

Hamilton City Development Manual	
Volume 5 : District Council Supplement	Matamata-Piako D. C. Supplement
	Appendix 7

Appendix 7 Specification Variation Request

This appendix relates to an applicant for engineering approval's desire to depart from the specification stipulated in the HCC Development Manual and/or the Matamata-Piako District Council Supplement.

An applicant may depart from any aspect of the Development Manual and this supplement, however any departure and the suggested alternative will be assessed against firstly, the performance standards of the Matamata-Piako District Plan, secondly the four factors identified in Section 1.2.3 of this supplement, and thirdly the following tables.

The following tables identify specific aspects of design relating to each section of Part 2 of the Development Manual. These aspects are some of the key criteria that will be considered when assessing an application for departure from the standards. It must be noted that these may not be the only criteria, by which an assessment is made, but these give some guidance as to the expectations of Council when accepting a variation.

Only those departures from the HCC Development Manual and this supplement, applied for and approved through the "Specification Variation Request Form" (included herein) shall be permitted.

PART 2: EARTHWORKS AND LAND STABILITY

Element	Factor	Comment
Earthworks	Design/construction standards for earthworks will be considered	Minimum standards shall be met. Technical standards does not adversely affect the ability to achieve good urban design.

PART 3: ROAD WORKS

Element	Factor	Comment
Parking	Adequate saturation	Sufficient parking shall be provided to cater for a likely need given the neighbourhood environment, housing density, street function and future developments.
Carriageway Width	Street Function/Status/Traffic Volumes	Allowances shall be made to cater for emergency, service vehicles and buses (on probable bus routes). Functional priorities shall be provided for.
	Safety of Cyclists and Pedestrians	The needs of the vulnerable road user shall be considered and incorporated into the development.
	Traffic Safety	All classes of vehicle shall use the carriageway in a safe manner without causing any measurable safety concerns.
	Speed Environment	The speed environment shall be appropriate to the function of the road, the type of surrounding development and width of carriageway.

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	Connectivity	Roads connecting to the existing network shall have a function and purpose consistent with that network.
	Horizontal & Vertical Geometry	Safety for all road users shall be the priority and this shall be incorporated into the horizontal and vertical geometry.
	Character	Roads shall have an appropriate character that is consistent with the surrounding neighbourhood.
Intersection Spacings	Intersection Treatment	Close offset intersection spacing may be acceptable if there is appropriate treatment of the intersection consistent with the likely traffic volumes.
	Context	Low speed environments can support less conventional intersection treatments.
Intersection Radii	Context	These shall be designed so that they cater for both pedestrian and vehicle movements.
	Safety	Radii on all intersections shall be designed so that they allow for vehicle and pedestrian movements in a safe and consistent manner.
	Access	For radii on roads leading to a business/industrial area, they shall be designed to cater for heavy commercial vehicle movements.
Sight Distances	No variation permitted	Adequate sight distances shall be maintained in all situations.
Longitudinal Gradients (Increased)	Length of Grade	The steepness shall not be increased so that it causes adverse safety, drainage, visibility alignment or future maintenance issues.
	Location	The location of sudden grade changes shall be located away from intersections and curves (including sag and crest).
	Character	Function and safety shall be maintained where the existing landscape or terrain is altered.
Road Pavement Construction and Testing	No variation permitted	The pavement shall be designed to cater for likely traffic volumes in the development.
Road Drainage	Longevity, reliability and maintenance requirements	Alternative stormwater systems can often require a greater level of servicing and cost to maintain them. Any alternative proposals shall identify the servicing requirements and all whole of life maintenance/capital costs.
	Impact on formal reticulation	Any impacts on the downstream reticulation shall be identified and addressed, including positive ones to attenuate the flow.
	Road Safety & Secondary Flowpaths	If the failure of the alternative system results in widespread ponding, this will impact on road safety. Secondary flow paths shall be designed to cater for the entire runoff, in the event of a system failure.

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	Local subsoil effects	Subsoil drain discharge points shall be located away from the pavement, hillsides and embankments so that pavement saturation/or slope instability does not occur.
Footpaths	Context	Footpaths shall be provided to access public open spaces in a planned and logical way.
Pram Crossings	Safety/Desire Lines	All pram crossings shall be located in a safe location that provides the user with the best visibility of approaching traffic.
Road Lighting	Luminance - no variation permitted	Adequate lighting shall be provided through out the development so that it is safe for all night time users of footpaths and streets.
Road Markings	Environment	In some special cases a reduction in road markings may be appropriate, but only where other supporting treatments are present and safety is not compromised.
Street Furniture	Context	The provision of street furniture for seating, cycle racks, rubbish bins etc. often enhances the built environment.
	Character	The inclusion of appropriate street features and public art can strengthen and enhance the development, neighbourhood and wider community.
	Creativity	The creation of a quality place to live and/or work is often related to the creativity of the space. Appropriate street furniture and its placement can aid in achieving this outcome.
	Safety	All street furniture shall be durable, safe and appropriately positioned so that it enhances the safety of the space.
	Maintenance	Durable street furniture shall be used that is easy and cost effective to maintain and renew.

PART 4: STORMWATER DRAINAGE

Element	Factor	Comment
Location	Access	Accessing the pipeline for maintenance and connections.
	Disruption/Traffic Delay	Locating the pipeline in the berm may minimise the need to highly restrictive traffic management required during maintenance. This is important in both narrow carriageways and very busy roads.
	Protection of Costly Surfacing	Within town centres or business areas, where special surface coatings may be used, locating pipelines in the berm may reduce the need to uplift expensive paving materials.
Manhole Lids	Availability/Cost	The use of alternative lids, to match the surrounding paving can add to the character of a place, however the cost and availability of replacement lids, must be considered.

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Catchpits	Efficiency	A standard catchpit in an ideal installation has an entry capacity of 20-25 l/s. Any alternative must be shown to have at least this capacity.
	Effective Screening	The screening effectiveness of any alternative grating must be equivalent to a standard catchpit lid.
	Cost	The cost and ease of replacing the unit or components will be considered.

PART 5: WASTEWATER DRAINAGE

Element	Factor	Comment
Location	Access	Accessing the pipeline for maintenance and connections.
	Disruption/Traffic Delay	Locating the pipeline in the berm may minimise the need to highly restrictive traffic management required during maintenance. This is important in both narrow carriageways and very busy roads.
	Protection of Costly Surfacing	Within town centres or business areas, where special surface coatings may be used, locating pipelines in the berm may reduce the need to uplift expensive paving materials.
Manhole Lids	Availability/Cost	The use of alternative lids, to match the surrounding paving can add to the character of a place, however the cost and availability of replacement lids, must be considered.

PART 6: WATER SUPPLY

Element	Factor	Comment
Reticulation Layout	Level of Service	Applicant must show that all proposed and potential users can be serviced to the level of service required, including connectivity to provide through mains where available.
Alignment	Access	Sufficient access must be available for maintenance and future connections to the network
	Road Widening	If future road widening could be possible in the foreseeable future, then the location of the main could be a consideration to this future work.

Specification Variation Request Form

	<p>MATAMATA-PIAKO DISTRICT COUNCIL SPECIFICATION VARIATION REQUEST</p> <p><i>(This form shall be submitted with plans requiring engineering approval from Council where the applicant proposes to depart from the requirements of the Development Manual)</i></p>
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Name of Applicant			
Project Name			
Project Location			
Project Description			
Resource Consent Number		Date	

Proposed Variation to Standard:

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Clause Numbers in Development Manual Affected

Clause No	Current Standard	Proposed Standard

Reason for Variation

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Sketch of Alternative (if applicable)

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<i>Reviewing Officer</i>		<i>Position</i>	
<i>Decision</i>	<i>Approved /Declined</i>		
<i>Reason for Decision</i>			
<i>Conditions</i>			
<i>Issued by</i>		<i>Position</i>	
<i>Signed</i>		<i>Date</i>	

Notes to Specification Variation Request:

1. A Specification Variation Application can only be made when submitting Engineering Plans for approval. This will occur after the Resource Consent has been granted, and consent conditions are detailed. Provided the pre-application process has been successful, all variations from the standard details/specifications will be known by MPDC, and approval of this application should be a formality.
2. No guarantee is given through earlier discussions that variation approval will be given. The discretion to approve a variation lies with the appropriate Asset Manager. The applicant will be advised of any decision by the Regulatory Planning Department.