

# **ATTACHMENTS**

## **Fences, Roothing, Reserves & Dogs Committee Meeting**

**21 March 2017**

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Fences, Roading, Reserves &amp; Dogs Committee Meeting Minutes

31 January 2017

**TAUPŌ DISTRICT COUNCIL  
MINUTES OF THE FENCES, ROADING, RESERVES & DOGS COMMITTEE MEETING  
HELD AT THE COUNCIL CHAMBER, 72 LAKE TERRACE, TAUPŌ  
ON TUESDAY, 31 JANUARY 2017 AT 10.00AM**

**PRESENT:** Cr Barry Hickling (in the Chair), Cr John Williamson, Cr John Boddy, Cr Zane Cozens, Cr Anna Park

**IN ATTENDANCE:** Chief Executive, Group Manager: Operational Services, Group Manager: Business & Technology, Democracy & Community Engagement Manager, Corporate Solicitor, Infrastructure Manager, Transport & Projects Manager, Consents & Regulatory Manager, Senior Reserves Planner, Senior Communications Advisor, Online Communications Advisor, Compliance Team Supervisor, Compliance Officer, Business Support Manager, Business Support Officer and Democratic Services & Legal Officer.

**MEDIA AND PUBLIC:** Six members of the public  
Taupō Times

Note: At the beginning of the meeting, the Chairman advised that item 4.1 would be recorded and the recording would be available on request after the meeting.

**1 APOLOGIES**

Nil

**2 CONFLICTS OF INTEREST**

Nil

**3 CONFIRMATION OF MINUTES**

Nil

**4 REPORTS**

**4.1 REQUEST FROM MS DENISE BARNES - MENACING DOG CLASSIFICATION**

Ms Barnes read out a statement, providing her account of the incident which led to the menacing classification of her dog, Tilly Matilda, and other information to support her view that the dog should not be classified as menacing.

In answer to questions Ms Barnes advised that:

- If Tilly Matilda should be muzzled, every dog should be muzzled. It was a matter of luck as to whether dogs were classified as menacing or not.
- It had not been proven that the marks on the other dog were a result of Tilly Matilda attacking.
- She had decided to keep Tilly Matilda right away from the main path at the market although an SPCA representative had advised there was nothing wrong with Tilly Matilda continuing to collect for that organisation. Another dog had repeatedly come up to Tilly Matilda which had caused her to bark in response.
- She kept Tilly Matilda out of the path of others to prevent her barking and to give more room to others with dogs.

It was decided that Ms Barnes' request should be declined, because an incident did occur and members wanted to be consistent in their decision-making and ensure the public was safe.

**FRD201701/01 RESOLUTION**

Moved: Cr Zane Cozens

Seconded: Cr John Boddy

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Fences, Roding, Reserves & Dogs Committee Meeting Minutes

31 January 2017

That the Fences, Roding, Reserves & Dogs Committee declines the request for revocation of the Committee's decision FRD201509/04.

**CARRIED**

Councillor John Williamson requested his dissent to resolution FRD201701/01 above be recorded.

The meeting adjourned at this point [10.59am] and reconvened at 11.06am.

#### **4.2 REQUEST FOR REMOVAL OF TREES - WAIRAKEI DRIVE**

In answer to a question the Infrastructure Manager advised that in the past Council had borne the cost of this type of work involving trees on the road reserve.

Members decided to defer further consideration of the item until a site visit had been arranged. Planting plans would be provided to members prior to the site visit.

#### **4.3 REQUEST FOR REMOVAL OF TREES - 90 RICHMOND AVENUE AND 2 CHERRY LANE**

Three maps were tabled to assist members' consideration of items 4.2 and 4.3 – Wairakei Drive; 90 Richmond Avenue; and 2 Cherry Lane [A1864120].

##### **FRD201701/02 RESOLUTION**

Moved: Cr Zane Cozens

Seconded: Cr Anna Park

That the Fences, Roding, Reserves & Dogs Committee approves the removal of the Cyprus tree at 90 Richmond Avenue in Taupō.

That the Fences, Roding, Reserves & Dogs Committee approves the removal of the Cherry tree in Reeves Road at 2 Cherry Lane in Acacia Bay.

**CARRIED**

#### **4.4 HEARING OF OBJECTION TO DISQUALIFICATION AS DOG OWNER - B HAUMAHA**

Mr B Haumaha addressed the Committee and the following points were noted:

- The registration of Mr Haumaha's dog Portia had been overlooked because it was due at a very stressful time – Mr Haumaha's wife was pregnant and experiencing major issues and he was away for work. Mr Haumaha had left a telephone message for one of the Compliance Officers which was not picked up, but he did acknowledge there had been a lack of communication on his part.
- Mr Haumaha had done the best he could to work with Council staff to keep his dog and he was willing to continue working together to get the best outcomes possible.
- Mr Haumaha's work required him to travel overseas for periods of time. He offered to pay registration fees in advance in future to avoid this happening again.
- Portia was classified as a menacing dog, but was completely different with Mr Haumaha's family members. Deer fencing and a padlock were used to keep Portia secure on the property.

#### **5 CONFIDENTIAL BUSINESS**

##### **FRD201701/03 RESOLUTION**

Moved: Cr Zane Cozens

Seconded: Cr Anna Park

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Fences, Roothing, Reserves &amp; Dogs Committee Meeting Minutes

31 January 2017

**RESOLUTION TO EXCLUDE THE PUBLIC**

I move that the public be excluded from the following parts of the proceedings of this meeting.

The general subject of each matter to be considered while the public is excluded, the reason for passing this resolution in relation to each matter, and the specific grounds under section 48(1) of the local government official information and meetings act 1987 for the passing of this resolution are as follows:

General subject of each matter to be considered	Reason for passing this resolution in relation to each matter	Ground(s) under Section 48(1) for the passing of this resolution
<b>Agenda Item No: 5.1</b> Objection to disqualification from being a dog owner - B Haumaha	Section 48(2)(a)(i) - the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the Council to deliberate in private on its decision or recommendation where a right of appeal lies to any court or tribunal against the final decision of the Council in these proceedings	Section 48(2)(a)(i)- the exclusion of the public from the whole or the relevant part of the proceedings of the meeting is necessary to enable the Council to deliberate in private on its decision or recommendation where a right of appeal lies to any court or tribunal against the final decision of the Council in these proceedings

**CARRIED**

The Meeting closed at 11.40am.

The minutes of this meeting were confirmed at the Fences, Roothing, Reserves & Dogs Committee Meeting held on 21 March 2017.

.....  
**CHAIRPERSON**

Confidential Fences, Roding, Reserves &amp; Dogs Committee Meeting Minutes

31 January 2017

**TAUPŌ DISTRICT COUNCIL  
MINUTES OF THE CONFIDENTIAL FENCES, RODING, RESERVES & DOGS COMMITTEE MEETING  
HELD AT THE COUNCIL CHAMBER, 72 LAKE TERRACE, TAUPŌ  
ON TUESDAY, 31 JANUARY 2017 AT 10.00AM**

**PRESENT:** Cr Barry Hickling (in the Chair), Cr John Williamson, Cr John Boddy, Cr Zane Cozens, Cr Anna Park

**IN ATTENDANCE:** Chief Executive, Group Manager: Operational Services, Group Manager: Business & Technology, Democracy & Community Engagement Manager, Consents & Regulatory Manager, Senior Communications Advisor, Compliance Team Supervisor, Compliance Officer, Business Support Manager, Business Support Officer and Democratic Services & Legal Officer.

**MEDIA AND PUBLIC:** Nil

**1 APOLOGIES**

Nil

**2 CONFLICTS OF INTEREST**

Nil

**3 CONFIRMATION OF MINUTES**

Nil

**4 REPORTS**

Nil

**5 CONFIDENTIAL BUSINESS**

**5.1 OBJECTION TO DISQUALIFICATION FROM BEING A DOG OWNER - B HAUMAHA**

Members decided to rescind Mr Haumaha's disqualification classification and make him a probationary dog owner for a period of five (5) years.

**FRD201701/C05 RESOLUTION**

Moved: Cr Zane Cozens

Seconded: Cr Anna Park

That the Fences, Roding, Reserves & Dogs Committee rescinds the classification of Mr Brian Haumaha as a disqualified dog owner and makes him a probationary dog owner for a period of five (5) years.

**CARRIED**

**The Meeting closed at 11.40am.**

**The minutes of this meeting were confirmed at the Confidential Fences, Roding, Reserves & Dogs Committee Meeting held on 21 March 2017.**

.....  
**CHAIRPERSON**

Page 1

**SUBJECT:** Waipapa Street Accessway & Beach Access - Kuratau

**DATE:** 24 November 2016

**OBJECTIVE DOCUMENT ID:** A1787213

## BACKGROUND

This report provides the background for the stopping of Lot 26 DP 52469 Block III Pukeiti Survey District (Plan below) the access way between 25 and 27 Waipapa Street in Kuratau and the purpose to which the stopped road will be put to meet the requirements of Schedule 10 of the Local Government Act 1974.



The access way was vested in the Taumarunui County and dates back to the original development of Kuratau and provided access from Waipapa Street to the lake front via a stairway and track across a steep escarpment.



Access Way



The access way leads to a wooden stairway and track that traverses the escarpment to arrive at the lakeshore immediately west of the Kuratau water supply intake pump station. The slope of the escarpment is typically 50 degrees and the grade of the track varies but is as steep as 24 degrees in places

The escarpment was planted in Australian Blackwoods (*Acacia Melanoxylon*) up until late 2010/early 2011 when the trees were removed at the request of residents in Waipapa Street. The slope was subsequently planted with small native shrubs (*Hebe* spp).

In 2013 a slip occurred on the escarpment just beyond the access way that undermined a section of stairway making the track unusable. It was determined at that time that it was not practicable to repair the stairway and track. The access way was thus closed at both ends to prevent further access. It has been closed since that time.



Slip Escarpment 2013

There is another beach access way 195metres to the west (from Pihanga Road, Hinerangi Place and Te Ara Hori Road) as well as access from Pihanga Road Boat Ramp (260metres east) and Omori Road Boat Ramp (750metres) west.





## PROPOSAL

Council has received a request from a landowner adjoining the closed access way at #27 Waipapa (to the left of the access way in the above photo) to purchase the land that forms the walkway and amalgamate it with their own land parcel.

Council's reserves planners have advised that the access-way serves no purpose as a lake access due to it terminating in a steep drop off which is unusable as a means to get to the lake. It is therefore considered appropriate that the land be disposed of.

The access way land is defined as road therefore prior to disposal the road must be stopped in accordance with Schedule 10 of the Local Government Act 1974.

The access-way is shown as Lot 26 on Deposited Plan 52469. A copy of this plan, together with this report, is to be made available for public inspection at Council's offices. Council will, at least twice over a period of 2 weeks or more, give public notice of the road stopping proposal and of the place where the plan may be inspected. Persons objecting to the proposal may lodge their objections in writing at Council's office on or before a specified date, being a date at least 40 days after the date of the first public notice. Council will also serve a notice in the same form on the owners and occupiers of all land adjoining the access-way after that first publication.

Council must then fix a notice of the proposed stoppage in a conspicuous place at each end of the access way, which is to be maintained there for the duration of the notice and objection period.

If no objections are received within the specified time period, Council may declare by public notice that the road is stopped. Thereafter Council must transmit two copies of that stopping notice and the plan to the Chief Surveyor for their record. Notice of the road stoppage does not take effect until that record is made.

Subject to the completion of the road stopping process, the Council will then transfer the former access way to the adjoining landowner who will arrange for it to be amalgamated with their land in exchange for payment of the agreed consideration as established by a Registered Valuer appointed by Council plus all legal and survey costs and disbursements in connection with the road stopping and disposal process.

ITEM NO: \_\_\_\_\_

**TO:** TURANGI-TONGARIRO COMMUNITY BOARD

**FROM:** District Offices Manager

**SUBJECT:** Waipapa Street Accessway & Beach Access - Kuratau

**SIGNIFICANT DECISION:** NO

**DATE:** 13 August 2013

**OBJECTIVE DOCUMENT ID:** A1138741

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**EXECUTIVE SUMMARY**

This item is for the Board to consider the possible closure of the accessway or replacement of the stairway from Waipapa Street to the Lakefront and beach area west of the Kuratau Boat ramp. There was a slip recently on the escarpment that has undermined a section of the stairway creating a hazard to users. The accessway is currently taped off and sign posted.

**SUGGESTED RESOLUTION**

1. That the accessway located between 25 and 27 Waipapa Street, Kuratau be closed by means of physical barrier.
2. That the wooden stairway structure and handrails are removed to deter public access onto the escarpment.

## REASON FOR REPORT

To consider the possible closure of the accessway between 25 and 27 Waipapa Street in Kuratau.

## BACKGROUND

The accessway was vested in the Taumarunui County under the Counties Amendment Act and dates back to the original development of Kuratau. The wooden stairway is of unknown origin, and does not appear to have been professionally constructed. The stairway is recorded in Taupō District Council's Reserves Asset register.

Earlier this year a slip occurred on the escarpment that undermined the upper section of the accessway creating a significant hazard for users.

## DISCUSSION

The accessway leads to a wooden stairway and track that traverses the escarpment to arrive at the lakeshore immediately west of the Kuratau water supply intake pump station. The slope of the escarpment is typically 50 degrees and the grade of the track varies but is as steep as 24 degrees in places.

The escarpment was planted in Australian Blackwoods (*Acacia Melanoxylon*) up until late 2010/early 2011 when the trees were removed at the request of residents in Waipapa Street. The slope was subsequently planted with small native shrubs (*Hebe* spp). Currently there is a mixture of native species (planted and naturally regenerating) as well as various weed species. (see photo 1)

Earlier this year a slip occurred on the escarpment at the rear of 25 Waipapa Street. The slip is approximately 15 metres long by 25 metres at its widest point (approx 225 square metres in area) and has undermined the stairway at the top of the track. (see photo 2)

One option is to close the accessway between 25 and 27 Waipapa Street (either through legal process or through physical barriers) and remove the existing wooden structure from the escarpment thereby removing any access. This solution is both cost effective and safer from a land stability point of view.

There is another beach accessway 195metres to the west (from Pihanga Road, Hinerangi Place and Te Ara Hori Road) as well as access from Pihanga Road Boat Ramp (260metres east) and Omori Road Boat Ramp (750metres) west.

Chris Smith (Central Plateau Builders) has supplied an estimate to replace the stairway with a new compliant structure (See attached report) but was unable to suggest a way to safely anchor the top section of accessway in the area of the slip without having a geotechnical report to advise appropriate pile size, depths etc. The site is not readily accessible for machinery to be able to drive the piles.

## DESIRED OUTCOME

To close the accessway between 25 and 27 Waipapa Street by means of physical barrier and remove the existing wooden stairway and handrail from the escarpment track.

## CONSIDERATIONS

- **Financial Considerations**

The full cost to replace the accessway has not been determined because of the need to obtain a geotechnical assessment of the site before designing a pile or similar anchoring system for the upper section of stairway. The estimated cost to replace the existing wooden stairway is \$25,990.00 inc gst. There is no renewals budget allocated for the project.

- **Legal Considerations**

If the section of accessway between 25 and 27 Waipapa Street is to be closed there is a legal process (Outlined in appended LGA 1974 No. 66 Public Act Schedule 10) to be followed.

- **Policy Implications**  
None foreseen
- **Risks**
  - 1/ If the accessway remains open there is a significant Health & Safety risk to members of the public.
  - 2/ Any site works on the escarpment could aggravate the land stability issues further causing more erosion, possibly impacting on the Waipapa Street properties as well as the public reserve.

## OPTIONS

### Analysis of Options

#### **Option 1.**

#### ***Reconstruct wooden stairway to current building standards***

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> <li>• Retains current access for residents and maintains current Level of Service</li> </ul>	<ul style="list-style-type: none"> <li>• Increased risk of erosion resulting from site works and continued foot traffic in the area.</li> <li>• Cost of replacement not in the renewals program.</li> </ul>

#### **Option 2.**

#### ***Close the accessway to public access (but retain ownership of the accessway between 25 and 27 Waipapa Street). Remove wooden structure.***

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> <li>• Most cost effective option</li> <li>• Accessway can be reopened in future should circumstances change, bank stabilise etc.</li> <li>• Hazard is removed</li> <li>• Site is not subject to any activities that promote erosion</li> </ul>	<ul style="list-style-type: none"> <li>• On-going maintenance of accessway depending on type of physical barrier used.</li> <li>• Public lose an access point to the lakeshore – reduction in service</li> </ul>

#### **Option 3.**

#### ***Close the accessway to public access and formally close the accessway between 25 and 27 Waipapa Street***

<i>Advantages</i>	<i>Disadvantages</i>
<ul style="list-style-type: none"> <li>• No further maintenance required</li> <li>• Hazard is removed</li> <li>• Site is not subject to any activities that promote erosion</li> </ul>	<ul style="list-style-type: none"> <li>• Public lose an access point to the lakeshore – reduction in service</li> <li>• Lengthy process involved to legally close the accessway</li> <li>• Once the accessway is closed there is no option to re-establish access</li> </ul>

## CONSULTATION

The Omori/Kuratau Residents and Ratepayers Committee have been advised of the hazard associated with the stairway and the temporary closure. The committee have no objections to the closure of the accessway.

## COMMUNICATION/MEDIA

Communication via media as well as Residents and Ratepayers newsletter to advise the community of the issues around replacement or closure. Public notification is required by law if the accessway is to be closed permanently (see appended LGA 1974 No. 66 Public Act Schedule 10).

**CONCLUSION**

The stairway from the Waipapa Street accessway to the lakefront is in a dangerous condition due to erosion of the escarpment. The most cost effective and safest solution is to physically close the accessway and remove the wooden stairway. There will no doubt be a level of disappointment amongst residents and holiday makers at losing a direct access from Waipapa Street to the beach. However, the land stability issues are significant and the viability of maintaining a structure on the escarpment makes it difficult to recommend replacement of the wooden stairway.

**SUGGESTED RESOLUTION**

- 1. That the accessway located between 25 and 27 Waipapa Street, Kuratau be closed by means of physical barrier.**
- 2. That the wooden stairway structure and handrails are removed to deter public access onto the escarpment.**

Report Prepared by:

Report Reviewed by:

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*Greg Hadley*  
*District Offices Manager*

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*John Ridd*  
*District Manager – Parks & Public Spaces*

**ATTACHMENTS**

- 1/ LGA 1974 No. 66 Public Act Schedule 10
- 2/ Aerial photo of accessways
- 3/ Builders Report – Central Plateau Builders
- 4/ Photos showing slip

## Schedule 10

### Conditions as to stopping of roads and the temporary prohibition of traffic on roads

[ss 319\(h\).](#)[342](#)

- Schedule 10: inserted, on 1 April 1979, by [section 3\(1\)](#) of the Local Government Amendment Act 1978 (1978 No 43).

#### *Stopping of roads*

**1**

- The council shall prepare a plan of the road proposed to be stopped, together with an explanation as to why the road is to be stopped and the purpose or purposes to which the stopped road will be put, and a survey made and a plan prepared of any new road proposed to be made in lieu thereof, showing the lands through which it is proposed to pass, and the owners and occupiers of those lands so far as known, and shall lodge the plan in the office of the Chief Surveyor of the land district in which the road is situated. The plan shall separately show any area of esplanade reserve which will become vested in the council under [section 345\(3\)](#).

Schedule 10 clause 1: amended, on 1 October 1991, by [section 362](#) of the Resource Management Act 1991 (1991 No 69).

**2**

- On receipt of the Chief Surveyor's notice of approval and plan number the council shall open the plan for public inspection at the office of the council, and the council shall at least twice, at intervals of not less than 7 days, give public notice of the proposals and of the place where the plan may be inspected, and shall in the notice call upon persons objecting to the proposals to lodge their objections in writing at the office of the council on or before a date to be specified in the notice, being not earlier than 40 days after the date of the first publication thereof. The council shall also forthwith after that first publication serve a notice in the same form on the occupiers of all land adjoining the road proposed to be stopped or any new road proposed to be made in lieu thereof, and, in the case of any such land of which the occupier is not also the owner, on the owner of the land also, so far as they can be ascertained.

**3**

- A notice of the proposed stoppage shall during the period between the first publication of the notice and the expiration of the last day for lodging objections as aforesaid be kept fixed in a conspicuous place at each end of the road proposed to be stopped:  
provided that the council shall not be deemed to have failed to comply with the provisions of this clause in any case where any such notice is removed without the authority of the council, but in any such case the council shall, as soon as conveniently may be after being informed of the unauthorised removal of the notice, cause a new notice complying with the provisions of



this clause to be affixed in place of the notice so removed and to be kept so affixed for the period aforesaid.

**4**

- If no objections are received within the time limited as aforesaid, the council may by public notice declare that the road is stopped; and the road shall, subject to the council's compliance with [clause 9](#), thereafter cease to be a road.

**5**

- If objections are received as aforesaid, the council shall, after the expiration of the period within which an objection must be lodged, unless it decides to allow the objections, send the objections together with the plans aforesaid, and a full description of the proposed alterations to the Environment Court.

Schedule 10 clause 5: amended, on 2 September 1996, pursuant to [section 6\(2\)\(a\)](#) of the Resource Management Amendment Act 1996 (1996 No 160).

**6**

- The Environment Court shall consider the district plan, the plan of the road proposed to be stopped, the council's explanation under [clause 1](#), and any objection made thereto by any person, and confirm, modify, or reverse the decision of the council which shall be final and conclusive on all questions.

Schedule 10 clause 6: replaced, on 1 October 1991, by [section 362](#) of the Resource Management Act 1991 (1991 No 69).

Schedule 10 clause 6: amended, on 2 September 1996, pursuant to [section 6\(2\)\(a\)](#) of the Resource Management Amendment Act 1996 (1996 No 160).

**7**

- If the Environment Court reverses the decision of the council, no proceedings shall be entertained by the Environment Court for stopping the road for 2 years thereafter.

Schedule 10 clause 7: amended, on 2 September 1996, pursuant to [section 6\(2\)\(a\)](#) of the Resource Management Amendment Act 1996 (1996 No 160).

**8**

- If the Environment Court confirms the decision of the council, the council may declare by public notice that the road is stopped; and the road shall, subject to the council's compliance with [clause 9](#), thereafter cease to be a road.

Schedule 10 clause 8: amended, on 2 September 1996, pursuant to [section 6\(2\)\(a\)](#) of the Resource Management Amendment Act 1996 (1996 No 160).

**9**

- Two copies of that notice and of the plans hereinbefore referred to shall be transmitted by the council for record in the office of the Chief Surveyor of the land district in which the road is situated, and no notice of the stoppage of the road shall take effect until that record is made.

**10**

- The Chief Surveyor shall allocate a new description of the land comprising the stopped road, and shall forward to the District Land Registrar or the Registrar of Deeds, as the case may require, a copy of that description and a copy of the notice and the plans transmitted to him by the council, and the Registrar shall amend his records accordingly



24 Waipapa Street, Kuratau  
5 January 2017  
(Postal address: PO Box 25604, Auckland 1740)

The Property Officer, Taupo District Council, Private Bag 2005, Taupo 3330

**Objection to proposed road stopping of pedestrian access 25 - 27 Waipapa Street, Kuratau.  
Lot 26 deposited Plan 52469**

We have owned the property at 24 Waipapa Street Kuratau directly affected by this proposal for some 23 years. We wish to lodge an objection for the following reasons:

**1. TDC removal of trees protecting escarpment and walkway.**

Our understanding is that it was TDC that removed the trees protecting the escarpment below numbers 25 & 27 Waipapa St. It seems reasonable to expect that TDC arborists and slope stability specialists would have given their OK to the tree removal, prior to Council undertaking this work.

The escarpment had been stable for some 20 years prior to TDC's removal of these trees so it appears that it was TDC's action that lead to the slip below these properties. It therefore seems only fair and equitable that TDC should make good and reinstate the walkway.

**2. Removal of amenity and diminution in property value.**

We bought our property at Kuratau because Kuratau was well planned and well laid out with walking tracks providing safe car-free access to the lake from many properties.

When we purchased our particular property at 24 Waipapa Street it was serviced by two pedestrian access-ways to the lake:

One through "common usage" down the private right-of-way at the end of Waipapa Street to the lake reserve behind Hinerangi Place then down steps to the lake. This access has been unusable for some time due to unwilling & abusive owners at no 33 Waipapa St.

The other closer and more desirable access has been through the subject walkway between 25 & 27 Waipapa St, which TDC has closed.

We believe that our property is diminished in utility, desirability and value due to the removal of the amenity of adjacent pedestrian lake access.

**3. Rates paid**

Given the rates that we and other property owners in the area have paid TDC over the years, it seems reasonable to request that TDC now fund reinstatement of the walkway.

We ask you therefore to give serious consideration to reopening the walkway between 25 & 27 Waipapa Street and therefore formally object to the "road stopping" as notified.

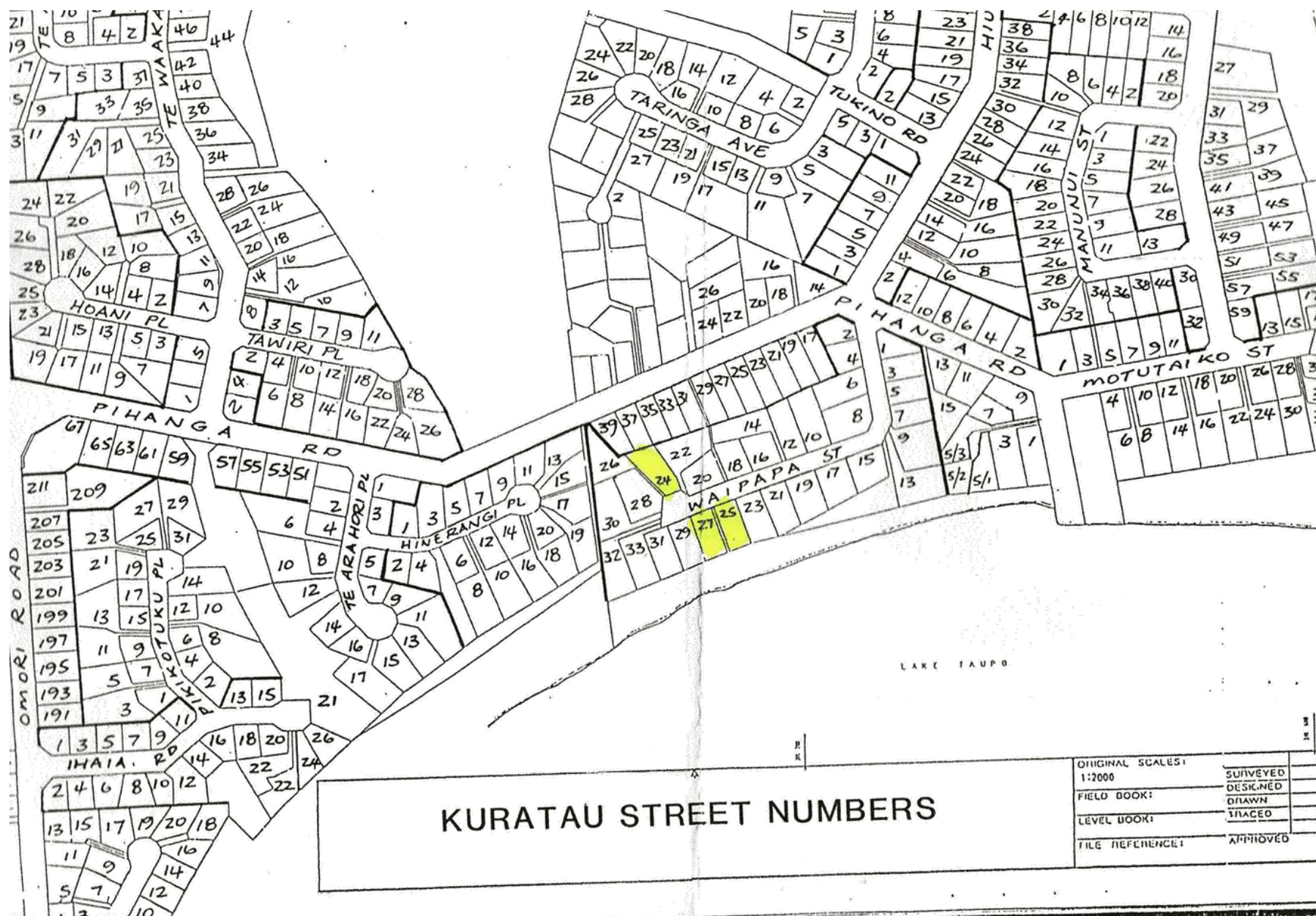
Note - a number of other ratepayers and property occupants may be interested in the re-opening of this walkway but may not be aware of the road stopping notice. (Many properties in Waipapa Street and nearby are holiday homes, where the houses are occupied but not necessarily by the owners). It is possible that there would be more objections if more people were made aware of this proposal e.g. by a TDC mail-out and/or Omori-Kuratau newsletter.

Yours faithfully,

—Diane and Alistair Thomson

Email [d.alistair.thomson@gmail.com](mailto:d.alistair.thomson@gmail.com), Mobile 021 336 114

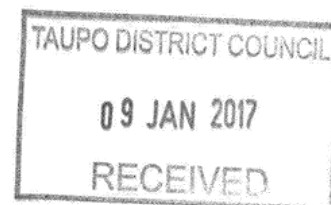




Taupo District Council  
Private Bag 2005  
Taupo 3330

15 Riverpark Drive  
Kuratau

Postal address:  
6 First Avenue  
Stanley Point  
Auckland 0624



5 January 2017

To: **The Property Officer**

Subject: **Objection to Road Stopping and Divestment of Walkway between 25 and 27 Waipapa Street, Lot 26 DP 52469**

Dear Sir,

I object to the stopping of the road at Lot 26 DP 52469 and its divestment as proposed in council document A1787213. I am writing this in both the capacity of an occupant of Waipapa Street (through use of the property at 24 Waipapa Street) and also as a ratepayer and owner of 15 Riverpark Drive, Kuratau.

I had used the walkway regularly from 1987 to 2013 when the slip occurred, a period of 26 years. The absence of pedestrian access to the lake reserve from Waipapa street significantly reduces the amenity in this part of Kuratau.

I provide further details and commentary regarding my position under the following headers:

- 1, Cause of walkway closure
- 2, Impact of current walkway closure
- 3, Walkway reinstatement

1, Cause of walkway closure

It is understood the walkway was closed as a result of a slip in 2013. It could be reasonably inferred that the council action to remove the existing Blackwood trees in 2010/2011 directly led to the slope instability and subsequent collapse of the walkway.

2, Impact of current walkway closure

Council document A1787213 indicates an alternative lake access is available 195m to the west via the council reserve however this statement is grossly misleading as it is not possible to access the walkway from Waipapa street without walking down Waipapa Street and up Pihanga road. The actual walking distance to the lake from the closed track via the reserve to the west is 800m. Likewise the council document states the Kuratau boat ramp is 260m to the east whereas the measured pedestrian distance from the closed track is 570m.

In practice I, and other people with children, now routinely drive to the lake. This is a backwards step from an environmental and transport perspective. Increased traffic has also increased demand for parking at the Kuratau boat ramp and increased beach congestion in the vicinity of the boat ramp. Walking with children through the boat ramp area is far from safe and I would hate to think what would happen if a reversing trailer hit a child.

The council document A1787213 also infers that people do not use the embankment or closed track to access the lake. It is common knowledge that residents on the southern side of Waipapa Street do access the lake via the council reserve embankment via a network of unofficial tracks despite the



official walkway being closed. It would seem apparent the council is contributing to an unsafe environment by encouraging DIY track development through failure to provide a safe alternative.

It is also of note that Kuratau relies on a network of walkways that provide amenity together as a system. The loss of a walkway negatively impacts the overall utility of the system.

### 3. Walkway reinstatement

Divestment of the land is counter to the South Western Bay Settlements Reserve Management Plan (ref pg 30, para 3 Access and Circulation) which was adopted in June 2015 and states the ability to reinstate the walkway would be preserved.

Given it appears Council action to remove trees resulted in damage to and closure of the walkway it would be deeply concerning if the council is now take a course of action other than reinstatement of the walkway. I also believe there may be grounds to pursue the council and its representatives for negligence in this regard. I will consider pursuing this matter further should the walkway not be reinstated.

Council document A1787213 states it was determined in 2013, when the slip occurred, that it was "not practicable" to repair the stairway and track. Please provide further details of these investigations. It would seem reasonable to reconsider options to reopen the walkway now that three years have elapsed and vegetation to stabilise the slope has had time to take effect.

### Summary

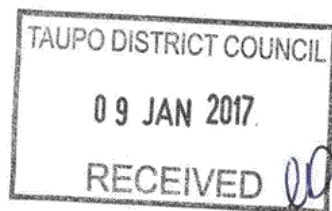
I object to the stopping of the road and it's divestment. I also request reinstatement of the walkway and look forward to your response in this regard.

Yours faithfully,



Mark Thomson





18 Waipapa Street,  
Kuratau  
6 January 2017

(Postal address: PO Box 28855, Auckland 1541)

The Property Officer, Taupo District Council, Private Bag 2005, Taupo 3330

**Objection to proposed road stopping of pedestrian access 25 - 27 Waipapa Street, Kuratau.  
Lot 26 deposited Plan 52469**

We have owned the property at 18 Waipapa Street Kuratau directly affected by this proposal for since 1985. We wish to lodge an objection for the following reasons:

**1. TDC removal of trees protecting escarpment and walkway.**

Our understanding is that it was TDC that removed the trees protecting the escarpment below numbers 25 & 27 Waipapa St. It seems reasonable to expect that TDC arborists and slope stability specialists would have given their OK to the tree removal, prior to Council undertaking this work. After the removal of the trees, we contacted TDC, and on two separate occasions we were assured that a planting programme was planned and there would be no adverse effects on the bank. Therefore, we could be assured that our use of the walkway and direct access to the lakefront would be continued and maintained.

The escarpment had been stable for some 30 years prior to TDC's removal of these trees so it appears that it was TDC's action that lead to the slip below these properties. It therefore seems only fair and equitable that TDC should make good and reinstate the walkway as per the assurances we were promised.

**2. Removal of amenity and diminution in property value.**

We bought our property at Kuratau because Kuratau was well planned and well laid out with walking tracks providing safe car-free access to the lake from many properties; especially for the number of children and grandchildren who frequently holiday in this street.

When we purchased our particular property at 18 Waipapa Street it was serviced by two pedestrian access-ways to the lake:

One through "common usage" down the private right-of-way at the end of Waipapa Street to the lake reserve behind Hinerangi Place then down steps to the lake. This access has been unusable for some time due to unwilling & abusive owners at no 33 Waipapa St.

The other closer and more desirable access has been through the subject walkway between 25 & 27 Waipapa St, which TDC has closed.

We believe that our property is diminished in utility, desirability and value due to the removal of the amenity of adjacent pedestrian lake access.

**The TDC has stated that there is another comparable public walkway 195 metres to the west, from Pihanga Road, Hinerangi Place and Te Ara Hori Road – but this is only as the crow flies. There is absolutely no direct access to this walkway from Waipapa Street. The only way of accessing this walkway is by walking at least 1.5km door to door.**

**Plus, there is a flight of over 100 steps to negotiate to get to the lake. There is just no comparison to the accessibility of the public walkway under consideration. The Council is making an unfair and unrealistic comparison.**

**3. Rates paid**

Given the rates that we and other property owners in the area have paid TDC over the years, it seems reasonable to request that TDC now fund reinstatement of the walkway.

We ask you therefore to give serious consideration to reopening the walkway between 25 & 27 Waipapa Street and therefore formally object to the "road stopping" as notified.

**Note -** Could the TDC please check that the appropriate legally required notice of this closure has been followed. As an affected resident, we would have not been aware of this issue had we not been informed by another house owner in the street. As 18 Waipapa Street is our holiday home we are not there permanently and rely on the TDC to take all reasonable steps to inform the residents of any changes that affect the quality of living and consequent value of the property at a lakeside holiday area. A number of other ratepayers and property occupants may be interested in the re-opening of this walkway but may not be aware of the road stopping notice. (Many properties in Waipapa Street and nearby are holiday homes, where the houses are occupied but not necessarily by the owners). It is possible that there would be more objections if more people were made aware of this proposal e.g. by a TDC mail-out and/or Omori-Kuratau newsletter.

Yours faithfully,

The image shows two handwritten signatures in blue ink. The first signature on the left is 'D.H.' followed by a horizontal line. The second signature on the right is 'G.P. Hofmann'.

Stephen and Gail Hofmann (Praha Trust)  
Phone: 021-487878

From: John Gibbs <John.Gibbs@walkingaccess.govt.nz>  
To: Denis Lewis  
Cc: Pk Cullane  
Subject: RE: CMS 3662 Proposed stopping of legal road (accessway) at Waipapa St, Kuratau

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Sent: Thu 8/12/2016 7:15 p.m.

Hi Denis

Thank you for that information which, along with my site inspection helped put things in perspective.

Normally the Walking Access Commission encourages the retention of unformed legal roads in order to preserve access options for the future. However, given the particular circumstances at Waipapa Street and that there are satisfactory access alternatives to the lakeshore reserve nearby, the commission sees no need to be any further involved in this proposal.

Kind regards

JOHN GIBBS

Regional field advisor – Bay of Plenty

**New Zealand Walking Access Commission** | Ara Hikoi Aotearoa

**m:** 021 380 726 | **w:** [www.walkingaccess.govt.nz](http://www.walkingaccess.govt.nz)

*I work part-time and variable hours and will respond to enquiries as soon as possible.*

*Promoting access in the outdoors*

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**From:** Denis Lewis [<mailto:dlewis@taupo.govt.nz>]

**Sent:** Wednesday, 7 December 2016 4:17 PM

**To:** John Gibbs

**Subject:** RE: CMS 3662 Proposed stopping of legal road (accessway) at Waipapa St, Kuratau

Hi John

As discussed this afternoon I have attached the document available at our offices describing the proposal. I have also attached an aerial view of the site showing alternate public access available.

Any further questions please don't hesitate to call.

Regards

**Denis Lewis** Manager Infrastructure

Taupō District Council • 72 Lake Terrace, Taupō 3330

Private Bag 2005 • Taupō Mail Centre • Taupō 3352 • New Zealand

**D** +64 7 376 0783 **T** +64 7 376 0899 **M** 021 702 173 **E** [dlewis@taupo.govt.nz](mailto:dlewis@taupo.govt.nz)

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[www.taupo.govt.nz](http://www.taupo.govt.nz)

**From:** John Gibbs [<mailto:John.Gibbs@walkingaccess.govt.nz>]  
**Sent:** Wednesday, 7 December 2016 11:07 a.m.  
**To:** Denis Lewis  
**Subject:** CMS 3662 Proposed stopping of legal road (accessway) at Waipapa St, Kuratau

Hi Dennis

I saw the public notification of the council's proposal to stop the section of legal road forming a walkway between 25 and 27 Waipapa St, Kuratau. The NZ Walking Access Commission has an interest in securing and maintaining enduring public access, especially access to public land as in this case. I would like to have a look at the detailed plans and have a chat to you or one of your staff to gain an understanding of the purpose of this proposal before the commission decides on whether or not to make a submission.

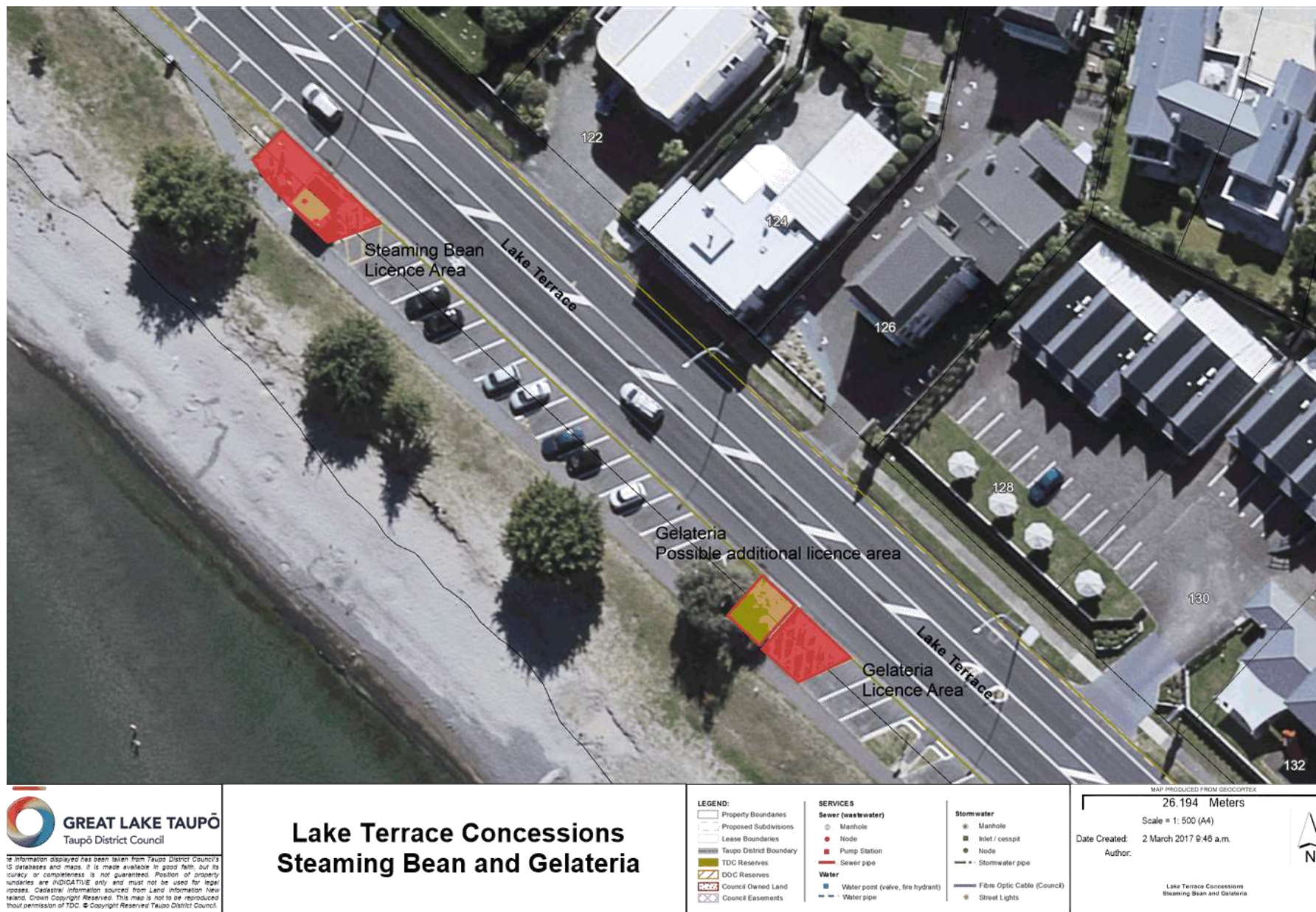
Please email me or call my number below.

Kind Regards

JOHN GIBBS  
Regional field advisor – Bay of Plenty  
**New Zealand Walking Access Commission** | Ara Hikoi Aotearoa  
**m:** 021 380 726 | **w:** [www.walkingaccess.govt.nz](http://www.walkingaccess.govt.nz)  
*I work part-time and variable hours and will respond to enquiries as soon as possible.*

*Promoting access in the outdoors*









TAUPO DISTRICT COUNCIL

SCANNED 17/3

RECEIVED

Prince place  
Blenwood

Taupo. 16.1.2017

Dear Mayor and Council

Early last year I wrote to Council (EMED) about the reserve in front of us (Doherty Drive, running through to Acacia Bay Rd) asking could this reserve be thinned out of some trees, opening it up to our once views of the lake and town again, but were told that trees are not removed or thinned just because people lose their views. I believe talking to a couple of neighbours that this same issue has been asked by them as well, and receiving the same answer from Council. (Mmmmm - we wonder what would happen if one of our Council members were in our situation)

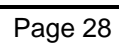
John Ridd did visit our property last year which we appreciated, but his answer very clearly "We don't remove trees because of views".

These trees have grown 10 fold in the past 12 mths and are in full leaf again hence our views nearly no more. 12 more months and the views will be NIL, so we would like a sensible answer of why you want this then, rather than the pathetic answer you give us.

This reserve is so dense now, that something needs to be done. There is something like 15-18 Silver Birch trees alone, without the same of Cherry trees in this small area, and removing the at least Birches would be a huge help to everyone. (The mowing guys as well). To plant 18 Silver Birches in such a small area was ridiculous, and who instigated the planting of them? Council we believe. Birches belong out Rural not in town reserves, they grow huge, and they would be one of the worse trees for Asthmatics and those that get Hayfever or allergies. This reserve needs opening up again like the reserve it should be and once was, not a forest.

We await your reply, with hopefully a decision made by everyone in council, that will help us with our views returned to us, as was 5 years ago that we purchased and paid plenty for.

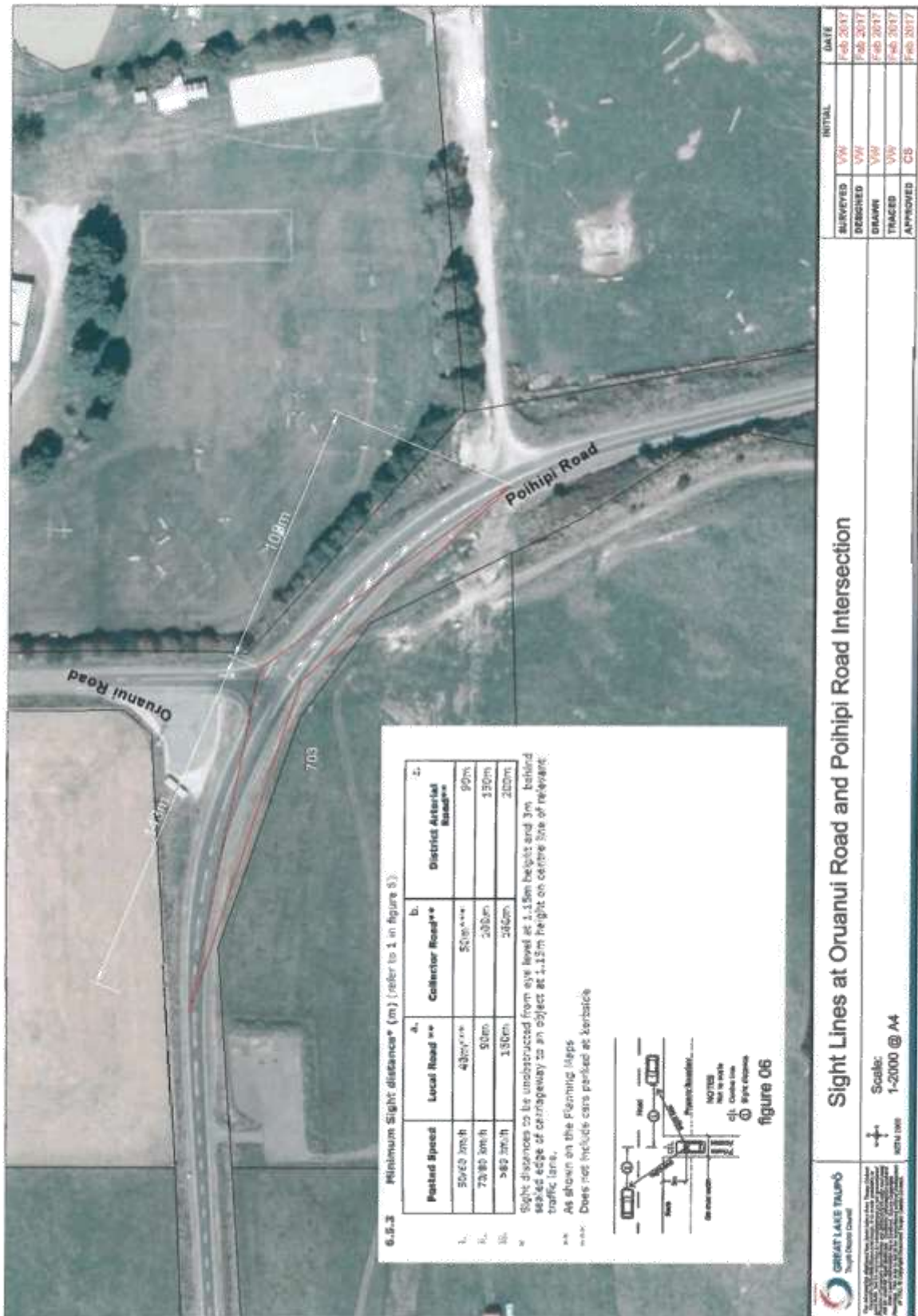
Regards Mrs. L. White.







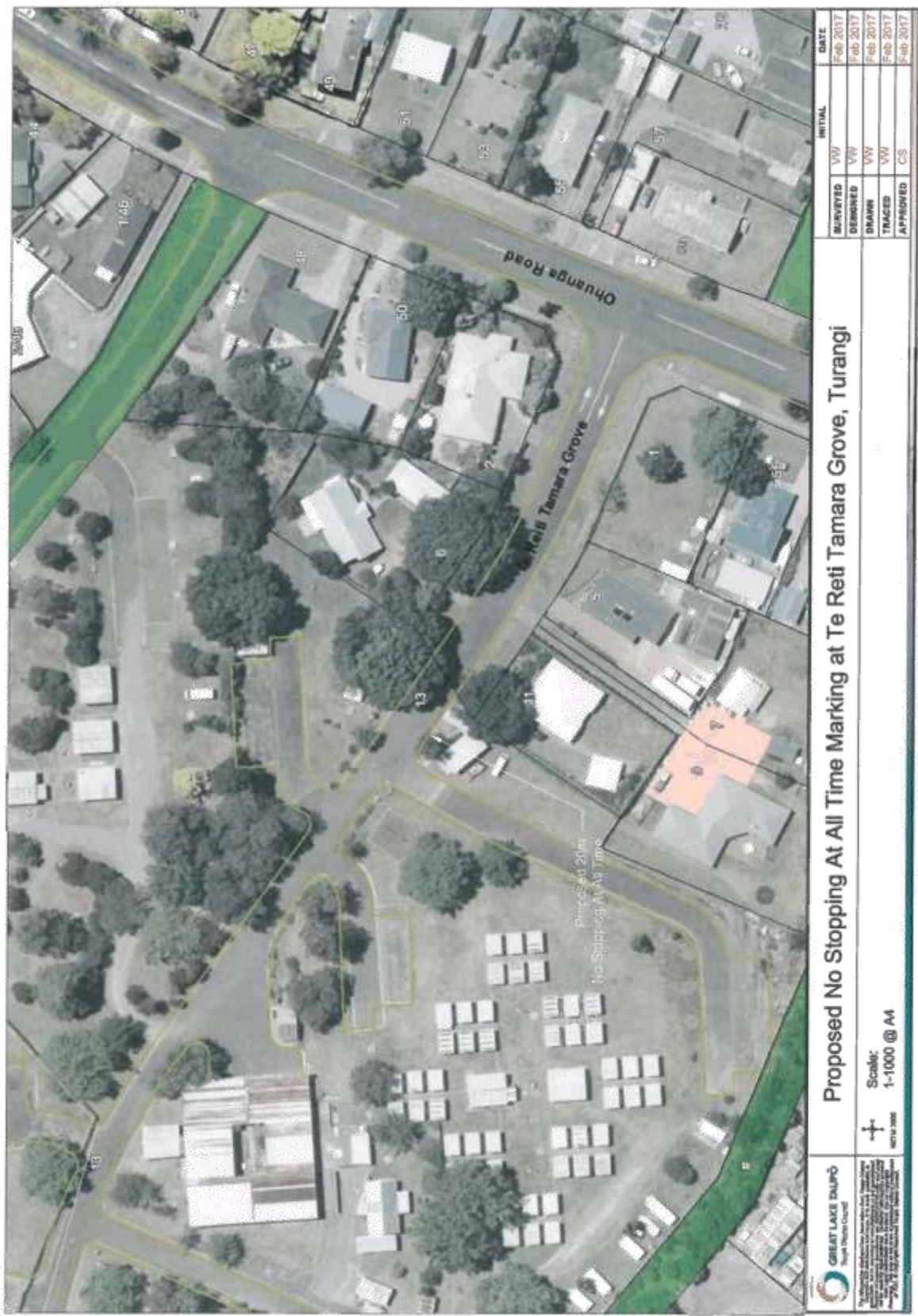
















SUNSET Road Markings									
Road Name	Start	End	Side	Offset	Type	Length	Date Performed	Notes	Marking ID
LAKE TERRACE	2409		Left	2	Construction arrow				8818
LAKE TERRACE	1709	1778	Left	5	CYCLE LANE	72	18/01/2017	See map's notes	16530
LAKE TERRACE	90		Right	5.5	Cycle symbol				10038
LAKE TERRACE	324		Left	5.5	Cycle symbol				10038
LAKE TERRACE	262		Left	5.5	Cycle symbol				10039
LAKE TERRACE	48		Left	5.5	Cycle symbol				10039
LAKE TERRACE	535		Left	5.5	Cycle symbol				10039
LAKE TERRACE	728		Left	5	Cycle symbol				10039
LAKE TERRACE	785		Left	5.5	Cycle symbol				9990
LAKE TERRACE	915		Left	5.5	Cycle symbol				9990
LAKE TERRACE	953		Left	5.5	Cycle symbol				9990
LAKE TERRACE	1028		Left	5.5	Cycle symbol				9990
LAKE TERRACE	1138		Left	5.5	Cycle symbol				9990
LAKE TERRACE	1810		Left	5.5	Cycle symbol				9971
LAKE TERRACE	1947		Left	5.5	Cycle symbol				9998
LAKE TERRACE	1415		Right	5	Cycle symbol				9994
LAKE TERRACE	1638		Left	5	Cycle symbol				9993
LAKE TERRACE	1807		Right	5	Cycle symbol				9990
LAKE TERRACE	1759		Right	5	Cycle symbol				9943
LAKE TERRACE	1789		Left	5.5	Cycle symbol				9944
LAKE TERRACE	1074		Left	4.5	Cycle symbol				9954
LAKE TERRACE	9974		Right	5	Cycle symbol				9930
LAKE TERRACE	2158		Right	4.5	Cycle symbol				9929
LAKE TERRACE	2130		Left	4.5	Cycle symbol				9930
LAKE TERRACE	2183		Left	4.5	Cycle symbol				9930
LAKE TERRACE	2228		Right	4	Cycle symbol				9932
LAKE TERRACE	2262		Left	7	Cycle symbol				9938
LAKE TERRACE	2415		Right	5	Cycle symbol				9930
LAKE TERRACE	2470		Right	5	Cycle symbol				10032
LAKE TERRACE	2488		Left	7.5	Cycle symbol				10034
LAKE TERRACE	2753		Left	5	Cycle symbol				10031
LAKE TERRACE	2785		Right	5	Cycle symbol				10032
LAKE TERRACE	2792		Left	5	Cycle symbol				10085
LAKE TERRACE	3003		Left	5	Cycle symbol				10086
LAKE TERRACE	3018		Right	5	Cycle symbol				10083
LAKE TERRACE	3098		Left	5.5	Cycle symbol				10487
LAKE TERRACE	3186		Left	5	Cycle symbol				10088
LAKE TERRACE	3258		Right	5	Cycle symbol				10089
LAKE TERRACE	3288		Left	5.5	Cycle symbol				10090
LAKE TERRACE	3467		Right	5.5	Cycle symbol				10093
LAKE TERRACE	3511		Left	5	Cycle symbol				10040
LAKE TERRACE	3696		Left	5.5	Cycle symbol				10096
LAKE TERRACE	3696		Right	5.5	Cycle symbol				12097
LAKE TERRACE	3722		Left	5	Cycle symbol				10098
LAKE TERRACE	3800		Left	5	Cycle symbol				12016
LAKE TERRACE	4042		Right	5.5	Cycle symbol				12018
LAKE TERRACE	4042		Left	5	Cycle symbol				12017
LAKE TERRACE	4135		Left	5	Cycle symbol				10092
LAKE TERRACE	4201		Right	5.5	Cycle symbol				10094
LAKE TERRACE	4285		Right	5	Cycle symbol				10081
LAKE TERRACE	4326		Right	4.5	Cycle symbol				10081
LAKE TERRACE	4336		Left	5.5	Cycle symbol				10099
LAKE TERRACE	364		Right	30	DISABLED PARKING				10040
LAKE TERRACE	894		Right	30	DISABLED PARKING				10011
LAKE TERRACE	1812		Right	30.5	DISABLED PARKING				10023
LAKE TERRACE	128		Left	7.5	GIVE WAY			ROBERTS ST	10058
LAKE TERRACE	349		Left	8.5	GIVE WAY			WUAPU ST	10024
LAKE TERRACE	429		Left	5	GIVE WAY			TIHIALEWISA ST	10015
LAKE TERRACE	734		Left	5.5	GIVE WAY			KAMAHANA ST	10001
LAKE TERRACE	789		Left	5.5	GIVE WAY			RIPIE RANGE RD	9999
LAKE TERRACE	931		Left	5.5	GIVE WAY			TUI ST	9999
LAKE TERRACE	1130		Left	4	GIVE WAY			HURA ST	9975
LAKE TERRACE	1355		Left	5.5	GIVE WAY			PATARA RD	9970
LAKE TERRACE	1772		Left	5.5	GIVE WAY			MAHE RD	9959
LAKE TERRACE	1789		Left	5.5	GIVE WAY			TAPAHAPA RD	9971
LAKE TERRACE	2171		Left	5.5	GIVE WAY			WAPAHAPA AVE	9990
LAKE TERRACE	2445		Right	7	GIVE WAY			LOVELL PL	10097
LAKE TERRACE	2520		Left	9.5	GIVE WAY			JOHN BAKER	10019
LAKE TERRACE	3079		Left	7	GIVE WAY			TRINAMARE AVE	10459
LAKE TERRACE	3499		Left	19	GIVE WAY			WUWAI ST	10361
LAKE TERRACE	3675		Left	7	GIVE WAY			NATUBU ST	10350
LAKE TERRACE	3835		Right	5	GIVE WAY			NAPOU RD	10329
LAKE TERRACE	4080		Left	5.5	GIVE WAY			RICHMOND AVE	10013
LAKE TERRACE	4244		Right	5	GIVE WAY			RAINBOW DR (NORTH)	10305
LAKE TERRACE	5492		Right	5	GIVE WAY			WIMAREWAKA RD	10286
LAKE TERRACE	5472		Right	5	GIVE WAY			ERNEST KEMP RISE	10280
LAKE TERRACE	102		Left	5.5	Left turn arrow				10046
LAKE TERRACE	3009		Right	5.5	Left turn arrow				10487
LAKE TERRACE	2591		Right	5.5	Left turn arrow				10488
LAKE TERRACE	5502		Right	5.5	Left turn arrow				10489
LAKE TERRACE	1750	1706	Right	1.1	No Overlapping 100mm continuous	38			8894
LAKE TERRACE	1753	1706	Left	1.3	No Overlapping 100mm continuous	38			8895
LAKE TERRACE	1759	1807	Left	1.3	No Overlapping 100mm continuous	38			8845
LAKE TERRACE	1769	1841	Right	1	No Overlapping 100mm continuous	72			9947
LAKE TERRACE	1941	1937	Right	5.3	No Overlapping 100mm continuous	45			9929
LAKE TERRACE	1958	2182	Left	5.2	No Overlapping 100mm continuous	224			9927
LAKE TERRACE	2085	2182	Right	5.2	No Overlapping 100mm continuous	97			9927
LAKE TERRACE	2172	2435	Right	5.2	No Overlapping 100mm continuous	263			9927
LAKE TERRACE	2385	2435	Left	5.2	No Overlapping 100mm continuous	50			9917
LAKE TERRACE	2449	2559	Right	1	No Overlapping 100mm continuous	110			10046
LAKE TERRACE	2449	2559	Left	1.2	No Overlapping 100mm continuous	110			10046
LAKE TERRACE	4281	4354	Right	0.2	No Overlapping 100mm continuous	73			10063
LAKE TERRACE	5154	5454	Left	0.2	No Overlapping 100mm continuous	300			10090
LAKE TERRACE	5439	5484	Right	0.2	No Overlapping 100mm continuous	45			10087
LAKE TERRACE	5474	5637	Right	0.2	No Overlapping 100mm continuous	163			10094
LAKE TERRACE	5545	5672	Left	0.2	No Overlapping 100mm continuous	227			10473
LAKE TERRACE	5650	5672	Right	0.2	No Overlapping 100mm continuous	22			10475
LAKE TERRACE	5687	5648	Left	0.2	No Overlapping 100mm continuous	39			10477
LAKE TERRACE	5687	5648	Right	0.2	No Overlapping 100mm continuous	39			10477
LAKE TERRACE	1962	1985	Left	0.2	No Overlapping advance 100mm 13 x 7	23			9999
LAKE TERRACE	1957	1971	Right	0.2	No Overlapping advance 100mm 13 x 7	14			9942

LAKE TERRACE	2349	2388	Left	0.2	No Overlapping advance 100m 18 x 7	98			9801
LAKE TERRACE	4354	4454	Right	0.2	No Overlapping advance 100m 18 x 7	100			9830
LAKE TERRACE	8004	8104	Left	0.2	No Overlapping advance 100m 18 x 7	100			10011
LAKE TERRACE	8937	9137	Right	0.2	No Overlapping advance 100m 18 x 7	98			10087
LAKE TERRACE	9147	9245	Left	0.2	No Overlapping advance 100m 18 x 7	98			10472
LAKE TERRACE	0	139	Left	7	No Stopping Line (yellow) 100m 18 x 7	110			10048
LAKE TERRACE	5	351	Right	6.3	No Stopping Line (yellow) 100m 18 x 7	309			10288
LAKE TERRACE	177	148	Left	2.8	No Stopping Line (yellow) 100m 18 x 7	21			10008
LAKE TERRACE	219	232	Left	7.5	No Stopping Line (yellow) 100m 18 x 7	15			10037
LAKE TERRACE	258	472	Left	8.5	No Stopping Line (yellow) 100m 18 x 7	217			10051
LAKE TERRACE	334	349	Right	12.6	No Stopping Line (yellow) 100m 18 x 7	14			10493
LAKE TERRACE	348	408	Right	15	No Stopping Line (yellow) 100m 18 x 7	67			10018
LAKE TERRACE	348	405	Right	6.5	No Stopping Line (yellow) 100m 18 x 7	67			10017
LAKE TERRACE	484	417	Right	12.6	No Stopping Line (yellow) 100m 18 x 7	15			10494
LAKE TERRACE	417	430	Right	6.5	No Stopping Line (yellow) 100m 18 x 7	15			10015
LAKE TERRACE	465	729	Left	8.7	No Stopping Line (yellow) 100m 18 x 7	282			10012
LAKE TERRACE	648	677	Right	12.6	No Stopping Line (yellow) 100m 18 x 7	8			10495
LAKE TERRACE	945	978	Right	8.5	No Stopping Line (yellow) 100m 18 x 7	8			10057
LAKE TERRACE	945	958	Right	8.5	No Stopping Line (yellow) 100m 18 x 7	28			10058
LAKE TERRACE	969	905	Right	15.5	No Stopping Line (yellow) 100m 18 x 7	30			10496
LAKE TERRACE	932	912	Right	12.6	No Stopping Line (yellow) 100m 18 x 7	4			10497
LAKE TERRACE	921	967	Right	12.6	No Stopping Line (yellow) 100m 18 x 7	48			10498
LAKE TERRACE	997	997	Right	8.6	No Stopping Line (yellow) 100m 18 x 7	7			10059
LAKE TERRACE	978	958	Right	10.6	No Stopping Line (yellow) 100m 18 x 7	11			10499
LAKE TERRACE	978	964	Right	8.5	No Stopping Line (yellow) 100m 18 x 7	10			10060
LAKE TERRACE	762	767	Left	6.5	No Stopping Line (yellow) 100m 18 x 7	17			9999
LAKE TERRACE	740	767	Left	8.5	No Stopping Line (yellow) 100m 18 x 7	17			10060
LAKE TERRACE	778	922	Left	8.5	No Stopping Line (yellow) 100m 18 x 7	140			9962
LAKE TERRACE	769	844	Right	8.5	No Stopping Line (yellow) 100m 18 x 7	16			10061
LAKE TERRACE	867	807	Right	8.2	No Stopping Line (yellow) 100m 18 x 7	30			9942
LAKE TERRACE	847	1128	Left	6.5	No Stopping Line (yellow) 100m 18 x 7	168			9943
LAKE TERRACE	1131	1117	Left	6.5	No Stopping Line (yellow) 100m 18 x 7	184			9976
LAKE TERRACE	1347	1596	Left	6.5	No Stopping Line (yellow) 100m 18 x 7	249			10062
LAKE TERRACE	1612	1601	Right	6.5	No Stopping Line (yellow) 100m 18 x 7	214			9944
LAKE TERRACE	1778	1843	Left	8.5	No Stopping Line (yellow) 100m 18 x 7	87			10063
LAKE TERRACE	1843	2101	Left	8	No Stopping Line (yellow) 100m 18 x 7	218			9945
LAKE TERRACE	1938	2444	Right	8	No Stopping Line (yellow) 100m 18 x 7	618			9946
LAKE TERRACE	2116	2426	Left	8	No Stopping Line (yellow) 100m 18 x 7	248			9947
LAKE TERRACE	2484	2683	Right	8	No Stopping Line (yellow) 100m 18 x 7	438			10064
LAKE TERRACE	2458	2480	Left	10	No Stopping Line (yellow) 100m 18 x 7	30			10065
LAKE TERRACE	2606	2618	Left	8.6	No Stopping Line (yellow) 100m 18 x 7	8			10066
LAKE TERRACE	2636	2654	Left	6	No Stopping Line (yellow) 100m 18 x 7	128			10073
LAKE TERRACE	2718	2787	Left	6	No Stopping Line (yellow) 100m 18 x 7	67			10067
LAKE TERRACE	2786	2878	Left	6	No Stopping Line (yellow) 100m 18 x 7	89			10068
LAKE TERRACE	2800	2981	Right	9	No Stopping Line (yellow) 100m 18 x 7	81			10067
LAKE TERRACE	2976	2233	Right	5	No Stopping Line (yellow) 100m 18 x 7	258			10064
LAKE TERRACE	3043	3064	Left	7	No Stopping Line (yellow) 100m 18 x 7	91			10068
LAKE TERRACE	3476	3228	Left	7	No Stopping Line (yellow) 100m 18 x 7	91			10067
LAKE TERRACE	3264	3457	Left	8	No Stopping Line (yellow) 100m 18 x 7	143			10069
LAKE TERRACE	3597	3712	Right	8	No Stopping Line (yellow) 100m 18 x 7	283			10070
LAKE TERRACE	3467	3463	Left	8.5	No Stopping Line (yellow) 100m 18 x 7	38			10069
LAKE TERRACE	3587	3517	Left	8.5	No Stopping Line (yellow) 100m 18 x 7	90			10071
LAKE TERRACE	3528	3529	Right	7	No Stopping Line (yellow) 100m 18 x 7	32			10070
LAKE TERRACE	3587	3587	Left	8.5	No Stopping Line (yellow) 100m 18 x 7	50			10070
LAKE TERRACE	3619	3525	Right	8.5	No Stopping Line (yellow) 100m 18 x 7	6			10069
LAKE TERRACE	3585	3527	Right	8	No Stopping Line (yellow) 100m 18 x 7	172			10074
LAKE TERRACE	3684	3753	Left	7	No Stopping Line (yellow) 100m 18 x 7	49			10070
LAKE TERRACE	3781	3875	Left	7	No Stopping Line (yellow) 100m 18 x 7	124			10072
LAKE TERRACE	4281	4797	Right	8	No Stopping Line (yellow) 100m 18 x 7	38			10073
LAKE TERRACE	5447	5611	Left	6	No Stopping Line (yellow) 100m 18 x 7	34			10069
LAKE TERRACE	128	148	Right	1.3	Right turn bay	21			10082
LAKE TERRACE	250	279	Right	1.9	Right turn bay	73		1 ARROW	10022
LAKE TERRACE	480	516	Right	1	Right turn bay	22			10011
LAKE TERRACE	741	754	Right	1.8	Right turn bay	53			9999
LAKE TERRACE	788	789	Right	1	Right turn bay	21			9999
LAKE TERRACE	857	867	Right	1	Right turn bay	22			9999
LAKE TERRACE	1122	1141	Right	1	Right turn bay	18			9977
LAKE TERRACE	1387	1399	Right	1	Right turn bay	12			9984
LAKE TERRACE	1780	1787	Right	1	Right turn bay	25		1X ARROWS	9913
LAKE TERRACE	1798	1428	Right	2	Right turn bay	58		2X ARROWS	9943
LAKE TERRACE	3481	3523	Right	2	Right turn bay	102		2 X ARROWS	10091
LAKE TERRACE	3031	3040	Right	1	Right turn bay	19		1 X ARROW	10054
LAKE TERRACE	3487	3477	Right	2	Right turn bay	20		1 X ARROW	10040
LAKE TERRACE	3673	3687	Right	1	Right turn bay	24		1 X ARROW	10082
LAKE TERRACE	3618	3333	Right	1.5	Right turn bay	15		1 X ARROW	10028
LAKE TERRACE	4086	4118	Right	1.6	Right turn bay	26		1 X ARROW	10032
LAKE TERRACE	4212	4247	Left	3	Right turn bay	25		1 X ARROW	10098
LAKE TERRACE	5258	6461	Left	7	Right turn bay	223		2 X ARROWS	10088
LAKE TERRACE	6273	6174	Left	0.5	Right turn bay	192		2 X ARROWS	10476
LAKE TERRACE	2783		Left	6.7	STOP			SHARPENED RD	10071
LAKE TERRACE	4730		Right	6.6	STOP			RAINBOW DR (SIG. Tr.)	10095
LAKE TERRACE	2415		Centre	3	straight arrow				10023
LAKE TERRACE	3472		Left	4	straight arrow				10024
LAKE TERRACE	3828		Right	3	straight arrow				10028
LAKE TERRACE	3885		Left	3	straight arrow				10029
LAKE TERRACE	6461		Right	3	straight arrow				10030
LAKE TERRACE	23	0	Right	3	Combination arrow	3			10027
LAKE TERRACE	7	0	Right	7	GIVE WAY	2			10021
LAKE TERRACE	7	0	Right	1	GIVE WAY	2		JUNCTION SHUTE	10431
LAKE TERRACE	1048	0	Left	8.5	GIVE WAY	2		HEALTH SPA ENTRANCE	10400
LAKE TERRACE	1838	0	Left	8	GIVE WAY	2		TRUCK STOP ACCESS	10384
LAKE TERRACE	81	171	Right	0.2	No Overlapping 100m continuous	180			10435
LAKE TERRACE	881	734	Left	0.2	No Overlapping 100m continuous	175			10418
LAKE TERRACE	824	941	Right	0.2	No Overlapping 100m continuous	177			10412
LAKE TERRACE	1448	1834	Left	0.2	No Overlapping 100m continuous	89			10439
LAKE TERRACE	1548	1810	Left	0.2	No Overlapping 100m continuous	84			10387
LAKE TERRACE	1648	1822	Left	0.2	No Overlapping 100m continuous	219			10440
LAKE TERRACE	171	235	Right	0.2	No Overlapping advance 100m 18 x 7	84			10420
LAKE TERRACE	434	581	Left	0.2	No Overlapping advance 100m 18 x 7	87			10419
LAKE TERRACE	841	1843	Right	0.2	No Overlapping advance 100m 18 x 7	102			10407
LAKE TERRACE	1347	1445	Left	0.2	No Overlapping advance 100m 18 x 7	89			10439
LAKE TERRACE	1423	1505	Right	0.2	No Overlapping advance 100m 18 x 7	101			10442
LAKE TERRACE	1889	2382	Left	0.2	No Overlapping advance 100m 18 x 7	11			10394



PAPER ROAD	2008	2022	Left	0.3	No Overtaking advance 100m 1 x 1	22			10445
PAPER ROAD	10	58	Right	8	No Stopping Line (yellow) 100m 1 x 1	26			10446
PAPER ROAD	10	28	Left	8	No Stopping Line (yellow) 100m 1 x 1	18			10428
PAPER ROAD	19	0	Right	2	Right turn arrow	0			10422
PAPER ROAD	618	767	Left	3	Right turn bay	109		TWO ARROWS	10417
PAPER ROAD	762	821	Right	2	Right turn bay	148		ONE ARROW	10411
PAPER ROAD	1548	1745	Right	2	Right turn bay	187		ONE ARROW	10441
PAPER ROAD	176	0	Right	8.5	STOP	0		ARROWSMITH AVE	10414
PAPER ROAD	778	0	Left	8.5	STOP	0		KODLE DR	10413
PAPER ROAD	1528	0	Right	2	straight arrow	0			10407
PAPER ROAD	1571	0	Left	2	straight arrow	0			10407
TONGARERO STREET	364	0	Left	8.5	Combination arrow	0			10155
TONGARERO STREET	379	0	Left	8.5	Combination arrow	0			10153
TONGARERO STREET	381	0	Left	8	ONE WAY	0		WONGWORTH CAR PARK	10154
TONGARERO STREET	408	0	Left	8	ONE WAY	0		SPA RD	10128
TONGARERO STREET	409	0	Left	8	ONE WAY	0		SPA RD	10188
TONGARERO STREET	162	328	Left	9.2	No Overtaking 100m continuous	173			10148
TONGARERO STREET	182	338	Right	9.2	No Overtaking 100m continuous	173			10180
TONGARERO STREET	242	372	Right	9.2	No Overtaking 100m continuous	38			10161
TONGARERO STREET	248	372	Left	9.2	No Overtaking 100m continuous	38			10142
TONGARERO STREET	341	418	Right	7.5	No Stopping Line (yellow) 100m 1 x 1	74			10143
TONGARERO STREET	367	402	Left	8.5	No Stopping Line (yellow) 100m 1 x 1	80			10138
TONGARERO STREET	280	0	Left	3.8	Right turn arrow	0			10134
TONGARERO STREET	379	0	Left	3.5	Right turn arrow	0			10132
TONGARERO STREET	288	358	Left	2	Right turn bay	63			10147
TONGARERO STREET	320	0	Right	5	STOP	0		REDBOUT RD	10145
TONGARERO STREET (NORTHBOUND)	223	244	Left	15.7	Blue stop	41			10585
TONGARERO STREET (NORTHBOUND)	684	725	Left	15.8	Blue stop	41			10586
TONGARERO STREET (NORTHBOUND)	730	784	Left	15.8	Blue stop	84			10607
TONGARERO STREET (NORTHBOUND)	441		Left	2	Combination arrow				10579
TONGARERO STREET (NORTHBOUND)	482		Left	2	Combination arrow				10572
TONGARERO STREET (NORTHBOUND)	570		Left	4.7	Combination arrow				10585
TONGARERO STREET (NORTHBOUND)	570		Left	5.4	Combination arrow				10583
TONGARERO STREET (NORTHBOUND)	415		Left	7.8	ONE WAY			FERRY RD	10548
TONGARERO STREET (NORTHBOUND)	578		Left	8	ONE WAY			SPA RD	10578
TONGARERO STREET (NORTHBOUND)	578		Left	9.8	ONE WAY			SPA RD	10579
TONGARERO STREET (NORTHBOUND)	441		Right	2	Left turn arrow				10577
TONGARERO STREET (NORTHBOUND)	482		Right	2	Left turn arrow				10572
TONGARERO STREET (NORTHBOUND)	415	483	Left	10.1	No Stopping Line (yellow) 100m 1 x 1	38			10582
TONGARERO STREET (NORTHBOUND)	588	638	Left	11.8	No Stopping Line (yellow) 100m 1 x 1	32			10602
TONGARERO STREET (NORTHBOUND)	681	848	Left	11.2	No Stopping Line (yellow) 100m 1 x 1	12			10658
TONGARERO STREET (NORTHBOUND)	887	882	Left	10.2	No Stopping Line (yellow) 100m 1 x 1	65			10600
TONGARERO STREET (NORTHBOUND)	524	598	Left	4	Right turn bay	75			10620
TONGARERO STREET (NORTHBOUND)	763	828	Left	8.5	Right turn bay	85			10681
TONGARERO STREET (NORTHBOUND)	601	804	Centre	0	Signalised intersection (one-way)	3		11M LANE	10688
TONGARERO STREET (NORTHBOUND)	608	824	Left	15.8	Signalised intersection (one-way)	31		REDFIELD ST	10695
TONGARERO STREET (NORTHBOUND)	827	831	Centre	0	Signalised intersection (one-way)	4		8M LANE	10671
TONGARERO STREET (NORTHBOUND)	501		Left	8.5	straight arrow				10652
TONGARERO STREET (NORTHBOUND)	581		Left	8.5	straight arrow				10652
TONGARERO STREET (NORTHBOUND)	583		Left	8	straight arrow				10652
TONGARERO STREET (NORTHBOUND)	644	863	Left	10.7	Test stand	9			10584
TONGARERO STREET (NORTHBOUND)	815	864	Left	10.5	Test stand	9			10555
TONGARERO STREET (NORTHBOUND)	568	563	Left	8.7	Traffic Signal Left Lines	1			10685
TONGARERO STREET (NORTHBOUND)	568	563	Left	8.5	Traffic Signal Left Lines	1			10684
TONGARERO STREET (NORTHBOUND)	418	823	Left	18.2	Traffic Signal Left Lines	7			10685
TONGARERO STREET (SOUTHBOUND)	482	811	Left	8.8	Blue stop	833-851	10		10627
TONGARERO STREET (SOUTHBOUND)	581	884	Left	8.8	Blue stop	851-884	83		10648
TONGARERO STREET (SOUTHBOUND)	778	0	Left	2	Combination arrow	0			10108
TONGARERO STREET (SOUTHBOUND)	771	0	Left	2	Combination arrow	0			10105
TONGARERO STREET (SOUTHBOUND)	792	854	Left	18	Cycle symbol	12			10676
TONGARERO STREET (SOUTHBOUND)	418	0	Left	18	ONE WAY	0			10127
TONGARERO STREET (SOUTHBOUND)	421	0	Left	18	ONE WAY	0			10125
TONGARERO STREET (SOUTHBOUND)	612	0	Left	7	ONE WAY	0			10116
TONGARERO STREET (SOUTHBOUND)	614	0	Left	7	ONE WAY	0			10111
TONGARERO STREET (SOUTHBOUND)	583	454	Left	4	No Stopping Line (yellow) 100m 1 x 1	0			10124
TONGARERO STREET (SOUTHBOUND)	483	488	Left	13	No Stopping Line (yellow) 100m 1 x 1	14			10121
TONGARERO STREET (SOUTHBOUND)	528	517	Left	12	No Stopping Line (yellow) 100m 1 x 1	11			10120
TONGARERO STREET (SOUTHBOUND)	543	552	Left	7	No Stopping Line (yellow) 100m 1 x 1	9			10118
TONGARERO STREET (SOUTHBOUND)	583	567	Left	8.8	No Stopping Line (yellow) 100m 1 x 1	14			10118
TONGARERO STREET (SOUTHBOUND)	632	477	Left	6	No Stopping Line (yellow) 100m 1 x 1	80			10114
TONGARERO STREET (SOUTHBOUND)	630	755	Left	4	No Stopping Line (yellow) 100m 1 x 1	12			10100
TONGARERO STREET (SOUTHBOUND)	789	779	Left	4	No Stopping Line (yellow) 100m 1 x 1	10			10084
TONGARERO STREET (SOUTHBOUND)	788	770	Left	4	No Stopping Line (yellow) 100m 1 x 1	10			10100
TONGARERO STREET (SOUTHBOUND)	876	880	Left	4	No Stopping Line (yellow) 100m 1 x 1	15			10081
TONGARERO STREET (SOUTHBOUND)	638	625	Left	7	No Stopping Line (yellow) 100m 1 x 1	17			10088
TONGARERO STREET (SOUTHBOUND)	412	824	Left	4	No Stopping Line (yellow) 100m 1 x 1	12			10083
TONGARERO STREET (SOUTHBOUND)	791	0	Right	0	Right turn arrow	0			10120
TONGARERO STREET (SOUTHBOUND)	870	0	Right	6.5	Right turn arrow	0			10191
TONGARERO STREET (SOUTHBOUND)	870	920	Right	8.5	Right turn bay	54			10084
TONGARERO STREET (SOUTHBOUND)	773	776	Centre	0	Signalised intersection (one-way)	2			10089
TONGARERO STREET (SOUTHBOUND)	777	781	Left	0	Signalised intersection (one-way)	4			10088
TONGARERO STREET (SOUTHBOUND)	609	609	Centre	0	Signalised intersection (one-way)	2			10089
TONGARERO STREET (SOUTHBOUND)	713	0	Right	2	straight arrow	0			10192
TONGARERO STREET (SOUTHBOUND)	787	0	Right	2	straight arrow	0			10192
TONGARERO STREET (SOUTHBOUND)	874	771	Right	8.5	Traffic Signal Left Lines	87			10182
TONGARERO STREET (SOUTHBOUND)	787	771	Right	2	Traffic Signal Left Lines	14			10182
TONGARERO STREET (SOUTHBOUND)	787	771	Left	2	Traffic Signal Left Lines	14			10184
TONGARERO STREET (SOUTHBOUND)	772	0	Left	12	Traffic Signal Left Lines	0			10087
TONGARERO STREET (SOUTHBOUND)	776	0	Left	12	Traffic Signal Left Lines	0			10086
WAIKARE DRIVE	288	0	Right	8.5	ONE WAY	0		WAIKARE THERMAL VALLEY	10271
WAIKARE DRIVE	891	0	Right	9	ONE WAY	0		WAIKARE RD	10282
WAIKARE DRIVE	1842	0	Left	12	ONE WAY	0		KARU TOGO RD	10285
WAIKARE DRIVE	2079	0	Right	7	ONE WAY	0		WAIKARE GOLF CLUB	10229
WAIKARE DRIVE	2728	0	Right	7	ONE WAY	0		WAIKARE FALLS RD (NORTH)	10217
WAIKARE DRIVE	3227	0	Left	7	ONE WAY	0		KARU TOGO RD	10214
WAIKARE DRIVE	3281	0	Left	7	ONE WAY	0		REST AREA	10209
WAIKARE DRIVE	3611	0	Left	7	ONE WAY	0		REST AREA	10202
WAIKARE DRIVE	6212	0	Left	8	ONE WAY	0		HUKA FALLS LOOP RD (SOUTH)	10182
WAIKARE DRIVE	6484	0	Right	0	ONE WAY	0		POWELL RD	10180
WAIKARE DRIVE	7211	0	Right	6	ONE WAY	0		MORRIS BATH BT	10184
WAIKARE DRIVE	7236	0	Right	6	Left turn arrow	0			10188

WAIKAKE DRIVE	7355	0	Right	8	Left turn lane	0		10156
WAIKAKE DRIVE	0	282	Left	0.3	No Overlapping 100m continuous	282		10203
WAIKAKE DRIVE	0	282	Left	0.3	No Overlapping 100m continuous	282		10214
WAIKAKE DRIVE	288	453	Right	0.3	No Overlapping 100m continuous	541		10269
WAIKAKE DRIVE	288	443	Right	0.3	No Overlapping 100m continuous	541		10267
WAIKAKE DRIVE	654	77	Right	0.5	No Overlapping 100m continuous	187		10255
WAIKAKE DRIVE	871	521	Right	0.3	No Overlapping 100m continuous	50		10261
WAIKAKE DRIVE	868	1845	Left	0.3	No Overlapping 100m continuous	889		10248
WAIKAKE DRIVE	868	1845	Right	0.3	No Overlapping 100m continuous	889		10248
WAIKAKE DRIVE	1848	2578	Left	0.3	No Overlapping 100m continuous	428		10203
WAIKAKE DRIVE	1852	2278	Right	0.3	No Overlapping 100m continuous	874		10238
WAIKAKE DRIVE	2049	2338	Right	0.3	No Overlapping 100m continuous	287		10235
WAIKAKE DRIVE	2857	3965	Right	0.1	No Overlapping 100m continuous	108		10197
WAIKAKE DRIVE	3837	5825	Left	0.2	No Overlapping 100m continuous	198		10188
WAIKAKE DRIVE	5541	6655	Right	1	No Overlapping 100m continuous	114		10175
WAIKAKE DRIVE	7116	7182	Left	0.3	No Overlapping 100m continuous	144		10172
WAIKAKE DRIVE	7116	7182	Right	0.3	No Overlapping 100m continuous	144		10174
WAIKAKE DRIVE	0	-7	Right	0.2	No Overlapping advance 100m 13 x 7	17		10246
WAIKAKE DRIVE	148	348	Left	0.2	No Overlapping advance 100m 13 x 7	96		10276
WAIKAKE DRIVE	358	948	Left	0.5	No Overlapping advance 100m 13 x 7	102		10267
WAIKAKE DRIVE	858	948	Right	0.5	No Overlapping advance 100m 13 x 7	182		10263
WAIKAKE DRIVE	1358	1411	Right	0.3	No Overlapping advance 100m 13 x 7	150		10249
WAIKAKE DRIVE	2308	2428	Right	0.2	No Overlapping advance 100m 13 x 7	150		10241
WAIKAKE DRIVE	5758	5857	Left	0.3	No Overlapping advance 100m 13 x 7	48		10195
WAIKAKE DRIVE	8814	1047	Left	0.3	No Overlapping advance 100m 13 x 7	103		10178
WAIKAKE DRIVE	638	861	Left	2	Right turn bay	112		10205
WAIKAKE DRIVE	862	768	Left	2	Right turn bay	105		10208
WAIKAKE DRIVE	849	1190	Right	2	Right turn bay	211		10247
WAIKAKE DRIVE	1810	2076	Left	2	Right turn bay	186	2 X ARROWS	10238
WAIKAKE DRIVE	8325	8381	Right	2.5	Right turn bay	186	2X ARROWS	10180
WAIKAKE DRIVE	8352	8462	Left	2.5	Right turn bay	180	2X ARROWS	10188
WAIKAKE DRIVE	7112	0	Left	2	Speed of 100 km/h	0		10187
WAIKAKE DRIVE	943	0	Left	9	STOP	0	WAIKAKE RESORT	10282
WAIKAKE DRIVE	990	0	Left	9	STOP	0	WAIKAKE RESORT	10246
WAIKAKE DRIVE	952	0	Left	3	straight arrow	3	WAIKAKE ROAD	10207
WAIKAKE DRIVE	929	0	Right	5	straight arrow	2	WAIKAKE RESORT	10262
WAIKAKE DRIVE	874	0	Left	2	straight arrow	2	WAIKAKE RESORT	10263
WAIKAKE DRIVE	1802	0	Right	3	straight arrow	0	KARATE DO ROAD	10266
WAIKAKE DRIVE	2584	0	Right	3	straight arrow	2	WAIKAKE GOLF	10265
WAIKAKE DRIVE	2587	0	Left	5	straight arrow	0	WAIKAKE GOLF	10265
WAIKAKE DRIVE	2708	0	Right	3	straight arrow	0	HUKAPALLS RD NTH	10267
WAIKAKE DRIVE	2780	0	Left	3	straight arrow	0	HUKAPALLS RD NTH	10266
WAIKAKE DRIVE	3253	0	Right	3	straight arrow	0	REST AREA NTH	10269
WAIKAKE DRIVE	3259	0	Left	3	straight arrow	0	REST AREA NTH	10270
WAIKAKE DRIVE	3389	0	Right	3	straight arrow	0	REST AREA NTH	10271
WAIKAKE DRIVE	3861	0	Left	3	straight arrow	0	REST AREA NTH	10272
WAIKAKE DRIVE	8185	0	Right	3	straight arrow	0	HUKAPALLS RD NTH	10274
WAIKAKE DRIVE	8281	0	Left	3	straight arrow	0	HUKAPALLS RD NTH	10275
WAIKAKE DRIVE	8387	0	Right	3	straight arrow	0		10284
WAIKAKE DRIVE	8485	0	Right	3	straight arrow	0	POHRI RD	10278
WAIKAKE DRIVE	7328	0	Right	3	straight arrow	0		10188
WAIKAKE DRIVE	7355	0	Curve	0	straight arrow	0		10185
WAIKAKE DRIVE	7355	0	Right	2	straight arrow	0		10187

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600mm  
100mm  
50mm  
50mm  
600mm  
R60mm

Typical 300x300mm  
Parking restriction sign

**R7-10 General regulatory**  
*Drivers must comply with the restriction, prohibition or direction described in the text on the sign.*

Shape and size	Background	Border	Legend	Description	Colour	Size
rectangle at least 600 x 600 mm and sufficient to comfortably accommodate the legend	white (R)	red (R) 25 mm			black	100/14
				'[such words as are necessary to convey the restriction, prohibition or direction to traffic]'		

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**Proposed Typical No Truck Parking Signs Specification**

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NOTES

INITIAL		DATE
SURVEYED	VW	May 2016
DESIGNED	VW	May 2016
DRAWN	VW	May 2016
TRACED	VW	May 2016
APPROVED	CS	May 2016

















