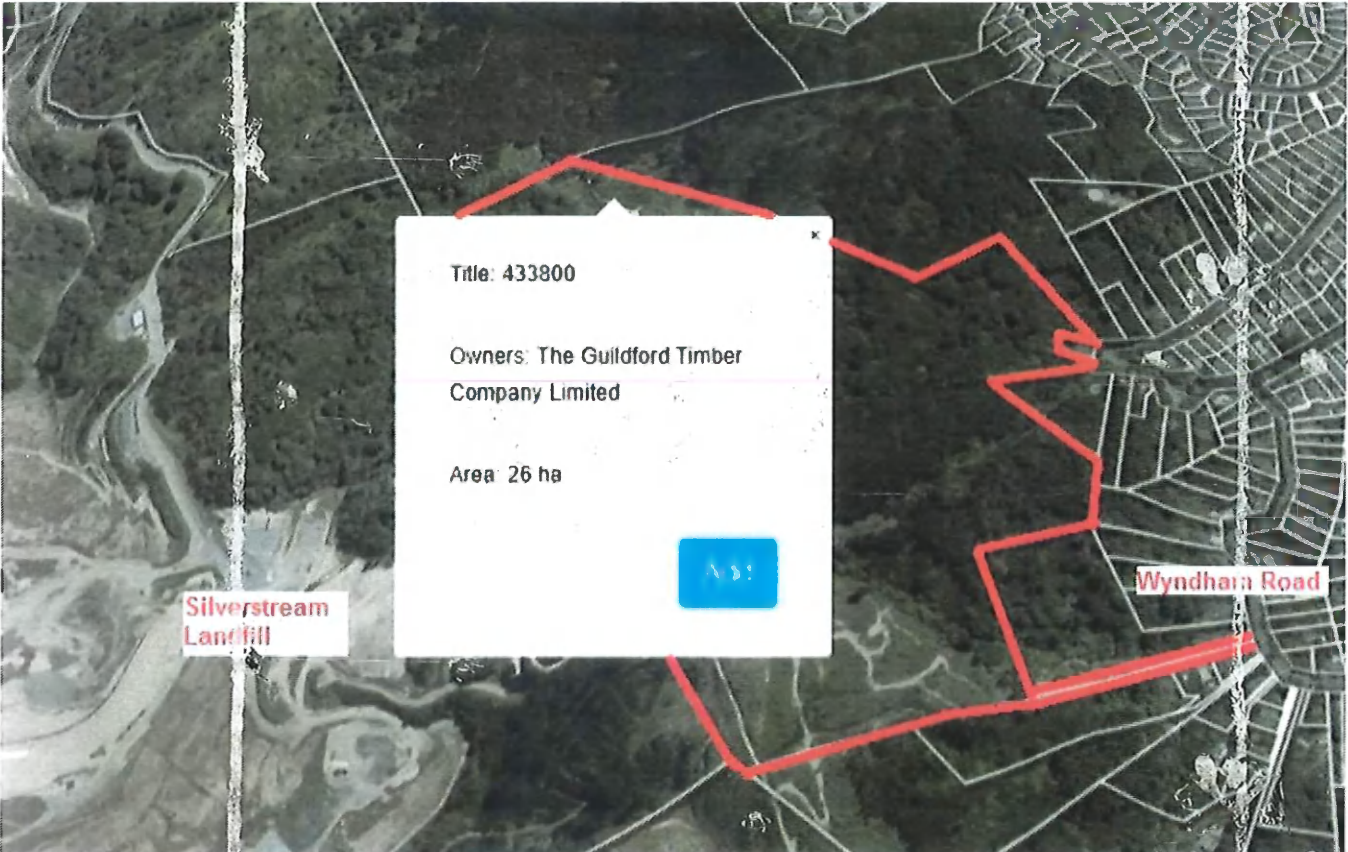




Paper Road not included!!
Why



Title: 433800

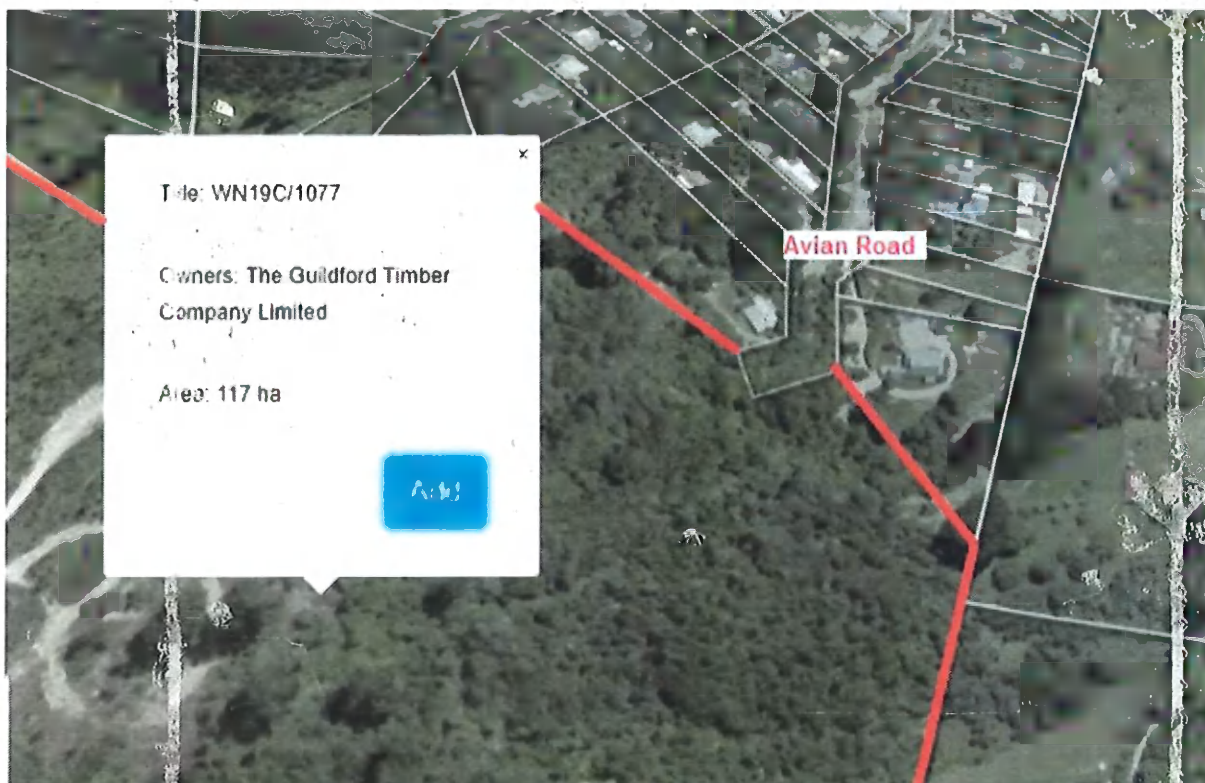
Owners: The Guildford Timber
Company Limited

Area: 26 ha



Silverstream
Landfill

Wyndham Road



Title: WN19C/1077

Owners: The Guildford Timber
Company Limited

Area: 117 ha



Avian Road

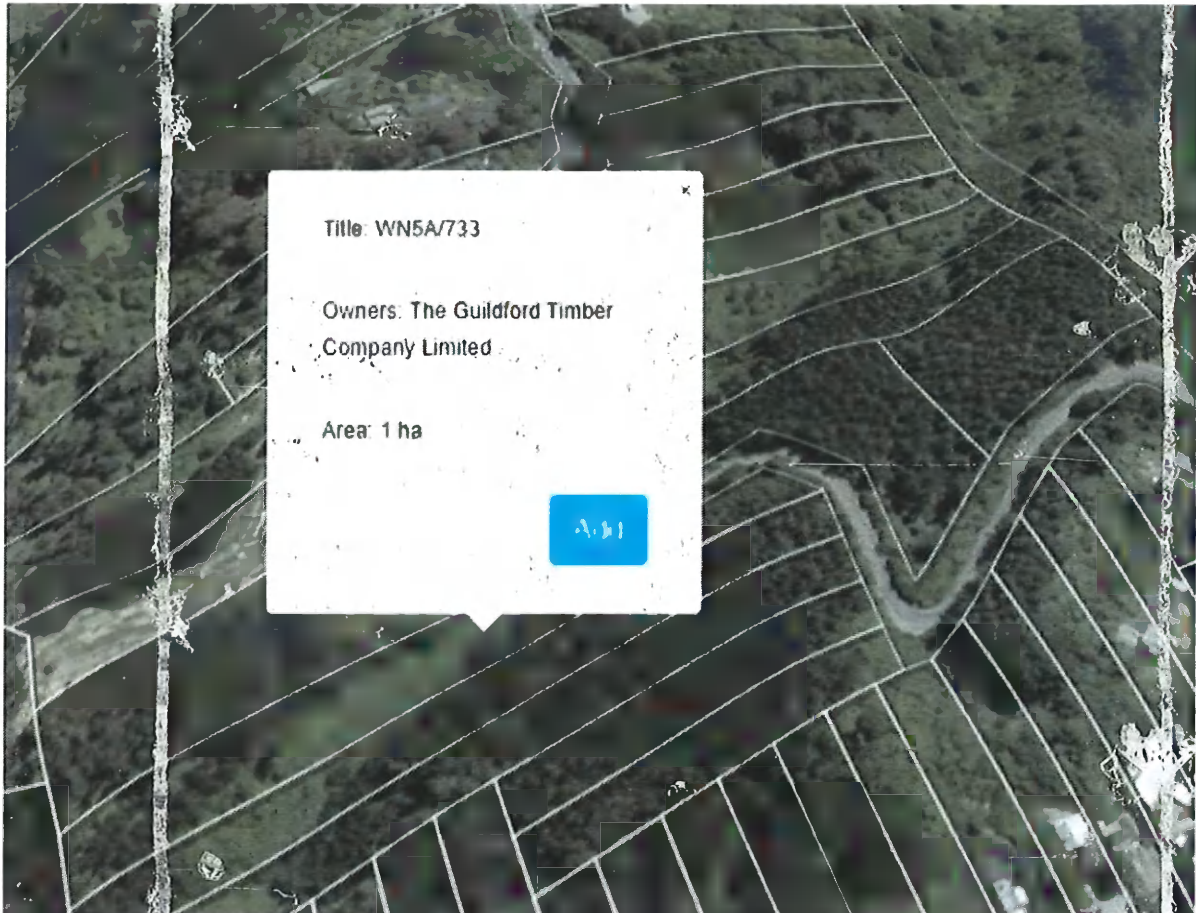


Title: WN19C/1077

Owners: The Guildford Timber
Company Limited

Area: 117 ha





Title: WN5A/733

Owners: The Guildford Timber
Company Limited

Area: 1 ha

Add

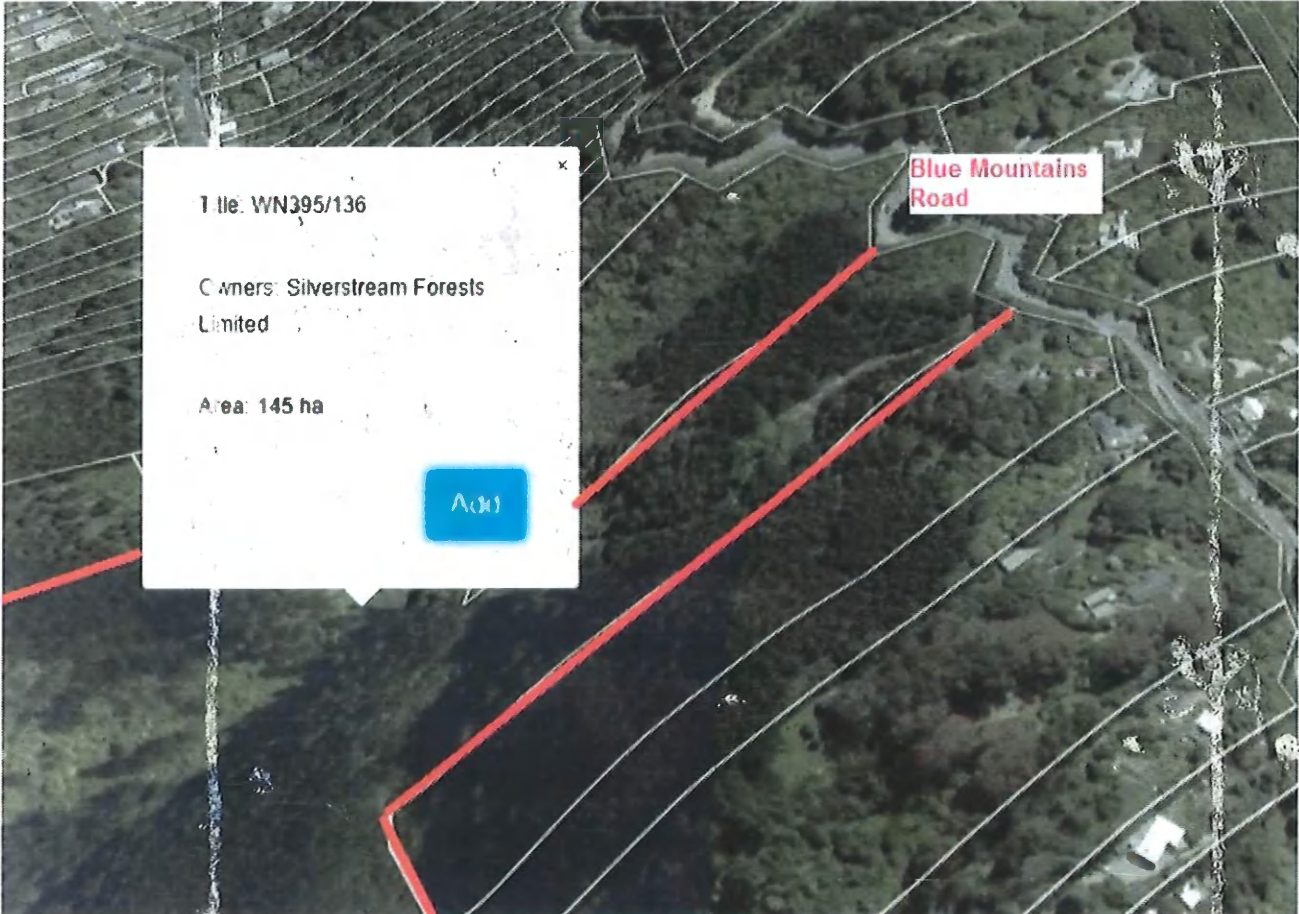
Title: WN395/136

Owners: Silverstream Forests
Limited

Area: 145 ha

Add

Blue Mountains
Road





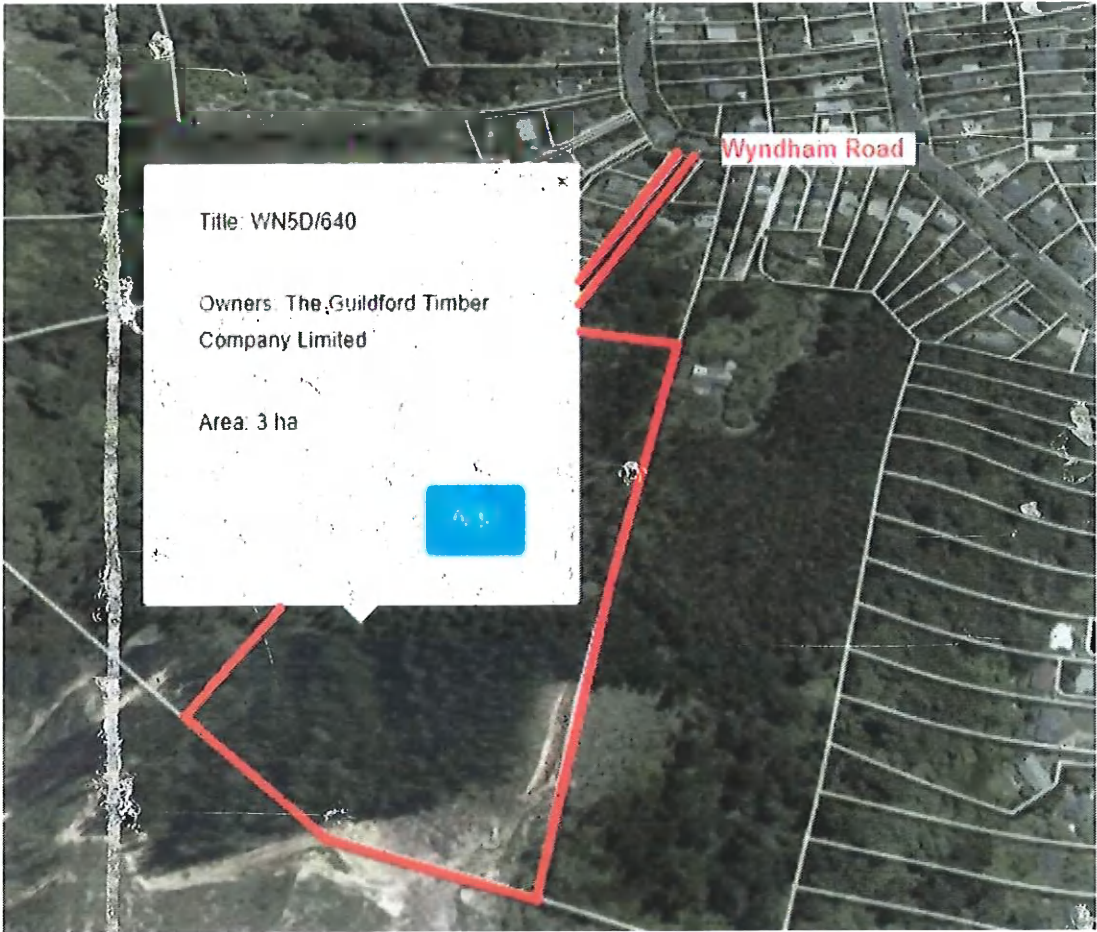
Title: WN23B/871

Owners: The Guildford Timber
Company Limited

Area: 9 ha

Pinhaven
Road

Pin It



Title: WN5D/640

Owners: The Guildford Timber Company Limited

Area: 3 ha

Wyndham Road

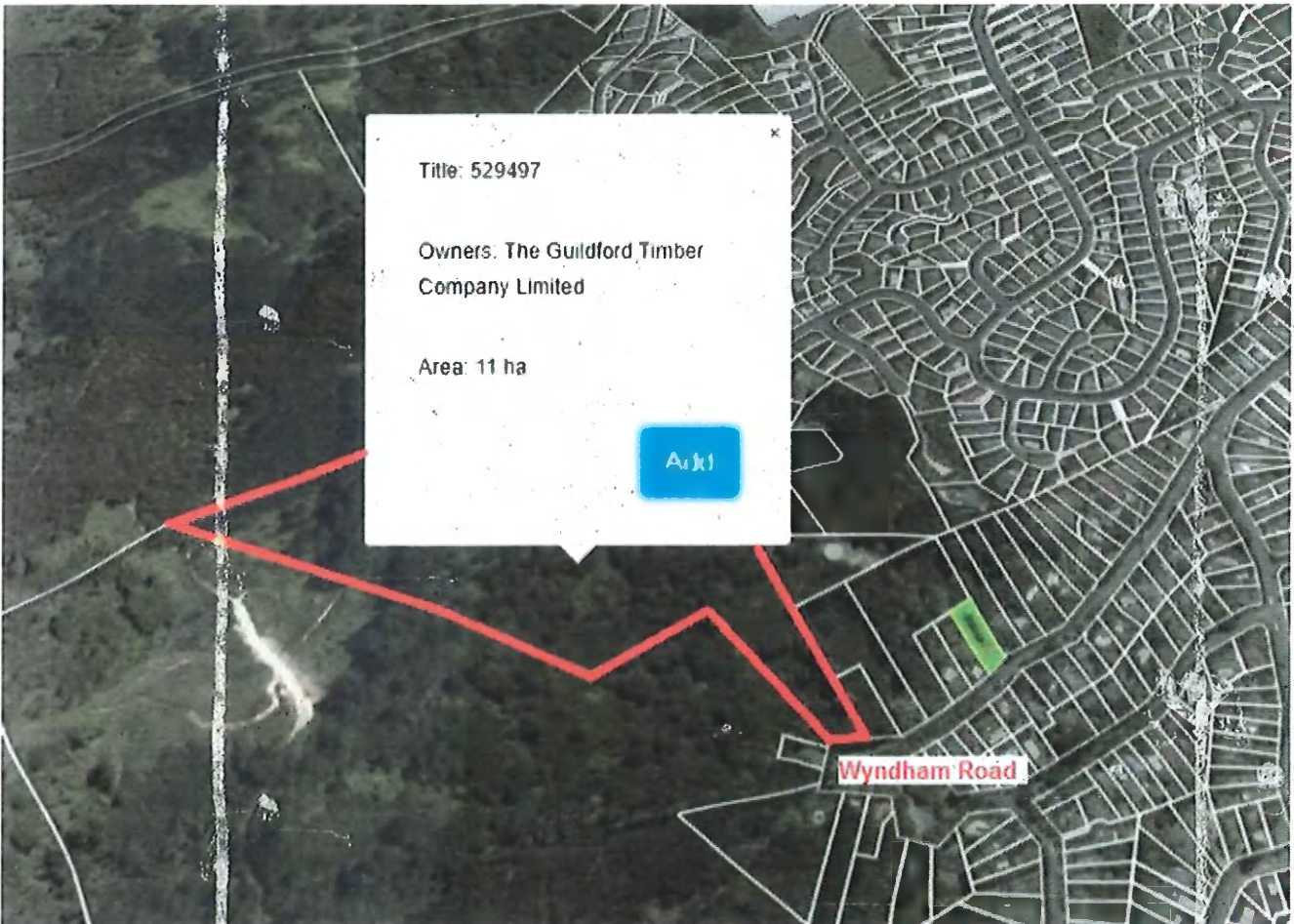
Title: 529497

Owners: The Guildford Timber
Company Limited

Area: 11 ha

Arki

Wyndham Road



APPENDIX C, FIGURE 1
ROAD DESIGN STANDARDS - URBAN (50 km/hr LEGAL SPEED)

Class	Type	Area Served	Traffic Vols	Design Speed		Road Reserve Width	R/c Carriageway Width				Footpaths	Berm	Max/min Grade	Normal Camber	Max Super	Notes		
				Flat or Rolling	Hilly		Parking	Traffic	Cycles	Total								
LOCAL ROADS	Private Way	1-3 du 1-8 du	NA	NA	NA	3.8 (2)	-	1x2.75	-	2.75(2)	-	0.5+0.36	10% max 0.4% min	3%	NA	H1 public street (2)		
	Private Way	4-9 du 7-12 du (1)	NA	NA	NA	6.0 (2)	-	1x5.0	-	6.0(2)	-	2x0.6	10% max 0.4% min	3%	NA			
	Cut-de-sac	up to 30 du	NA	NA	NA	11.0	1x2.5	1x3.5	-	6.0	1.4	0.6+3.1	12.5% max 0.4% min	3%	6%	NA	H1 stopping one side	
	Residential	21-150 du	up to 750 vpd (1)	30.0	30.0	20.0	2x2.5	2x3.0	-	11.0	2x1.4	2x0.1	12.5% max 0.4% min	3%	6%	NA	(2)	
	Industrial street	up to 50 units	>300 vpd	30.0	30.0	15.0	1x2.5	2x3.5	-	9.0	2x3.0	-	10% max 0.4% min	5%	6%	NA	H1 stopping one side	
	Ind/Comm service lane	-	NA	NA	NA	6.0	-	2x3.5	-	7.0	-	2x0.6	10% max 0.4% min	3%	NA	NA	(2)	
	Commercial (park precinct)	-	<2000 vpd	36.0	30.0	(5)	(5)	2x3.5	-	8.0	2x3.0	-	10% max 0.4% min	2%	NA	NA	(2)	
LOCAL DISTRIBUTOR ROUTE	Residential	<150 du	200-1000 vpd	40.0	40.0	21.0	2x2.5	2x3.5	-	12.0	2x1.4	2x0.1	12.5% max 0.4% min	3%	6%	NA		
	Industrial/Commercial	20-40 units	300-1000 vpd	40.0	40.0	18.0	2x2.5	2x3.5	-	12.0	2x3.0	-	10% max 0.4% min	3%	6%	NA	(2)	
COLLECTOR ROUTE	Residential	150-400 du	1000-3000 vpd	60.0	40.0	21.0	2x3.0	2x3.5	7.0	13.0	2x1.4	2x0.1	10% max 0.4% min	3%	6%	NA		
	Industrial/Commercial	>40 units	>1000 vpd	60.0	40.0	18.0	2x3.0	2x3.5	7.0	13.0	2x3.0	-	10% max 0.4% min	3%	6%	NA	(2)	
SECONDARY (DISTRICT) ARTERIAL		>450 du	3000-7000 vpd	60.0	60.0	24.0	2x2.5	2x3.5	2x1.5	19.0	2x1.4	2x0.1	10% max 0.4% min	3%	6%	NA		
PRIMARY (REGIONAL) ARTERIAL			7000-10000 vpd	70.0	60.0	26.0	2x2.5	2x3.5	2x2.0	2x1.5	17.0	2x1.4	2x0.1	10% max 0.4% min	3%	6%	NA	H1 led median occup 2.4 m traffic lane

Notes:
 1 du = dwelling units, vpd = vehicles per day
 2 Where a private way adjoins a Local Distributor Route or above, it shall have a 6 metre traffic width and 6 metre road reserve width for a minimum of 6 metres to the Road Boundary.
 3 Parking bays set into berm/footpath zones.

4. No parking both sides but must provide for stopping of service vehicles.
 5. Width dictated by parking provisions. Parking (incl. angle parking) shall be provided on both sides of street and maximised taking into account traffic considerations.
 6. Where Council gives approval to include cycle lanes each traffic lane shall be increased in 4.0 m.
 7. Parking lane width allows for combined parking/cycle lane.

TABLE 18: FEASIBLE AND REALISABLE CAPACITY WITH PREVIOUS HBA MARKET (20% INCREASE IN SALE PRICE AND 10% DECREASE IN CONSTRUCTION COSTS)

Zone / Area		Theoretical	Max. Density	Min. Density	Min. Lot Size	Total	% of Theoretical
Feasible (Max Profit)	Intensification Precinct	97,893	396	3,189	6,712	10,297	11%
	Residential	148,114	0	11,156	27,802	38,958	26%
	Commercial / Mixed Use Zone	11,946	1,569	0	813	2,382	20%
	Development Area	15,548	0	1,868	989	2,857	18%
	Future Urban Zone	6,542	0	568	1,037	1,605	25%
	Remaining Greenfield	20,953	579	732	1,216	2,527	12%
	Total	300,996	2,544	17,513	38,569	58,626	19%
Realisable Capacity	Intensification Precinct	97,893	20	5,073	2,027	7,120	7%
	Residential	148,114	0	17,232	11,123	28,355	19%
	Commercial / Mixed Use Zone	11,946	1,973	0	569	2,542	21%
	Development Area	15,548	0	2,035	542	2,577	17%
	Future Urban Zone	6,542	0	1,177	2	1,179	18%
	Remaining Greenfield	20,953	579	1,193	288	2,060	10%
	Total	300,996	2,572	26,710	14,551	27,839	15%

Source: Property Economics

Table 18 demonstrates the impact of SUB-DW-R16 in PC2. This is the rule that makes subdivision on sites affected by an Overlay Flowpath a Discretionary Activity, limiting capacity.

Kapoti
 2023
 H.B.A.
 Error