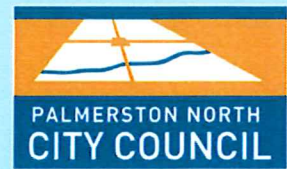


Works Access Permit

Registration Number: **E537293**

Utility Reference: **3923**



1. Details of Proposed Work

Activity: Other (Specify Below)

Address: 49 Waldegrave Street, Palmerston North, Palmerston North, Gate1 on waldegrave st to be used as main entrance for the event, 4410

Location in road:

WAP valid period: 29 October 2018 to 03 November 2018

2. The Parties

Palmerston North City Council being a body corporate in accordance with the Local Government Act 2002 ('the Corridor Manager');

THE CHIVALRY GROUP LIMITED being an approved Utility Operator in accordance with the submitting a request for access in accordance with that Act;

TRAFFIC MANAGEMENT NZ LIMITED being the agent of the Utility Operator submitting this request on behalf of the Utility Operator and in accordance with the Utility Operator's statutory rights ('the Applicant').

3. Attachments

Attachment 1 being plan TMP showing the agreed service location.

4. Background

(a) The Utility Operator wishes to carry out the works stated on CAR Number E537293 and thereafter maintain the utility services established in the corridor;

(b) The Corridor Manager is required to provide a written consent in accordance with its governing legislation and to provide a schedule of reasonable conditions, if required, by the utility legislation under which the request for access has been made; and

(c) In accordance with the Code: Utilities' Access to the Transport Corridors and on behalf of the Corridor Manager, I give my written consent for access to the corridor at the agreed location and attach my schedule of reasonable conditions:

Signed

Date 21/09/2018

Pat Howard acting pursuant to delegated authority.

FOR Corridor Manager APPROVAL USE ONLY

Time Spent Processing:

Approved Contractor

Route Plan Submitted

TMP Submitted

Stockpiling arrangements

APPROVED

CAR E537293
Pat Howard
STMS Number 291
Palmerston North City Council

21 September 2018

RCA consent (eg CAR/WAP) and/or
RCA contract reference

TRAFFIC MANAGEMENT PLAN (TMP) – FULL FORM

Organisations /TMP reference	TMP reference: 3503 Revision2	Contractor (Working space): The Chivalry Group	Principal (Client): The chivalry Group		
		Contractor (TTM): Traffic Management New Zealand	RCA: Palmerston North City Council		
Location details and road characteristics	Road names and suburb		House no./RPs (from and to)	Road level	Permanent speed
	Pascal St		1~54	Level L1	50kph
	Waldegrave St		48~87	Level L1	50kph
	Featherston St		153~162 & 107~120	Level L1	50kph
	Cuba St		88~130	Level L1	50kph
Traffic details (main route)	AADT Pascal = 3011 Waldegrave = 3172		Peak Hours 7.00am to 9.00am AND 4.00pm to 6.00pm		

Description of work activity

This Traffic Management Plan is for event security at the arena complex

Scope Of Works:

- Event Security.
- All road closures will be manned by Traffic Management New Zealand personnel between 5am to 9pm
- There will be a high level of security and police presence at this event.

Waldegrave St Activities:

- This is the main entrance for the event.
- The security fencing is to create a buffer from expected protesters and a clear access way for buses transiting event personnel from Cuba St into the Arena complex via Gate1.

• 30 October 2018

Using **TMD1, TMD2, TMD3**

The road is to be closed at 6.00pm from approximately 48 Waldegrave St to Cuba St. While the road is closed security fencing will be set up down the centerline from approximately 48 Waldegrave St to Cuba St. The footpath on the Arena complex side is to be closed during setup and will be included inside the security fencing.

Using **TMD4, TMD5**

After setup of security fencing the footpath on the Arena complex side will remain closed. The road is to be opened to one way traffic from Featherston St. This will be manned by security personnel overnight.

- 31 October 2018 & 1 November 2018

Using **TMD7, TMD8, TMD3**

The road and the footpath from approximately 48 Waldegrave St to Cuba St are to be closed during the event from 5am to 9pm. Pedestrians on Cuba St will be directed across the road at the traffic signals and across the carriage way at a vehicle entrance location approximately half way between Gate2 and Waldegrave St. these pedestrians will be redirected into a pedestrian refuge made on the hatching in the center of the carriage way.

Pascal St Activities:

- 29th October 2018

Using **TMD11**

Setup security fencing from approximately 15m past Gate 4 up to property number #15. This fencing is to block off the footpath for the entirety of the event. The cycle lane is to remain open and unobstructed. This fencing is to create a buffer from expected protesters and noise control.

- 31 October 2018 & 1 November 2018

Contingency Plans

These plans are to have their signage laid out in place ready for implementation. Traffic Management New Zealand personnel will be onsite ready to implement when required.


Using **TMD9**

Gate 4 is to be used as a contingency entrance if Waldegrave St entrance becomes encumbered.

Using **TMD10**

Access to the Stadium by vehicles is to be blocked if noise levels or protesters become overwhelming.

It may be required that contingency plans **TMD9 & TMD10** are required simultaneously.

APPROVED
CAR E537293
Pat Howard
STMS Number 291
Palmerston North City Council

05 October 2018

RCA consent (eg CAR/WAP) and/or
RCA contract reference

Planned work programme

Start date	29 October 2018	Time	4.30am	End date	3 November 2018	Time	10.00pm
-------------------	-----------------	-------------	--------	-----------------	-----------------	-------------	---------

Consider significant stages, for example:

- road closures
- detours
- no activity periods.

Pre Site Establishment

- The STMS appointed to the worksite is to check the TMP is appropriate to the worksite. Where the TMP is not suitable, halt proceedings until necessary actions have been taken.
 1. Make a COPTTM compliant minor change (eg lengthen taper), or
 2. Contact the TMC to reach agreement on actions to be taken (eg change in TSL), or
 3. Postpone works and re-submit a revised TMP for approval.
- All changes and decisions are to be recorded on the TMP or on-site record.**

Site Establishment

- No operational vehicle to stop or park on the carriage way or shoulder before the site is completely setup and the STMS has completed the site check.

Site Monitoring

- Regular 2 hour monitoring to ensure signage is upright, visible and correct for the traffic management layout during attended times. Adjust and alter any requirements to keep the public safe.
- All signs to be sand bagged.

Delegated Authority Hand Over

Signed documentation of delegated authority is required. Existing authority must explain the following before hand over is to be accepted;

- There must be an STMS or delegated TC onsite at all times.
- the current TTM site setup including any TSLs
- any incidents taken place onsite
- any new onsite hazards and their controls
- expected time of completion

An unattended site cannot be delegated to a TC it must be delegated to an STMS

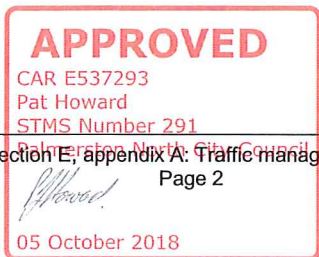
Alternative dates if activity delayed

TMC to be notified by CONTRACTOR if alternative TIMES are required.

Road aspects affected (delete either Yes or No to show which aspects are affected)

Pedestrians affected?	yes	Property access affected?	yes	Traffic lanes affected?	yes
Cyclists affected?	yes	Restricted parking affected?	yes	Delays or queuing likely?	no

Proposed traffic management methods



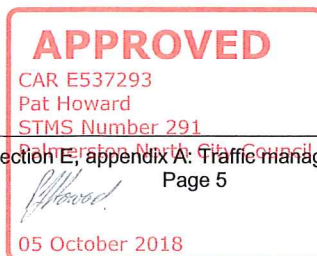
RCA consent (eg CAR/WAP) and/or RCA contract reference					
Installation (includes parking of plant and materials storage)	<p><u>TTM vehicle should have:</u></p> <ul style="list-style-type: none"> At least one flashing beacon on and visible to traffic in all directions. Rear mounted TV4 with RD6R <p><u>Vehicles Fitted With Arrow Boards</u> Arrow Boards should be restricted to caution mode. Arrow Boards must NOT be used to direct traffic into opposing traffic flows.</p> <p>Signs are to be placed on the left hand side of the road first, then the right hand side of the road as required. The first sign erected must be an Advanced Warning sign. Once the Advanced Warning signs are in place the direction and protection signs shall be erected, followed by the works end to show the end of the work site. Cones are to be laid to control traffic flow and direction through the worksite. On completion of the site setup, the STMS shall undertake a drive-over inspection to check that the site is safe, legal and complies with the TMP. The STMS then may give the okay for the work crew to enter the worksite and carry out the work.</p> <p><u>Position of Signage</u></p> <ul style="list-style-type: none"> Signage to be 0.5m clears of the travelled path. This includes cycle lanes. Not obscured by parked vehicles, trees or other obstructions. Not encroaching on footpath unless adequate footpath width remains. Not obscuring the view of other signs, devices or other traffic on the road. Not directing traffic into dangerous situations. Temporary warning and regulatory speed limit signs are required to be located at sign spacing distance to allow the road user to read, understand and comply with the sign's message. A cone must be placed on the footpath next to a sign erected on a footpath. If a sign visibility distance cannot be achieved for the advance warning sign, the sign must be advanced up one sign spacing. If this still does not meet the sign visibility distance requirements, two advanced warning signs must be paced (one in the original position and an additional sign placed one sign spacing in advance of the original position.) All permanent signs that no longer apply during the activity phase must be covered, removed or temporarily modified. 				
	Attended Day	Traffic Management New Zealand to staff all road closures between 5am and 9pm. Traffic Management new Zealand to staff contingency sites during the event.			
	Unattended Day / Night	Event security to maintain a vigil on traffic Management equipment overnight. Traffic Management New Zealand to be on call to maintain the integrity of the traffic management equipment.			
	Detour route	<p>No detour</p> <p>Does detour route go into another RCA's roading network? No (delete either Yes or No) If Yes, has confirmation of acceptance been requested from that RCA? No (delete either Yes or No) Note: Confirmation of acceptance from affected RCA must be submitted prior to occupying the site.</p>			
	Removal	Removal of the site will commence as soon as the client has finished with their work in the reverse order of the layout order. The STMS will carry out the final check and sign off before leaving the site. Breakdown and installation shall be done with appropriate work vehicles and staff.			
Proposed TSLs (see TSL decision matrix for guidance)					
	TSL details as required Approval of Temporary Speed Limits (TSL) are in terms of Section 5 of Land Transport Rule: Setting of Speed Limits 2003, Rule 54001 (List speed, length and location)	Times (From and to)	Dates (Start and finish)	Diagram ref. no.s (Layout drawings or traffic management diagrams)	
Attended day	No temporary speed restriction required				

APPROVED
 CAR E537293
 Pat Howard
 STMS Number 291
Pat Howard
 05 October 2018

RCA consent (eg CAR/WAP) and/or RCA contract reference				
Unattended day/night	No temporary speed restriction required			
TSL duration	Will the TSL be required for longer than six months? <i>If yes, attach the completed checklist from section I-18: Guidance on TMP Monitoring Processes for TSLs to this TMP.</i>			No
Positive traffic management measures				
Staffed road closures				
Contingency plans				
Generic contingencies for: <ul style="list-style-type: none"> major incidents incidents pre planned detours. <i>Remove any options which do not apply to your job</i>	Major Incident A major incident is described as: <ul style="list-style-type: none"> Fatality or notifiable injury - real or potential Significant property damage, or Emergency services (police, fire, etc) require access or control of the site. 	Actions The STMS must immediately conduct the following: <ul style="list-style-type: none"> stop all activity and traffic movement secure the site to prevent (further) injury or damage contact the appropriate emergency authorities render first aid if competent and able to do so notify the RCA representative and / or the engineer under the guidance of the officer in charge of the site, reduce effects of TTM on the road or remove the activity if safe to do so re-establish TTM and traffic movements when advised by emergency authorities that it is safe to do so Comply with any obligation to notify WorkSafe. 		
	Incident An incident is described as: <ul style="list-style-type: none"> excessive delays - real or potential minor or non-inquiry accident that has the potential to affect traffic flow structural failure of the road. 	Actions The STMS must immediately conduct the following: <ul style="list-style-type: none"> stop all activity and traffic movement if required secure the site to prevent the prospect of injury or further damage notify the RCA representative and / or the engineer STMS to implement a plan to safely remove TTM and to establish normal traffic flow if safe to do so re-establish TTM and traffic movements when it is safe to do so and when traffic volumes have reduced. 		
Note also the requirements for no interference at an accident scene: In the event of an accident involving serious harm the STMS must ensure that nothing, including TTM equipment, is removed or disturbed and any wreckage article or thing must not be disturbed or interfered with, except to: <ul style="list-style-type: none"> save a life of, prevent harm to or relieve the suffering of any person, or make the site safe or to minimise the risk of a further accident; or maintain the access of the general public to an essential service or utility, or prevent serious damage to or serious loss of property, or follow the direction of a constable acting in his or her duties or act with the permission of an inspector. 				
Other contingencies to be identified by the applicant <i>(i.e. steel plates to quickly cover excavations)</i>	Weather The STMS will suspend or re-evaluate the methodology of the works if weather conditions will adversely affect quality or safety. Work can recommence only after the all clear has been given by the STMS. Work Running Late Where the works will run over the permitted hours. The STMS is to contact TMC before the end time.			
Authorisations				
Parking restriction(s) alteration authority	Will controlled street parking be affected?	No	Has approval been granted?	
Authorisation to work at permanent traffic signal sites	Will portable traffic signals be used or permanent traffic signals be changed?	No	Has approval been granted?	
Road closure	Will full carriageway closure continue for more than 5 minutes (or other RCA stipulated time)?	No	Has approval been granted?	

APPROVED
 Confirmed by
 [Signature]
 STMS Number 291
 05 October 2018

RCA consent (eg CAR/WAP) and/or RCA contract reference			
authorisation(s)			
Bus stop relocation(s) – closure(s)	Will bus stop(s) be obstructed by the activity?	yes	Has approval been granted?
	Denise Webber from Horizons Regional Council Transport division to be informed immediately of any prior disruption to service, designated bus shelter or bus stop. Ph 952 2800 mobile 0212477339 Horizons Regional Council require 2 weeks notification to close / move a bus stop.		
Authorisation to use portable traffic signals	Make, model and description/number		
	NZTA compliant?	No (delete either Yes or No)	
EED			
Is an EED applicable?	No (delete either Yes or No)	EED attached?	no
Delay calculations/trial plan to determine potential extent of delays			
No delays expected			
Public notification plan			
Public notification to be organized by the principal			
Public notification plan attached?	No (delete either Yes or No)		
On-site monitoring plan			
Attended (day and/or night)	STMS to check the site prior to the start of work and document times that the site lay out was started and completed. They are to continuously monitor the site during the work and do 2 hourly site checks. The STMS is to check the site after completion and document this noting the times.		
Unattended (day and/or night)	<h2>No unattended site</h2>		
Method for recording daily site TTM activity (eg CoPTTM on-site record)			
The CoPTTM site record will be used to record site TTM Activity			
Site safety measures			
<ol style="list-style-type: none"> 1. The STMS is to identify and record site hazards on a Hazard ID Register. 2. The STMS is to ensure all site staff and visitors have been made aware of identified site hazards within the work site excluding the working space and sign a Hazard ID Register. 3. The STMS is to ensure visitors requiring access to the work site excluding the working space are wearing correct compliant PPE 4. The STMS is to ensure visitors requiring access to the working space are formally recognized by the work space contractor before proceeding. 5. The contractor is to ensure the STMS is aware of all identified working space hazards. 6. The STMS should ensure staff and visitors are made aware of; <ul style="list-style-type: none"> • Nearest hospital • Evacuation assembly point. • Safe zone • Onsite first aider • Onsite fire extinguisher 			
Other information			
No other information			
Site specific layout diagrams			
Number	Title		



RCA consent (eg CAR/WAP) and/or RCA contract reference						
GTMD14	Generic ~ attended ~ mobile setup / dismantle operation					
TMD1	Waldegrave St & Cuba St road closed for setup of security fencing					
TMD2	Waldegrave St closed for setup of security fencing					
TMD3	Advanced Waldegrave St of road closure on Waldegrave st					
TMD4	Overnight road closure					
TMD5	Overnight road closure					
TMD7	Waldegrave & cuba closed during event					
TMD8	Waldegrave closed during event					
TMD9	Contingency 1 for gate4					
TMD10	Contingency 1					
TMD11	Setup fencing on pascal st					
Contact details						
	Name	24/7 contact number	CoPTT M ID	Qualification	Expiry date	
Principals	The chivalry group Doug McCaulay doug@thechivalrygroup.com	09 3770757 021 532100				
TMC	Palmerston north city council Pat howard Pat.howard@pncc.govt.nz	027 4918937				
Engineers' representative						
Contractor	The chivalry group Doug McCaulay doug@thechivalrygroup.com	09 3770757 021 532100				
STMS	Management New Zealand	06 3553675				
	Brendon Blank-Retter	027 446 0012 (w)	88854	STMS L2/3 NP	28/09/2020	
	Sameera Arachchilage	022 1930226 (p)	92237	STMS	30/04/2019	
	Brendon Boyer		48169	STMS	18/04/2020	
	Edward Jetson	027 519 5603	9493	STMS	04/05/2019	
	Nigel Burkin	027 446 8059 (w)	75040	STMS	10/11/2020	
	Vaughan Kimura	027 446 0009 (w)	60495	STMS	18/05/2021	
	Zach Cook	027 478 1210	75089	STMS	22/10/2019	
	Noel Jones	021 92 7955	58575	STMS	20/03/2019	
	Aaron Frickleton	027 446 6124 (w)	85351	STMS L2/3 NP	28/09/2020	
	Nikki Cunningham	0204 1212526 (p)	106297	STMS	09/11/2020	
	Paul Mather	022 4647286 (p)	79250	STMS	09/11/2020	
	Shaun Berrington	027 446 0124 (p)	60492	STMS L2/3 NP	28/09/2020	
	Arona Williams	022 5239419 (p)	108688	STMS	22/02/2021	
	Lynden Croft	0275 943173 (p)	108694	TC	19/10/2020	
	Maytrix Turnbull	020 41470639 (p)	108696	STMS	22/02/2021	
Carols Hamilton-Saunders	021 02218310 (p)	108687	TC	19/10/2020		
Mathew Moore		83739	STMS	17/08/2020		
Kelly Shelford	027 2906377 (p)	111986	STMS	19/04/2021		
Trevor Heale	027 4460095 (w)	89419	STMS	29/06/2019		
Trevor Tasker	021 1814668 (p)	111486	TC	23/01/2021		
TMP preparation						
Preparation	Brendan M Boyer	24 September 2018	<i>bboyer</i>	48169	STMS L1	28/04/2020
	Brendan Retter	4 th October 2018	<i>BRetter</i>	88854	STMS L2/3NP	28/09/2018
	Name (STMS qualified)	Date	Signature	ID no.	Qualification	Expiry date
This TMP meets CoPTTM requirements				Number of diagrams attached		11
TMP returned for						

APPROVED

CAR E537293
Pat Howard
STMS Number 291

Traffic control devices manual part 8 CoPTTM Section E, appendix A: Traffic management plans

Edition 4, February 2017

Page 6

05 October 2018

RCA consent (eg CAR/WAP) and/or RCA contract reference	
--------------------------------------------------------	--

correction (if required)	Name	Date	Signature	ID no.	Qualification	Expiry date
-----------------------------	------	------	-----------	--------	---------------	-------------

Engineer/TMC to complete following section when approval or acceptance required

Approved by TMC/engineer (delete one)						
	Name	Date	Signature	ID no.	Qualification	Expiry date

Acceptance by TMC (only required if TMP approved by engineer)						
	Name	Date	Signature	ID no.	Qualification	Expiry date

Qualifier for engineer or TMC approval

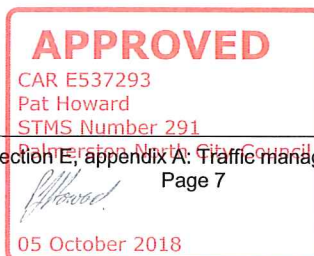
Approval of this TMP authorises the use of any regulatory signs included in the TMP or attached traffic management diagrams.

This TMP is approved on the following basis:

1. To the best of the approving engineer's/TMC's judgment this TMP conforms to the requirements of CoPTTM.
2. This plan is approved on the basis that the activity, the location and the road environment have been correctly represented by the applicant. Any inaccuracy in the portrayal of this information is the responsibility of the applicant.
3. The TMP provides so far as is reasonably practicable, a safe and fit for purpose TTM system.
4. The STMS for the activity is reminded that it is the STMS's duty to postpone, cancel or modify operations due to the adverse traffic, weather or other conditions that affect the safety of this site.

Notification to TMC prior to occupying worksite/Notification completed

Type of notification to TMC required		Notification completed	Date	<input type="text"/>
			Time	<input type="text"/>



TMP or generic plan reference	
-------------------------------	--

ON-SITE RECORD	Today's date	
On-site record must be retained with TMP for 12 months.		

Location details	Road names(s):	House number/RPs:	Suburb:

Working space

Person responsible for working space		
	Name	Signature
Where the STMS/TC is responsible for both the working space and TTM they sign above and in the appropriate TTM box below		

TTM

STMS in charge of TTM					
	Name	TTM ID Number	Warrant expiry date	Signature	Time
Worksite handover accepted by replacement STMS					
	Name	ID Number	Warrant expiry date	Signature	Time
	Tick to confirm handover briefing completed				

Delegation

Worksite control accepted by TC/STMS-NP					
	Name	ID Number	Warrant expiry date	Signature	Time
	Tick to confirm briefing completed				

Temporary speed limit

Street/road name (RPs or street numbers):	TSL action	Date:	Time:	TSL speed:	Length of TSL (m):
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				
From: _____ To: _____	TSL installed				
	TSL remains in place				
	TSL removed				

APPROVED

CAR E537293
Pat [unclear]
STMS Number 291

Replaces NxtA: Traffic Control

Page 8

05 October 2018

TMP or generic plan reference

Worksite monitoring

TTM to be monitored and 2 hourly inspections documented below.

Items to be inspected	TTM set-up	2 hourly check	2 hourly check	2 hourly check	2 hourly check	2 hourly check	TTM removal
High-visibility garment worn by all?							
Signs positioned as per TMP?							
Conflicting signs covered?							
Correct delineation as per TMP?							
Lane widths appropriate?							
Appropriate positive TTM used?							
Footpath standards met?							
Cycle lane standards met?							
Traffic flows OK?							
Adequate property access?							
<i>Add others as required</i>							
Time inspection completed:							
Signature:							

Comments:

Time	Adjustment made and reason for change

APPROVED
 CAR E537293
 Pat Howard
 STMS Number 291

 05 October 2018

C2.5 Combined level LV and level 1 worksite layout distances

Permanent speed limit or RCA-designated operating speed (km/h)		≤50	60	70	80	90	100		
Traffic signs									
A	Sign visibility distance (m)	50	60	70	80	90	100		
B	Warning distance (m)	50 or 30*	80	105	120	135	150		
C	Sign spacing (m)	25 or 15*	40	50	60	70	75		
Safety zones									
D	Longitudinal (m) [†]	10 or 5*	15	30	45	55	60		
E	Lateral (m) [†]	1	1	1	1	1	1		
	Lateral behind barrier installation	As specified by the Installation Designer							
Tapers									
G	Taper length (m) [#]	30	50	70	80	90	100		
G	LV roads taper length (m) [#]	25	30	35	40	45	50		
K	Distance between tapers (m)	40	50	70	80	90	100		
Delineation devices									
	Cone spacing in taper (m)	2.5	2.5	5	5	5	5		
	Cone spacing: Working space (m) ^{##}	5	5	10	10	10	10		
<p>* Larger minimum distances apply on all state highways and also on all multi-lane roads. The smaller minimum distances may be applied on other roads to accommodate road environment constraints.</p> <p>[†] On LV roads the longitudinal and lateral safety zones may be reduced, or eliminated, in order to retain a single lane width. Positive traffic management and an appropriate TSL must be used.</p> <p>[#] On non-state highways with speeds 50km/h or less, a 10m taper (with cones at 1m centres) may be used when there are road environment constraints (eg intersections and commercial accesses). On all roads where shoulder width is less than 2.5m and the activity does not affect the live lane, a 10m shoulder taper is permitted (with at least 5 cones at no greater than 2.5m centres). A taper of 30m (with cones at 2.5m centres) must be used where manual traffic control (stop/go), portable traffic signals or priority give way are employed.</p> <p>^{##} LV roads: double the cone spacing alongside working space (eg 5 = 10, 10 = 20).</p>									
Lane widths									
	Speed (km/h)	30	40	50	60	70	80	90	100
F	Lane width (m)	2.75	2.75	3.0	3.0	3.25	3.25	3.5	3.5

Except for delineation device spacings, which are maximum values, the distances specified in the above tables are minimum values.

LV/low risk roads

Working on roads designated as LV/low-risk roads (less than 250vpd - less than 20 vehicles per hour), with clear sight distance to the operation and an operating speed of less than 65km/h:

- use an appropriate advance warning sign (static installation) and amber flashing beacon(s) on working vehicle when on the shoulder
- consider stop/go or give way control of traffic when activity encroaches onto lane.

If the above requirements cannot be achieved, the operation must be modified to comply with the requirements of a higher risk rating.

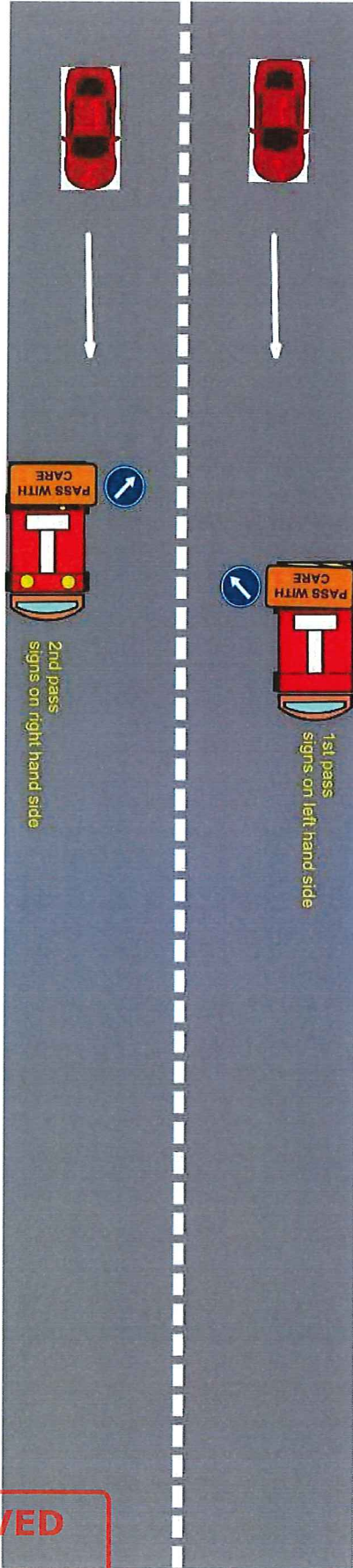
CAR E537293
Pat Howard
STMS Number 291

GTMD14 Mobile Operation

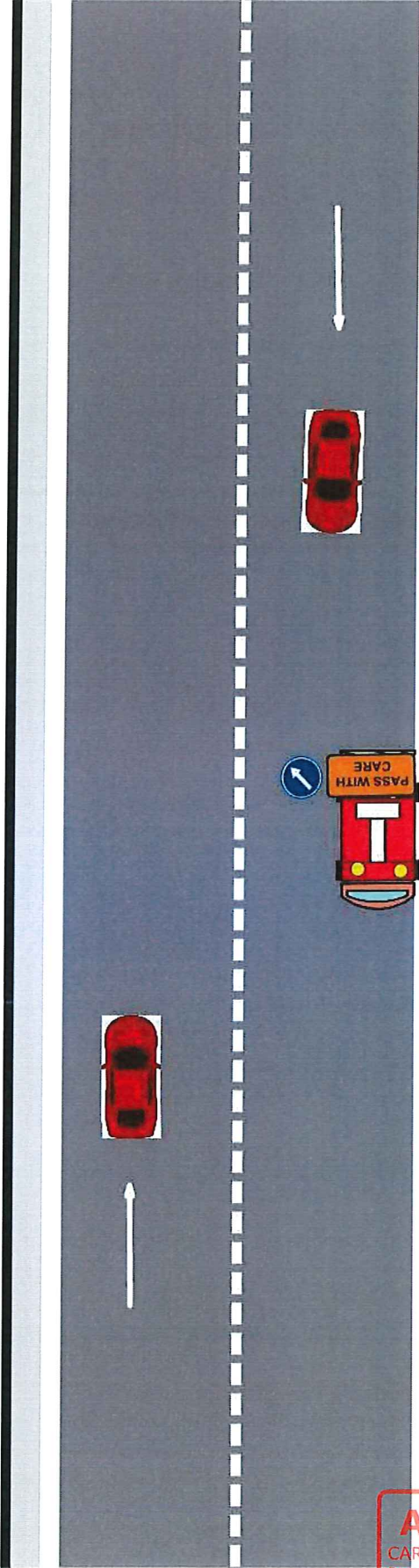
Requirements for TTM setup/pack down.

Flashing Beacon to be on throughout the TTM setup/pack down.
 Signs to be deployed on the left hand side of the road first then on the right hand side if required.
 The first sign erected must be the advanced warning sign.
 The advanced warning signage should remain in place while other TTM is being packed down.
 TTM equipment needs to be removed from the TTM vehicle from the off traffic side.

Two Lane One Way



Two Lane Two Way



APPROVED
 CAR E537293
 Pat Howard
 STMS Number 291
Pat Howard
 05 October 2018





APPROVED
CAR E537293
Pat Howard
STMS Number 291
Palmerston North City Council
Pat Howard
24 September 2018

CONDITIONS

General Conditions

1. The Utility Operator must:

(a) carry out all Work in Transport Corridors in accordance with the Code and KiwiRail's Specifications for Working in Railway Corridors;

(b) undertake all Works in compliance with the Acts of Parliament and mandated codes of practice that relate to their industry and the type of Work described within the plans and methodology submitted;

(c) install assets more or less in the location shown on the attached plans, and agree the exact location and position with the Road Corridor Manager before Work commences;

(d) locate any Utility Structures in the Road Corridor in the agreed position shown on the drawings and clear of the Carriageway, Road Corridor furniture and kerbs, drains, manholes, etc. Utility Structures agreed to be within the trafficable part of the Road are to be flush with the surface and designed to withstand full heavy Traffic loading (NZTA's HN-HO-72 Traffic Loading);

(e) provide a full description of the construction methodology, reinstatement, resurfacing and compaction and agree this with the Road Corridor Manager prior to Work commencing;

(f) make the Works available at all times for inspection by any person representing the Road Corridor Manager;

(g) if requested, pay the reasonable costs of the Road Corridor Manager in connection with the processing of this notice and for the monitoring and auditing of the Works; (See NZ Transport Agency Cost Structure under Clause 23)

(h) keep a full copy of the Works Access Permit/ Permit to Enter and Reasonable Conditions on the Work Site at all times during the Works;

(i) undertake remedial action on non-conforming Work within the timeframe set by the Road Corridor Manager, where reasonable and practicable;

(j) gain all the necessary consents, approvals and permits from the relevant statutory and regulatory authorities at its own cost;

(k) keep plans of the installed Work and make them available to the Railway Corridor Manager (in all cases) and Road Corridor Manager (on request);

(l) compensate the Road Corridor Manager for any damage or costs incurred to the Road Corridor due to the Work or for costs resulting from the removal of abandoned installations, Utility Structures, components and equipment that belong to the Utility Operator;

(m) repair all Road Corridor assets damaged as a result of the Works, should the Road Corridor Manager determine these are necessary prior to the end of the Warranty period;

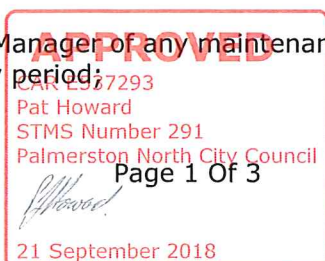
(n) restore to their original condition any surface or Utility Structure that was damaged or removed as a result of the Works;

(o) control the surface water channels so as to cause minimal interference to existing flows;

(p) fully restore the surface water channels at the completion of the Works;

(q) notify the Road Corridor Manager of any maintenance Work it proposes to undertake within the two-year Warranty period;

CAR Number: E537293



(r) have in place an approved TMP for Roads and Motorways at least two days prior to Work commencing on the Work Site;

(s) provide the Road Corridor Manager with two Working Days' notice before commencement of Work on the Work Site;

(t) ensure that the Work is carried out under the control of a warranted supervisor as required by the Code of Practice for Temporary Traffic Management and ensure that there are sufficient people on site specifically to control the flow of Traffic through the site in accordance with the TMP;

(u) comply with instructions from an officer of the NZ Police Traffic Safety Branch or a duly authorised agent of the Road Corridor Manager in respect of Traffic management and safety;

(v) complete Works in the Road Corridor in one continuous operation (suspension of Works over five continuous days requires the prior written permission of the Road Corridor Manager);

(w) protect and maintain all Road Corridor signs, markers, signals, barriers and associated marking and replace them to the appropriate industry standard where they have been damaged by the Works;

(x) complete and submit a Works Completion Notice form when the Works are complete; and

(y) stop Work as necessary to meet the requirements of section 42 of the Heritage New Zealand Pouhere Taonga Act 2014.

2. Work must not take place on or near a State highway during and one day either side of a public holiday or public holiday weekend.
3. 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.
4. The Warranty period starts from the date the Road Corridor Manager has given signed acceptance that the Work is complete or otherwise as provided in Section 4.7.1.7 of the Code.
5. 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.
6. The Road Corridor Manager must manage all applications relating to Road Corridor access in accordance with the timeframes and processes in the Code.
7. 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

CAR Number: E537293

APPROVED
CAR E537293
Pat Howard
STMS Number 291
Palmerston North City Council
Page 2 Of 3
Pat Howard
21 September 2018

requirements.

8. In granting this WAP, no vested right is created.
9. This WAP is not transferable without the written permission of the Road Corridor Manager.

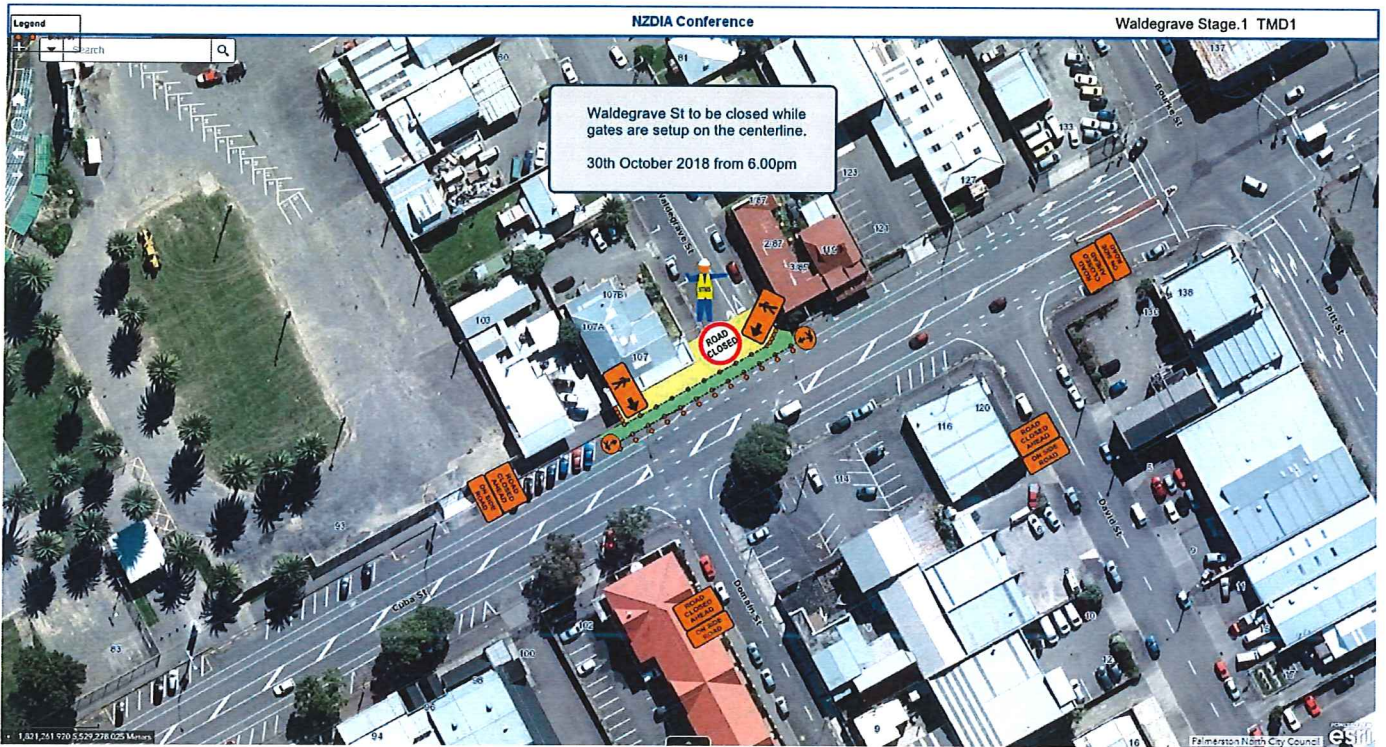
Local Conditions

10. The Applicant must restore to their original condition any surface or structure that was damaged or removed as a result of the works.
11. All works shall conform to the latest version of COPTTM (as can be found on the NZTA website)
12. Please note that the start time indicates when the first sign can be placed on the road for the closure to commence. The finish time indicates when the road must be fully clear of any works and temporary traffic management.
13. All excavation and reinstatement must conform to the NATIONAL CODE OF PRACTICE for UTILITY OPERATOR'S ACCESS to TRANSPORT CORRIDORS.

CAR Number: E537293



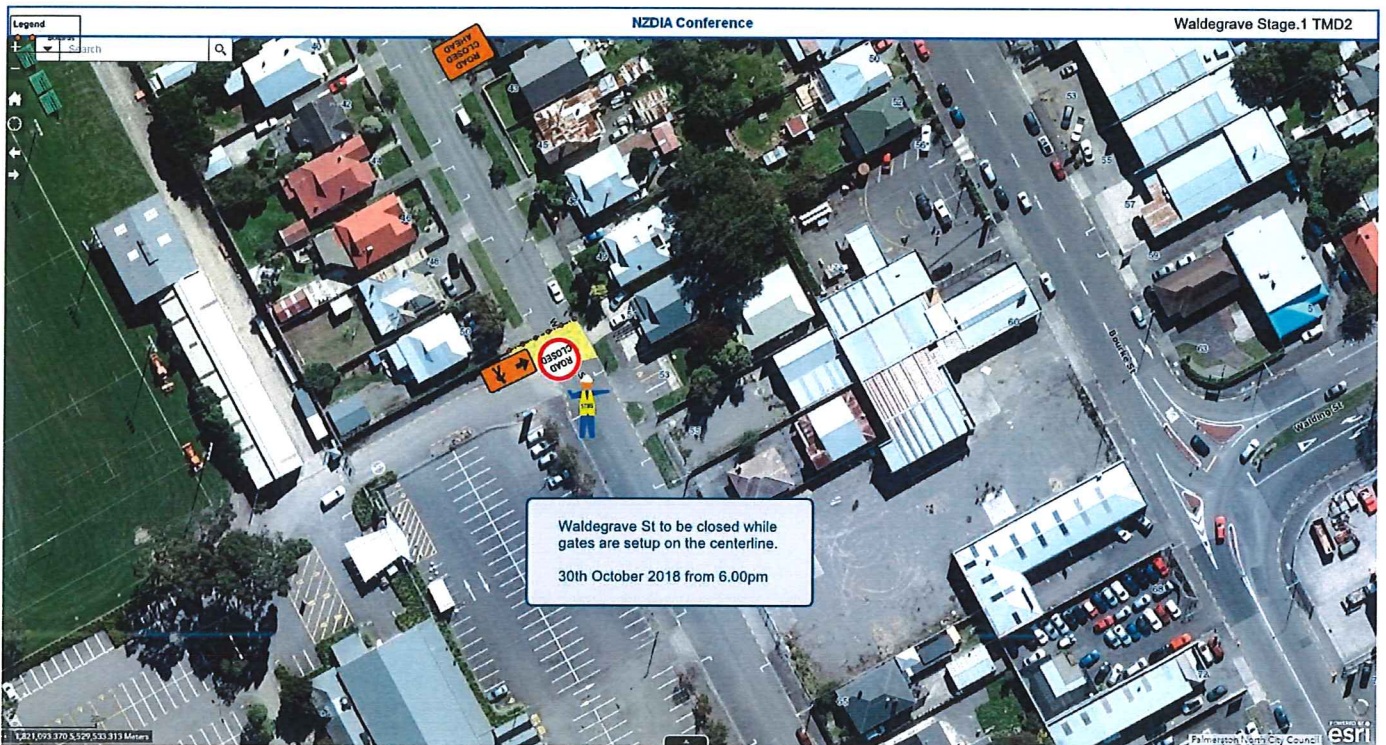




APPROVED
CAR E537293
Pat Howard
STMS Number 291
Palmerston North City Council

Pat Howard

24 September 2018



APPROVED
CAR E537293
Pat Howard
STMS Number 291
Palmerston North City Council
Pat Howard
24 September 2018





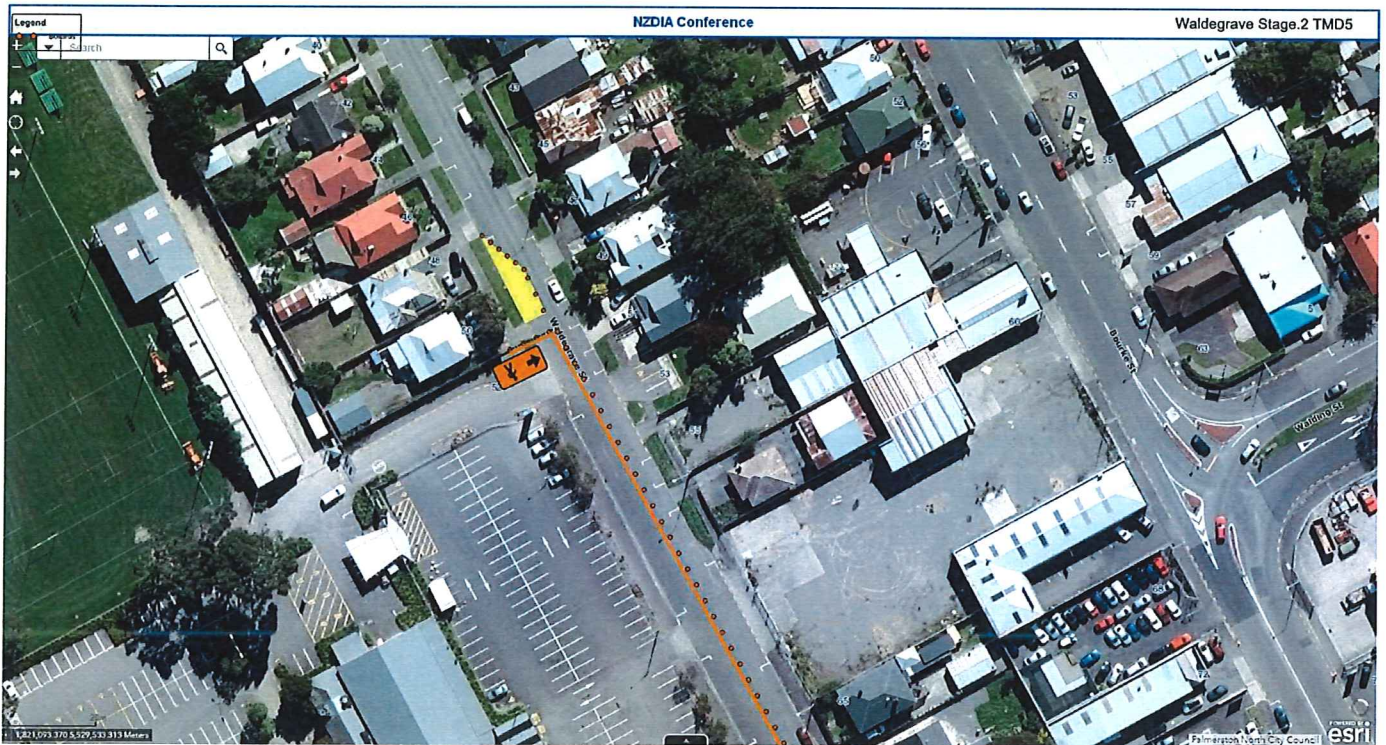
APPROVED

CAR E537293
Pat Howard
STMS Number 291
Palmerston North City Council

21 September 2018



APPROVED
CAR E537293
Pat Howard
STMS Number 291
Palmerston North City Council
Pat Howard
21 September 2018



APPROVED
CAR E537293
Pat Howard
STMS Number 291
Palmerston North City Council
Pat Howard
21 September 2018



APPROVED
CAR E537293
Pat Howard
STMS Number 291
Palmerston North City Council
Pat Howard
21 September 2018

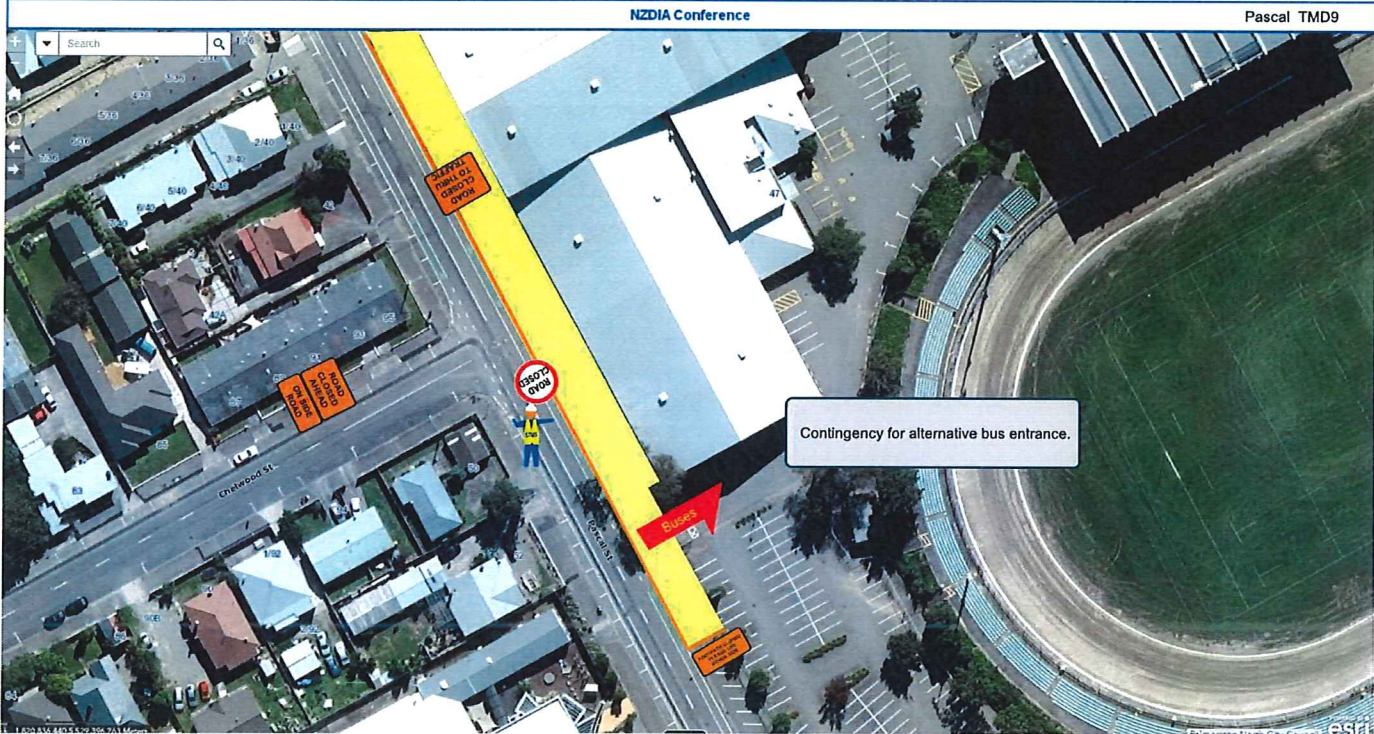




APPROVED
CAR E537293
Pat Howard
STMS Number 291
Palmerston North City Council

Pat Howard

21 September 2018



APPROVED
CAR E537293
Pat Howard
STMS Number 291
Palmerston North City Council
Pat Howard
21 September 2018



Legend

Search

Contingency for noise control.

APPROVED
 27/9/18 E52779
 E27/MS Number 29
 Palmerston North City Council

21 September 2018





APPROVED
274 R E 527793
Pas. 143 word
S/MS Number 291
Paanierata North City Council

21 September 2018

