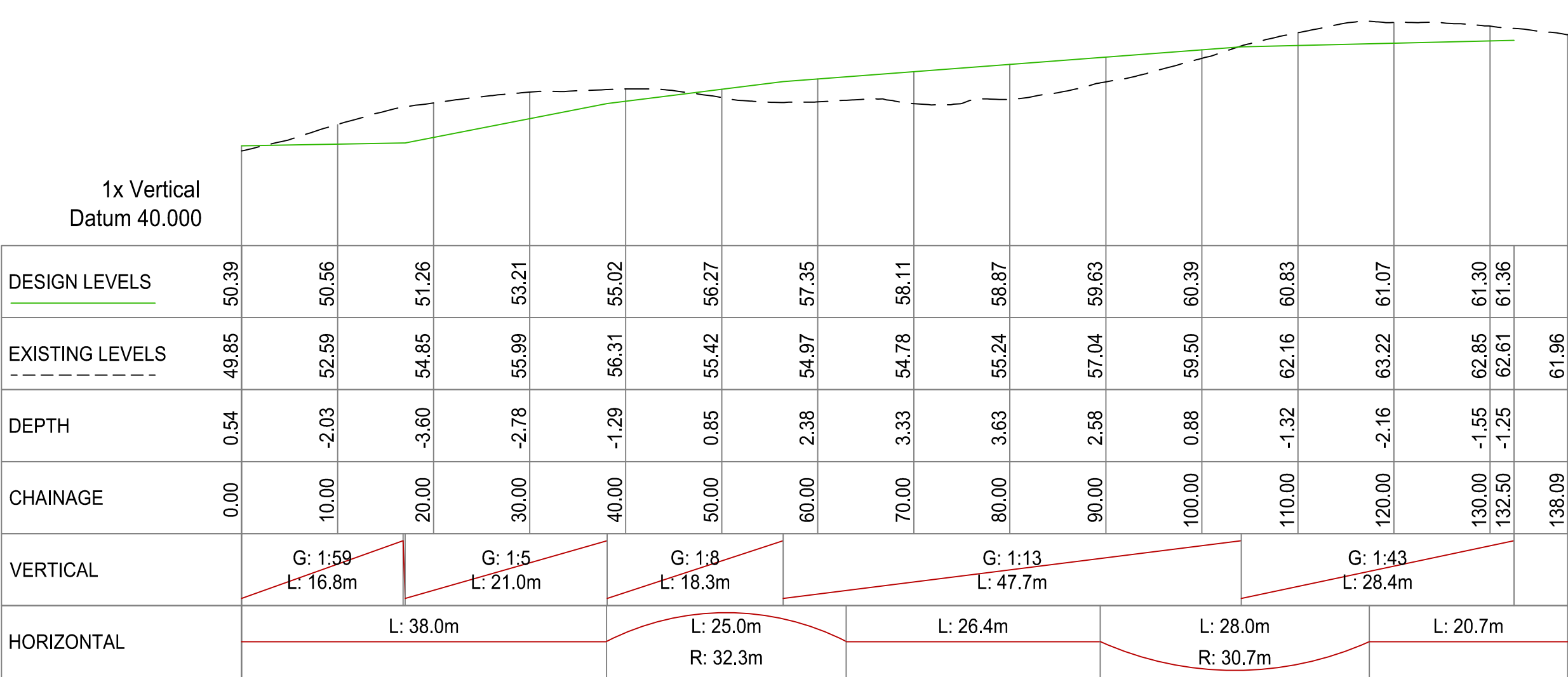


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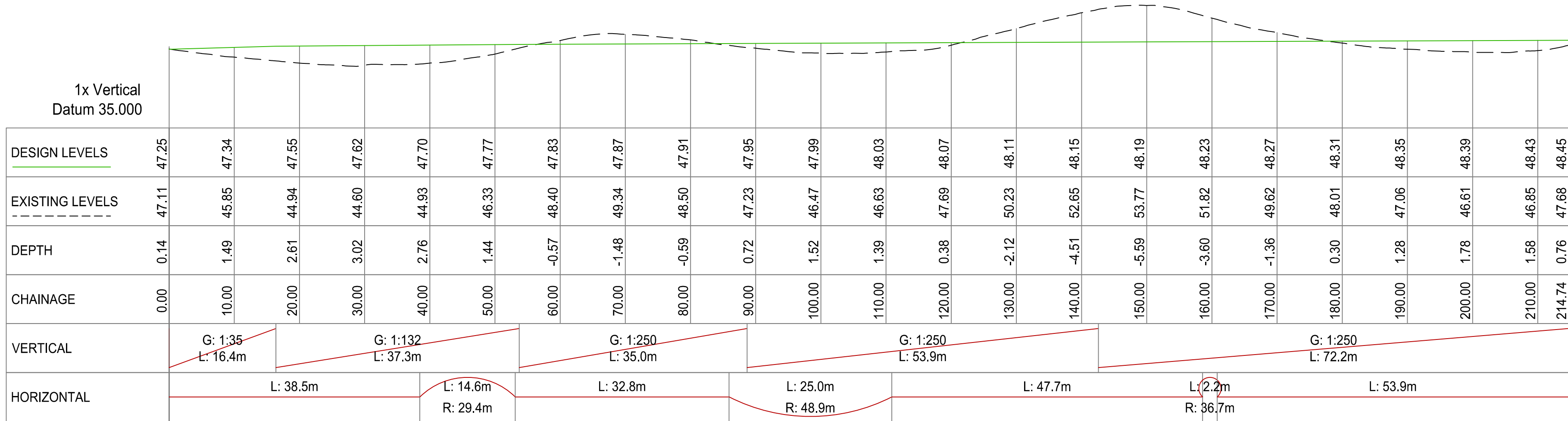
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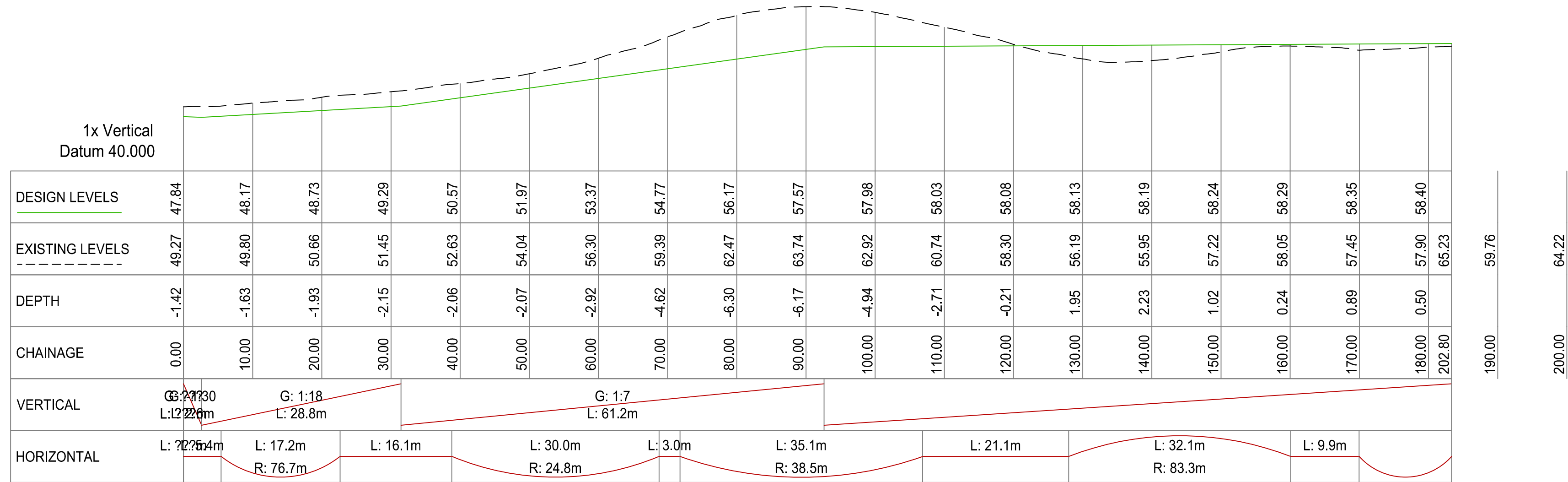
ROAD 5 LONG SECTION



ROAD 8 LONG SECTION



ROAD 9 LONG SECTION

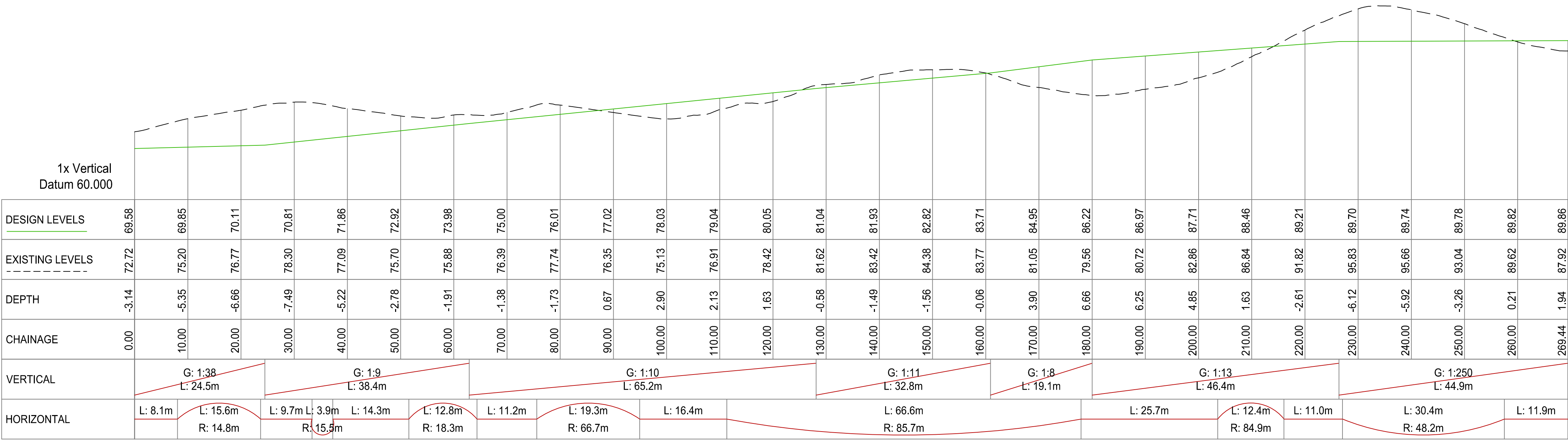


ROAD 10 LONG SECTION



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ROAD 11 LONG SECTION