



LOCALITY PLAN
NOT TO SCALE

DRAWINGS REGISTER		
SHEET NUMBER	SHEET TITLE	ISSUE
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AUCKLAND COUNCIL - FRANKLIN TARGETED RATES PROGRAMME

HUNUA ROAD, HUNUA - PEDESTRIAN IMPROVEMENTS

FOR CONSTRUCTION

Minor Safety Works – Construction notes

General

- All notes shown herein shall form part of the contract.
- All notes shall be read in conjunction with the contract document, design drawings, standard engineering detail drawings,
- All works shall be constructed as detailed in the design drawings and standard engineering detail drawings and in accordance with the requirements of the contract specifications and other relevant standards, manuals and specifications.
- All cross references to standard engineering details and specifications shall be to the latest revision.
- Pipes, cables and other utilities, foundations, levels, reference marks and other obstructions indicated on this drawing are based only on readily available record plans and other information. This information may not be complete, accurate nor up to date. Prior to carrying out any excavation or other physical work, contractors shall obtain the latest information from utility providers and carry out detailed exploratory work, tracing, locating, protection, isolation and alterations as are required under NZS 3910 clause 5.13.
- Early utility investigations have been completed by the contractor. Contractor to refer to results of investigation in reference to proposed physical works and potential services diversion.
- The contractor shall be responsible for the performance of all activities required to ensure that adequate public and private access is not prevented by the works.
- Where work takes place in existing manholes and pipelines the contractor shall ensure that flow is maintained at all times.
- Before commencing any work the contractor shall make application for a road opening notice. This shall include a traffic management plan and no work shall commence within the road reserve until the application has been approved.
- All pipe work to be abandoned shall be sealed with 17.5mpa concrete plug to the satisfaction of the engineer.
- All concrete to have 28 day strength of 30mpa unless noted otherwise.
- The contractor shall ensure that all catch pits and associated leads are cleared of debris and are in working order during and on completion of construction.
- Do not scale from drawings.

Setting out

- The contractor shall set out levels and dimensions on site as per the design drawings. All measurements and setout points including the alignment of new pipes shall be checked on site by the contractor prior to construction and contact the engineer for signing off prior to commencement of work and report discrepancies, if any to the engineer.
- All measurements are taken from the kerb face and not the edge of channel unless stated otherwise.
- All levels/dimensions/set-outs are in metres unless stated otherwise.
- Pipeline grades and associated levels have been calculated based on the distance between manhole centres.
- All levels are in terms of Auckland vertical 1946 datum. Setout coordinates in terms of NZTM.
- Set out information will be provided in digital form with a 2D CAD file, 3D string lines and chainages to be provided for accurate kerb level setouts.

Roading

- Engineer to assess all carriageway reinstatement work to confirm suitability of existing material prior to any reinstatement work. The contractor shall allow in their rates for the appropriate testing to conform to the specifications.
- All joints between the contract work and existing must be saw cut neatly. Saw cutting shall generally be square and/or parallel to the kerb alignment and/or carriageway. Dry cutting is not permitted.
- The contractor shall undertake level survey on all footpath and drainage channels within work site to ensure that no ponding will occur. Work may be required to extend beyond the limits shown in the design drawings with the engineer's approval.

Grass and Trees

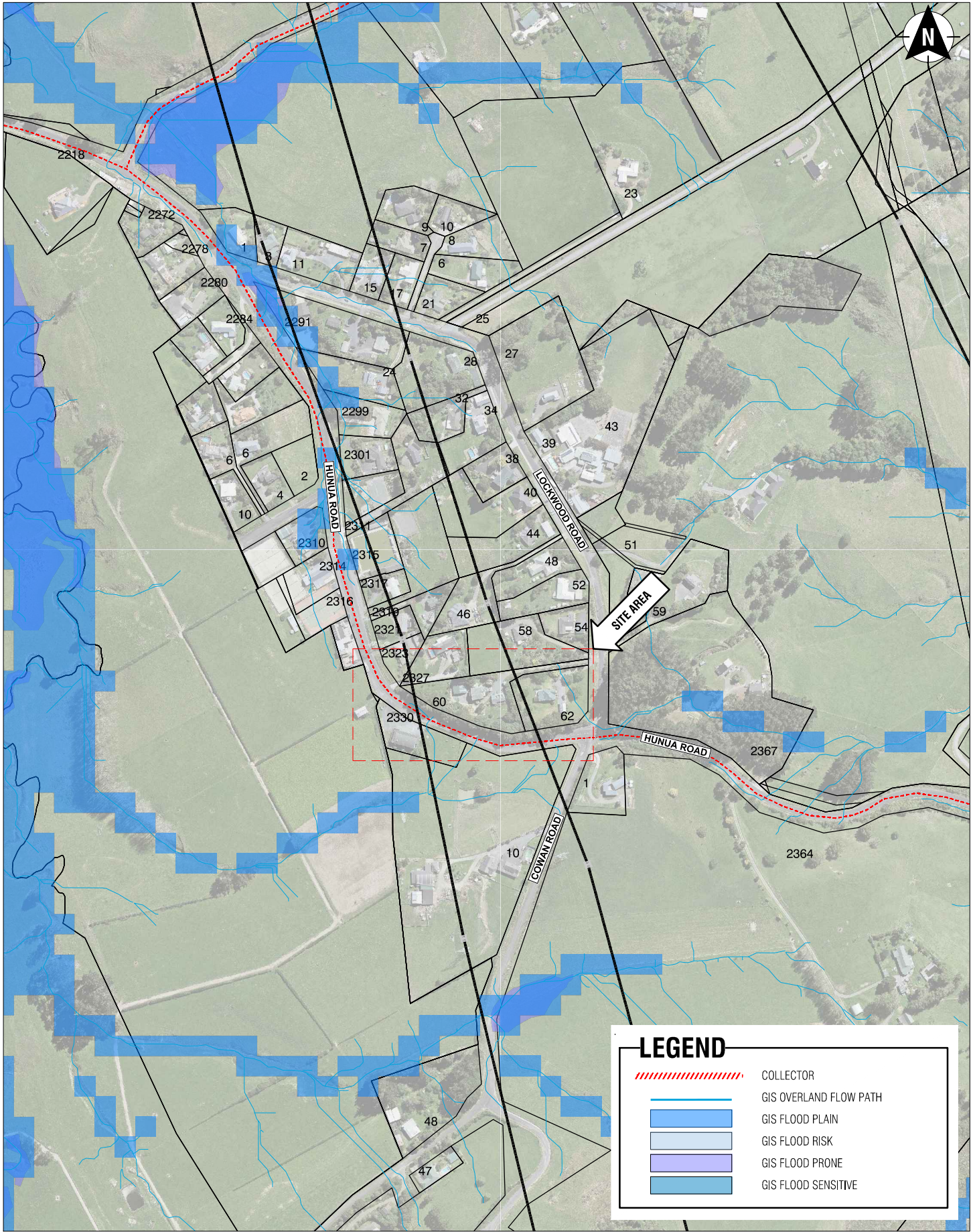
- Contractor shall liaise with the nominated arborist for any work under the drip line, well in advance of any construction work.
- Contractor to refer to approved Rural Road Tree Removal Approval for all tree removal and protection requirements.
- All berm reinstatement shall have a minimum of 200mm depth of topsoil.
- The contractor shall liaise with the nominated arborist for all tree removal, planting and pruning works.
- The contractor shall liaise with nominated staff for all landscaping works.

Concrete

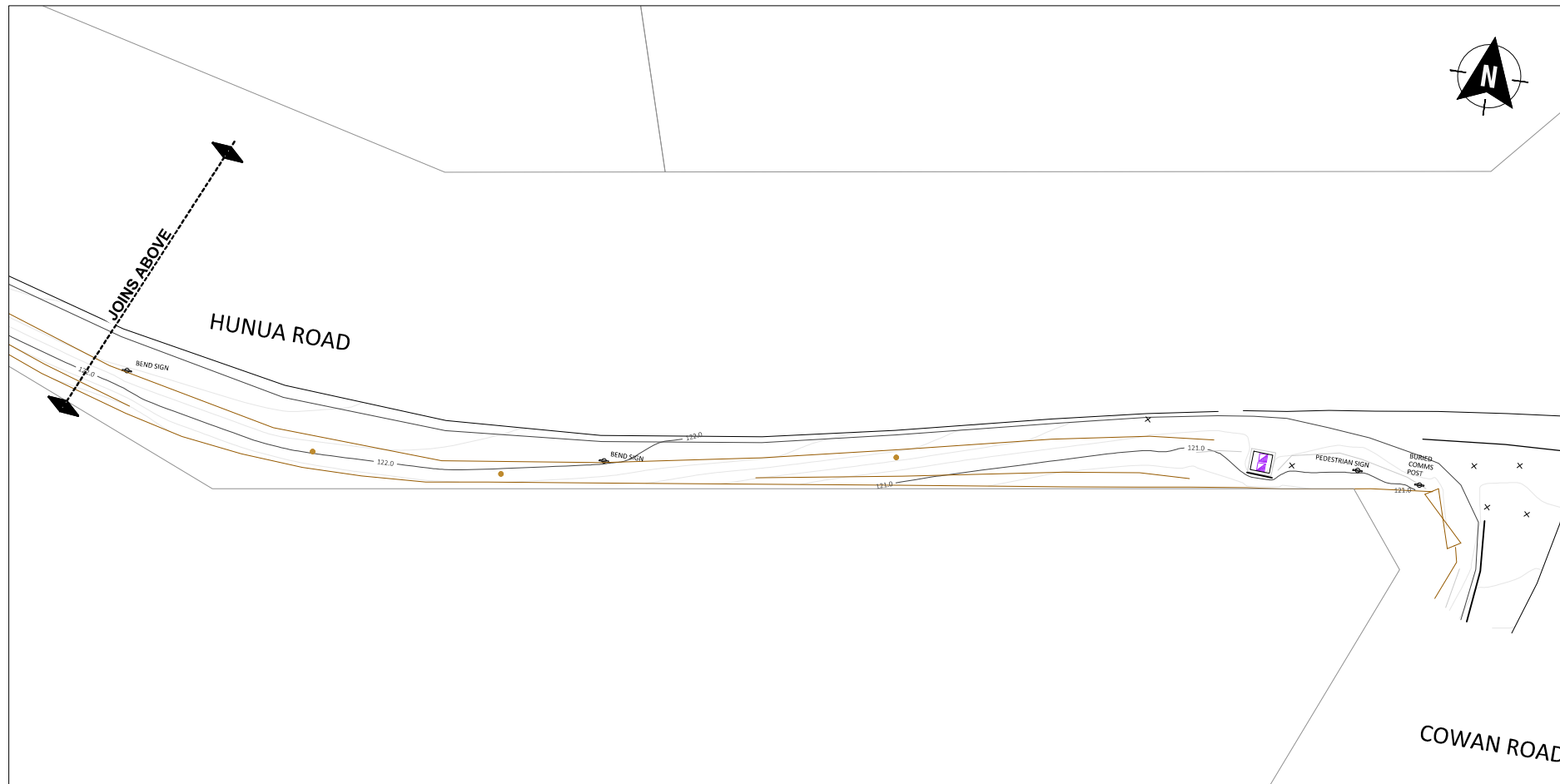
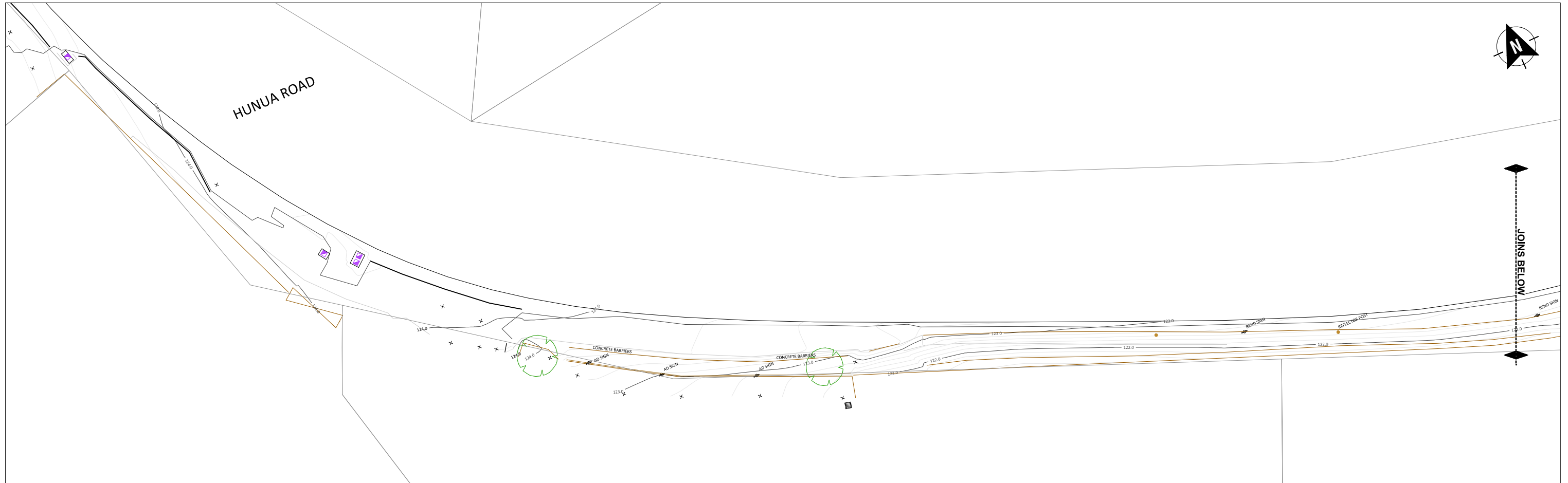
- Contractor shall use low-carbon concrete (LCC) instead of OPC concrete in order to comply with AT's Practice Note 5.
- Contractor shall use recycled crushed concrete as recycled aggregates / RAP.

Geotechnical & Structures

- Contractor to refer to geotechnical investigation report completed by Soil & Rock Consultants for geotechnical requirements pertaining to slope stability, retaining wall, fill material, stormwater and underground services.
- Contractor to refer to geotechnical design report for proposed timber pole retaining wall completed by Soil & Rock Consultants for retaining wall and timber handrail details.



2	RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED			ZV	2026-07-07
1	ISSUED FOR CONSTRUCTION			ZV	2026-03-24
REV	REVISIONS			DRAWN	DATE
DRAWN	ZV	DESIGNED	ZV		
DRAWING CHECK	RL	DESIGN CHECK	RL		
APPROVED		Zelma Vincor		8/7/2026	



NOTES:

Horizontal Datum:

- New Zealand Geodetic Datum 2000 (NZGD2000)
- New Zealand Transverse Mercator (NZTM)

Vertical Datum:

- New Zealand Vertical Datum 2016 (NZVD2016)

Origin of Coordinates:

- IT 4 DP 402106 (EG6T)

Origin of Levels:

- IT 4 DP 402106 (EG6T)
- RL 104.97m

• Boundaries depicted hereon have been adopted from existing underlying survey plans, or obtained directly from LINZ (Landonline). The accuracy of these boundaries may vary, and is subject to confirmation upon formal LT/SO survey.

• This survey has been conducted to topographic survey standards.

• Streetscape surveys are carried out using total station and RTK GNSS methods unless UAV methods are specifically requested/agreed. Please advise the consultant of any areas critical to design/construction.

• Critical levels should be independently verified on site prior to construction commencing.

• Overhead services (if any) may not be shown on this plan. If clearance to these features is critical then further survey of individual lines should be carried out.

• The size and position of trees shown on this plan is approximate.

• Not all public and private drainage or utility information is necessarily shown on this plan.

• This plan may depict subsurface drainage using surveyed features, CCTV location (by others) or Council GIS information. These positions/levels may not all correlate or represent the true position due to errors or omissions in that data. This information should be reviewed and confirmed at design stage and verified on site at construction stage.

• Council GIS drainage information (if any) may have only been shifted to respect surveyed asset positions (where assets have been located and surveyed at both ends of the line).

• Pipe invert levels within manholes (if any) have been determined using remote measurements as access within manholes is not permitted. The accuracy of these levels should be verified by contractors prior to construction.

• Aerial imagery may not be up to date and is indicative only.

• For identification of any features not labelled/symbolised on this plan, refer to digital data.



2	RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED							ZV	2026-07-07	
1	ISSUED FOR CONSTRUCTION							ZV	2026-03-24	
REV	REVISIONS							DRAWN	DATE	
DRAWN		ZV		DESIGNED			ZV			
DRAWING CHECK		RL		DESIGN CHECK			RL			
APPROVED										
Zelma Vincer										
8/7/2026										

Client:	AUCKLAND COUNCIL - FRANKLIN TARGETED RATES PROGRAMME
Project:	HUNUA ROAD, HUNUA - PEDESTRIAN IMPROVEMENTS
Drawing Title:	TOPOGRAPHICAL SURVEY

Drawing Status: **FOR CONSTRUCTION**

Drawing Date: 07/07/2026

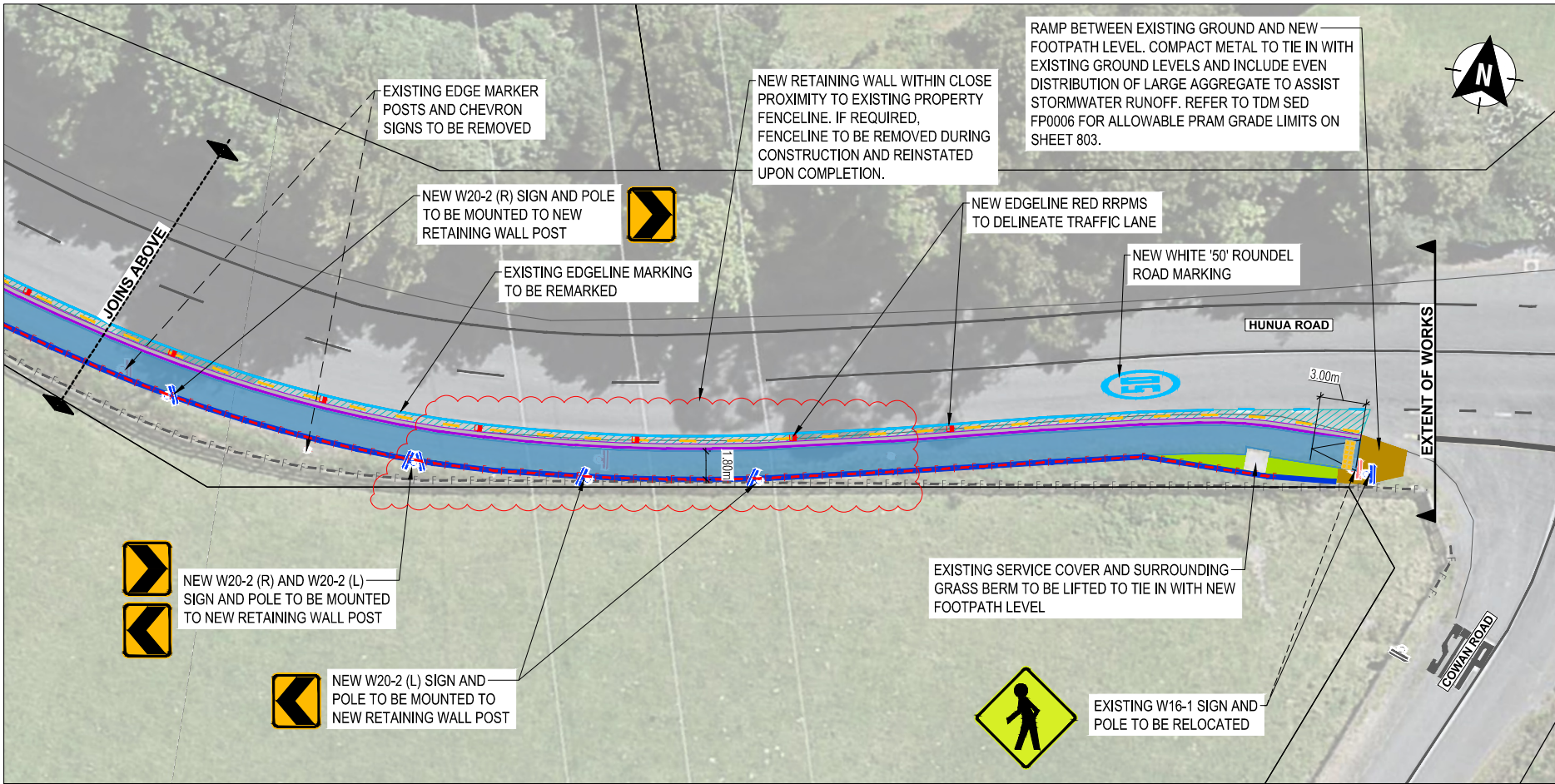
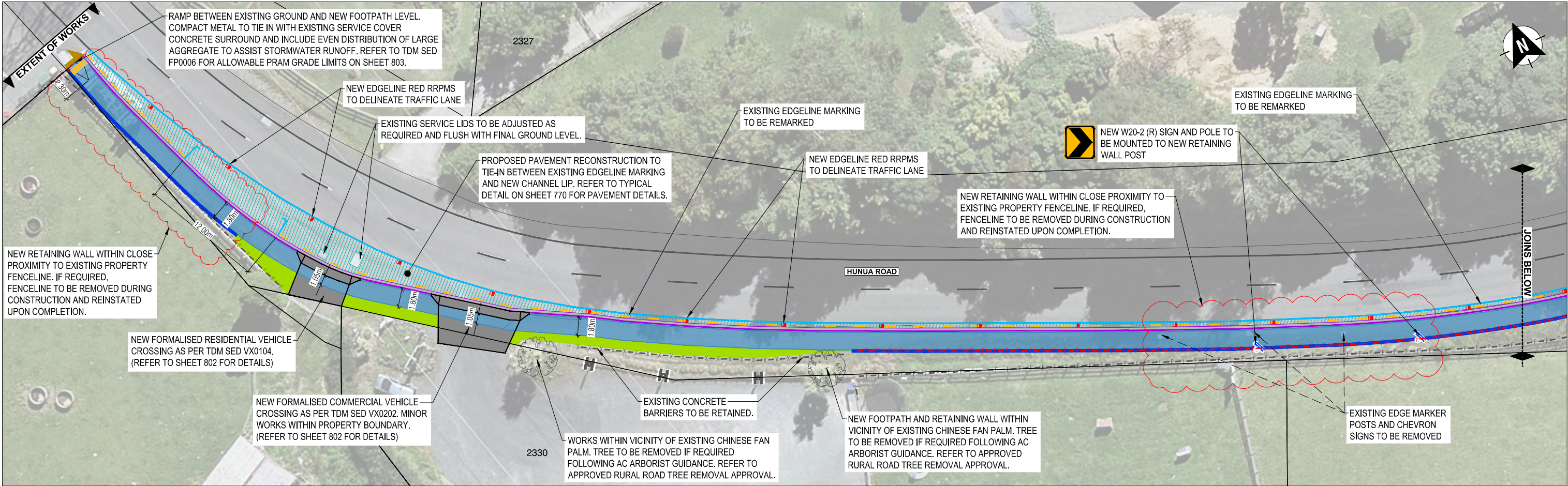
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Drawing No. 2025-NZA036(002)-050

2

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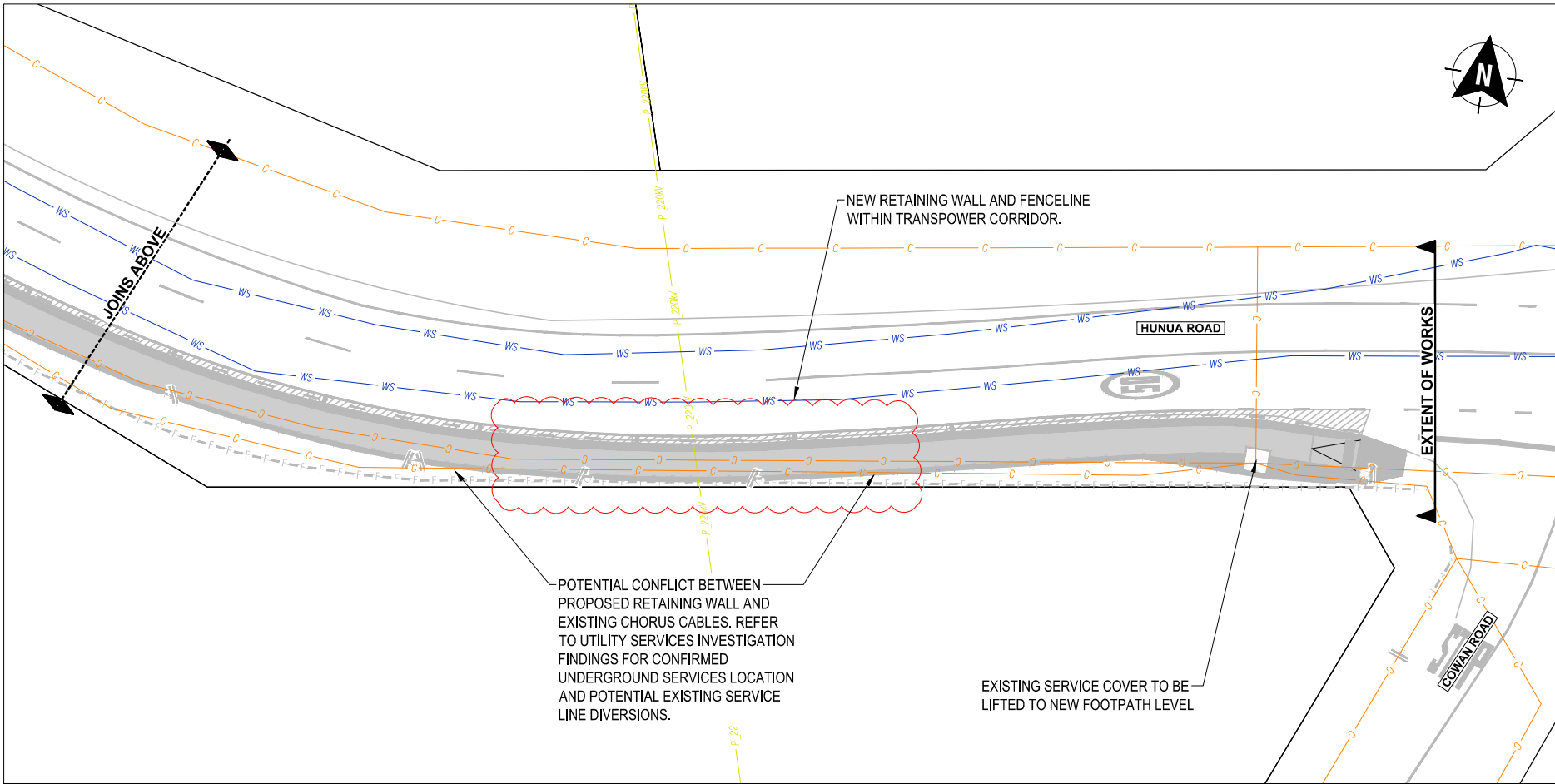
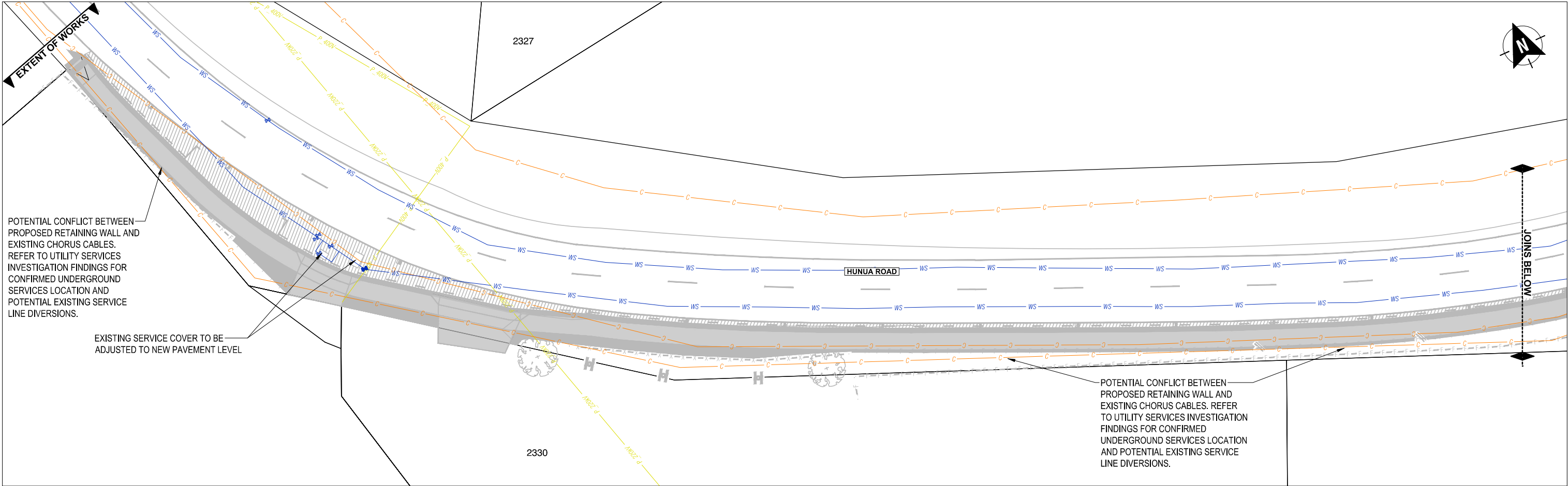


GENERAL LAYOUT LEGEND	
	EXISTING ROAD MARKING
	NEW NSAAT MARKING / WHITE ROADMARKING
	NEW KERB AND CHANNEL AS PER TDM SED KC0001 TYPE 1 "STANDARD KERB AND CHANNEL" (REFER TO SHEETS 770, 800 AND 801 FOR DETAILS)
	NEW TIMBER RETAINING WALL AS PER DESIGN COMPLETED BY OTHERS (REFER TO NOTES 2 AND 5)
	EXISTING FENCELINE
	NEW HANDRAIL AS PER DESIGN COMPLETED BY OTHERS (REFER TO NOTES 2 AND 5)
	NEW HEAVY DUTY FOOTPATH AS PER TDM SED FP0001 (REFER TO SHEET 800 FOR DETAILS)
	NEW VEHICLE CROSSING
	BERM REGRADE WITH GRASS
	COMPACT METAL
	PAVEMENT RESURFACING AND TIE-IN (REFER TO SHEET 770 FOR DETAILS)
	EXISTING SIGN
	SIGN TO BE REMOVED / RELOCATED
	NEW / RELOCATED SIGN
	EXISTING TREE
	NEW TACTILE PAVERS

- NOTES**
- REFER TO SHEETS 800 - 801 FOR SETOUT INFORMATION.
 - REFER TO SHEET 770 FOR TYPICAL CROSS SECTION INCLUDING RETAINING WALL, HANDRAIL AND PAVEMENT DETAILS.
 - REFER TO SHEETS 800 - 802 FOR STANDARD DETAILS.
 - REFER TO GEOTECHNICAL DESIGN REPORT COMPLETED BY SOIL & ROCK CONSULTANTS FOR GEOTECHNICAL AND STRUCTURAL REQUIREMENTS, INCLUDING RETAINING WALL AND HANDRAIL DETAILS.
 - REFER TO UTILITY INVESTIGATION FINDINGS COMPLETED BY CONTRACTOR FOR CONFIRMED UNDERGROUND SERVICES LOCATION.

REV	REVISIONS	DRAWN	DATE
2	RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED	ZV	2026-07-07
1	ISSUED FOR CONSTRUCTION	ZV	2026-03-24
REV	ZV	DESIGNED	ZV
DRAWN	RL	DESIGN CHECK	RL
APPROVED	Zelma Vincer		8/7/2026

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SERVICES LEGEND	
	EXISTING CHORUS
	EXISTING POWER (400V)
	EXISTING TRANSMISSION POWER (220kV)
	EXISTING TRANSMISSION WATER (HUNUA LINE 1070-1900mm)



REV	REVISIONS	DRAWN	DATE
2	RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED	ZV	2026-07-07
1	ISSUED FOR CONSTRUCTION	ZV	2026-03-24
DRAWN	ZV	DESIGNED	ZV
DRAWING CHECK	RL	DESIGN CHECK	RL
APPROVED	Zelma Vincer		8/7/2026



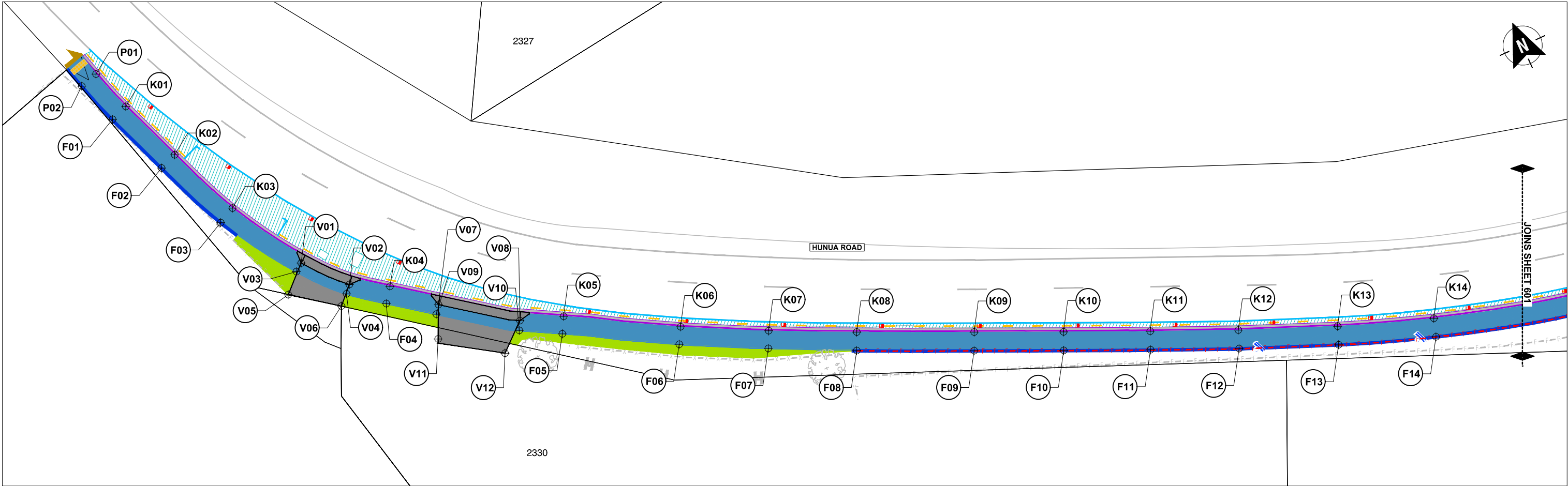
Client: AUCKLAND COUNCIL - FRANKLIN TARGETED RATES PROGRAMME

Project: HUNUA ROAD, HUNUA - PEDESTRIAN IMPROVEMENTS

Drawing Title: EXISTING SERVICES PLAN

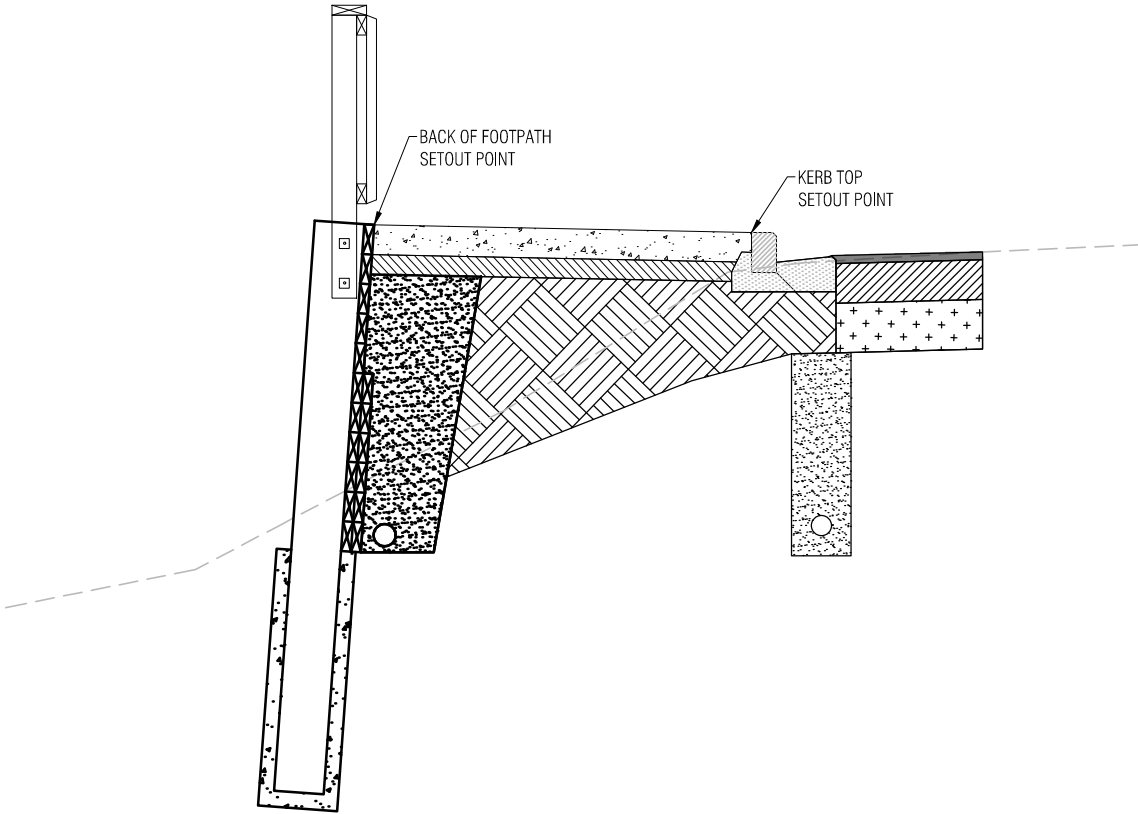
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SETOUT COORDINATES				
REFERENCE	EASTING	NORTHING	ELEVATION	DESCRIPTION
F01	1784186.999	5894040.031	123.966	BACK OF FOOTPATH
F02	1784189.578	5894033.457	124.141	BACK OF FOOTPATH
F03	1784192.861	5894025.909	124.247	BACK OF FOOTPATH
F04	1784205.005	5894011.504	124.318	BACK OF FOOTPATH
F05	1784220.227	5894001.399	124.170	BACK OF FOOTPATH
F06	1784230.713	5893995.592	123.989	BACK OF FOOTPATH
F07	1784238.885	5893991.531	123.811	BACK OF FOOTPATH
F08	1784247.064	5893987.672	123.615	BACK OF FOOTPATH
F09	1784258.051	5893982.815	123.343	BACK OF FOOTPATH
F10	1784266.436	5893979.145	123.205	BACK OF FOOTPATH
F11	1784274.576	5893975.616	123.107	BACK OF FOOTPATH
F12	1784282.916	5893972.079	123.000	BACK OF FOOTPATH
F13	1784292.384	5893968.323	122.886	BACK OF FOOTPATH
F14	1784301.817	5893965.049	122.790	BACK OF FOOTPATH
K01	1784188.776	5894040.702	124.004	KERB TOP
K02	1784191.345	5894034.156	124.103	KERB TOP
K03	1784194.548	5894026.783	124.209	KERB TOP
K04	1784206.064	5894012.960	124.282	KERB TOP
K05	1784221.075	5894002.987	124.134	KERB TOP
K06	1784231.569	5893997.176	123.953	KERB TOP
K07	1784239.649	5893993.161	123.775	KERB TOP
K08	1784247.838	5893989.407	123.577	KERB TOP
K09	1784258.815	5893984.555	123.305	KERB TOP
K10	1784267.195	5893980.887	123.167	KERB TOP
K11	1784275.321	5893977.364	123.069	KERB TOP
K12	1784283.616	5893973.845	122.962	KERB TOP
K13	1784293.063	5893970.097	122.848	KERB TOP
K14	1784302.384	5893966.862	122.752	KERB TOP

SETOUT COORDINATES				
REFERENCE	EASTING	NORTHING	ELEVATION	DESCRIPTION
P01	1784187.327	5894044.966	123.983	PRAM RAMP
P02	1784185.505	5894044.426	123.945	PRAM RAMP
V01	1784198.708	5894018.806	124.220	VEHICLE CROSSING
V02	1784202.341	5894014.805	124.251	VEHICLE CROSSING
V03	1784197.915	5894018.196	124.200	VEHICLE CROSSING
V04	1784201.685	5894014.051	124.231	VEHICLE CROSSING
V05	1784196.201	5894016.378	123.886	VEHICLE CROSSING
V06	1784200.705	5894013.115	124.093	VEHICLE CROSSING
V07	1784209.836	5894009.254	124.239	VEHICLE CROSSING
V08	1784216.804	5894004.387	124.145	VEHICLE CROSSING
V09	1784209.248	5894008.445	124.219	VEHICLE CROSSING
V10	1784216.333	5894003.505	124.125	VEHICLE CROSSING
V11	1784208.387	5894006.040	123.933	VEHICLE CROSSING
V12	1784214.063	5894001.955	123.782	VEHICLE CROSSING



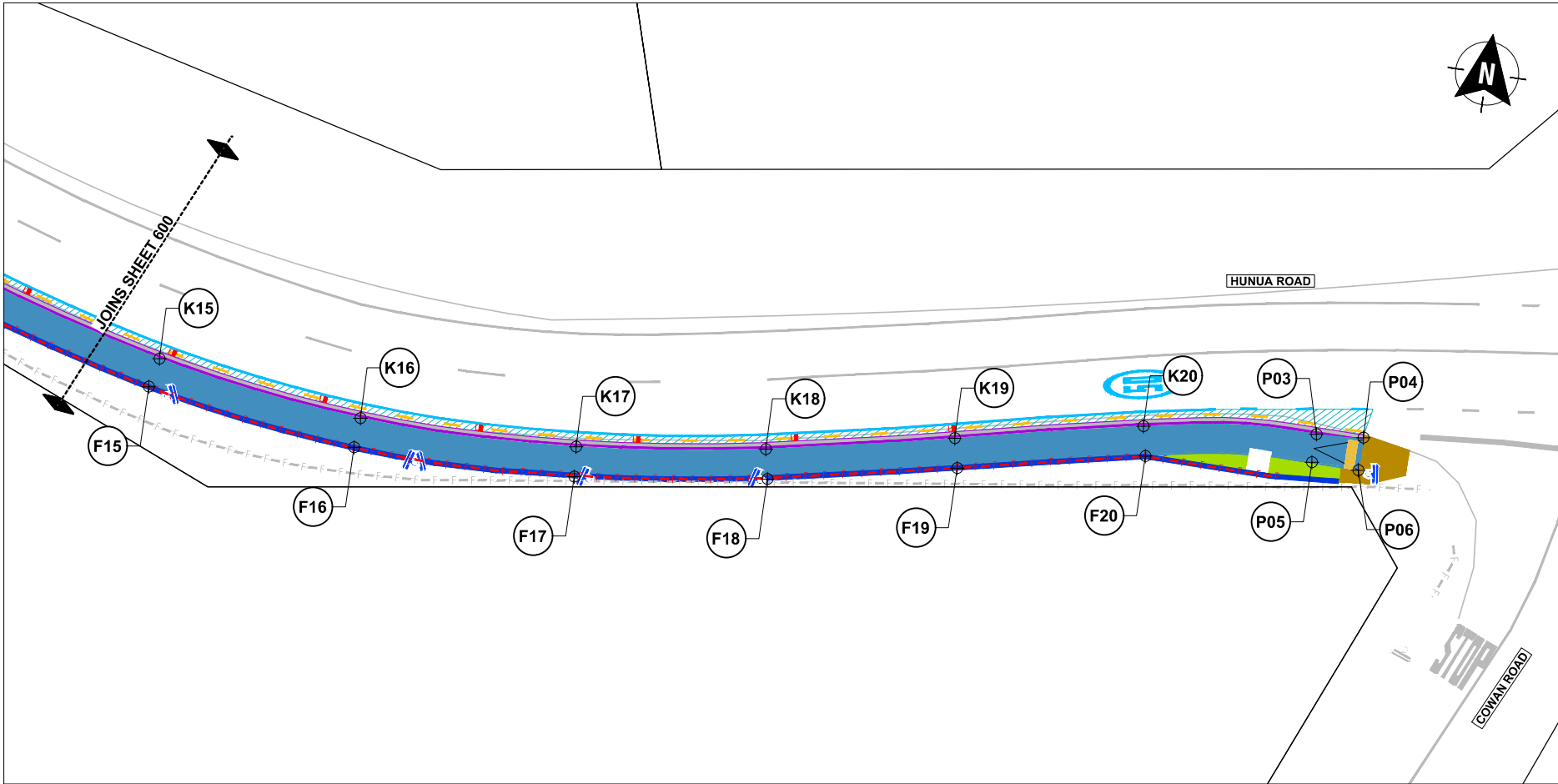
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1	ISSUED FOR CONSTRUCTION	ZV	2026-03-24
REVISIONS		DRAWN DATE	
DRAWN	ZV	DESIGNED	ZV
DRAWING CHECK	RL	DESIGN CHECK	RL
APPROVED		8/7/2026	



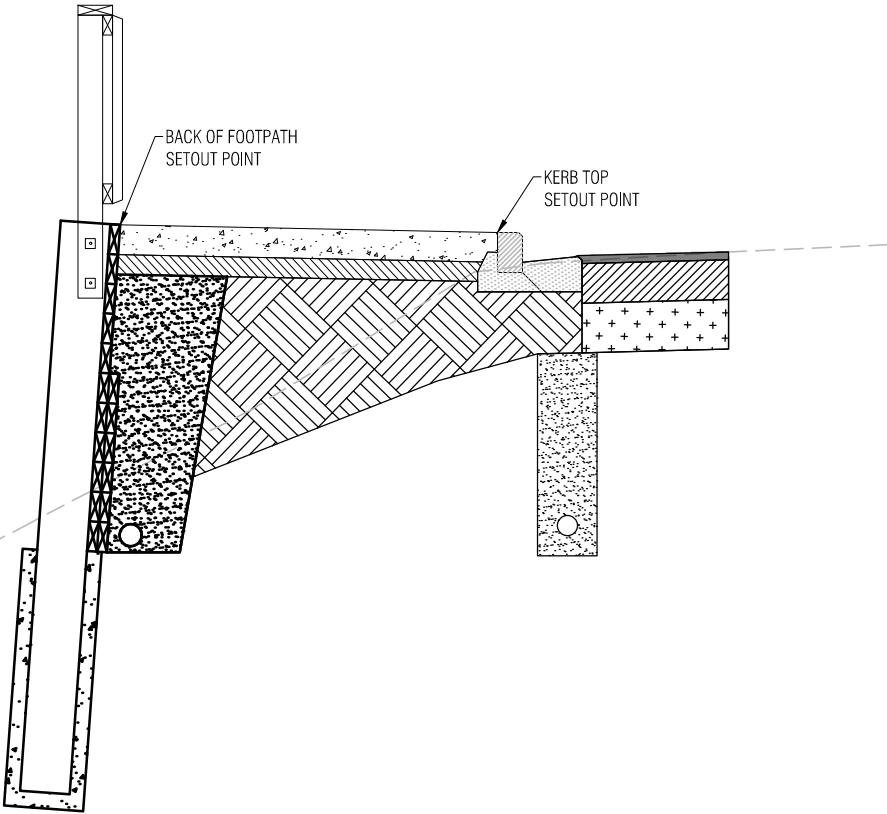
Client: AUCKLAND COUNCIL - FRANKLIN TARGETED RATES PROGRAMME
Project: HUNUA ROAD, HUNUA - PEDESTRIAN IMPROVEMENTS
Drawing Title: SETTING OUT PLAN
SHEET 1 OF 2

Drawing Status:	FOR CONSTRUCTION		
Drawing Date:	07/07/2026		
A1 Scale:	1:200	A3 Scale:	1:400
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Drawing No.	2025-NZA036(002)-600		Revision: 2

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SETOUT COORDINATES				
REFERENCE	EASTING	NORTHING	ELEVATION	DESCRIPTION
F15	1784314.601	5893961.655	122.680	BACK OF FOOTPATH
F16	1784328.064	5893959.900	122.526	BACK OF FOOTPATH
F17	1784342.148	5893960.269	122.255	BACK OF FOOTPATH
F18	1784354.274	5893962.048	122.012	BACK OF FOOTPATH
F19	1784366.050	5893964.619	121.736	BACK OF FOOTPATH
F20	1784377.717	5893967.259	121.526	BACK OF FOOTPATH
K15	1784314.985	5893963.516	122.642	KERB TOP
K16	1784328.170	5893961.797	122.488	KERB TOP
K17	1784341.968	5893962.161	122.217	KERB TOP
K18	1784353.883	5893963.908	121.974	KERB TOP
K19	1784365.616	5893966.468	121.698	KERB TOP
K20	1784377.313	5893969.115	121.488	KERB TOP
P03	1784388.223	5893970.335	121.458	PRAM RAMP
P04	1784391.199	5893970.583	121.255	PRAM RAMP
P05	1784388.223	5893968.535	121.494	PRAM RAMP
P06	1784391.199	5893968.508	121.218	PRAM RAMP



ORIGINAL SIZE A1

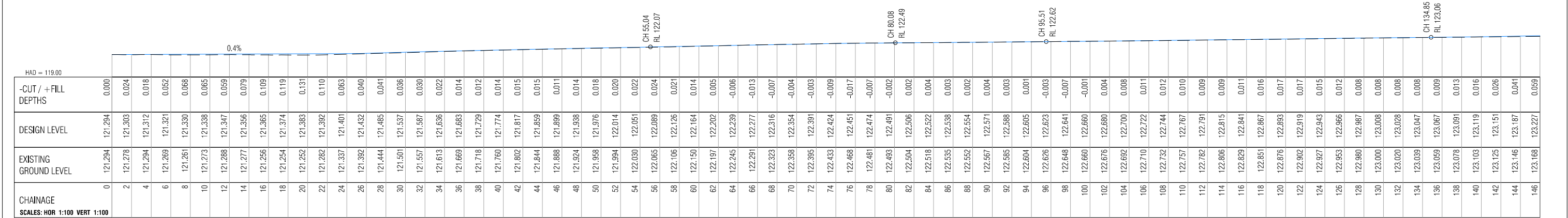
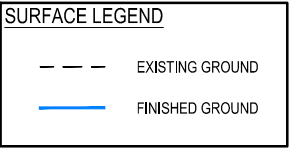
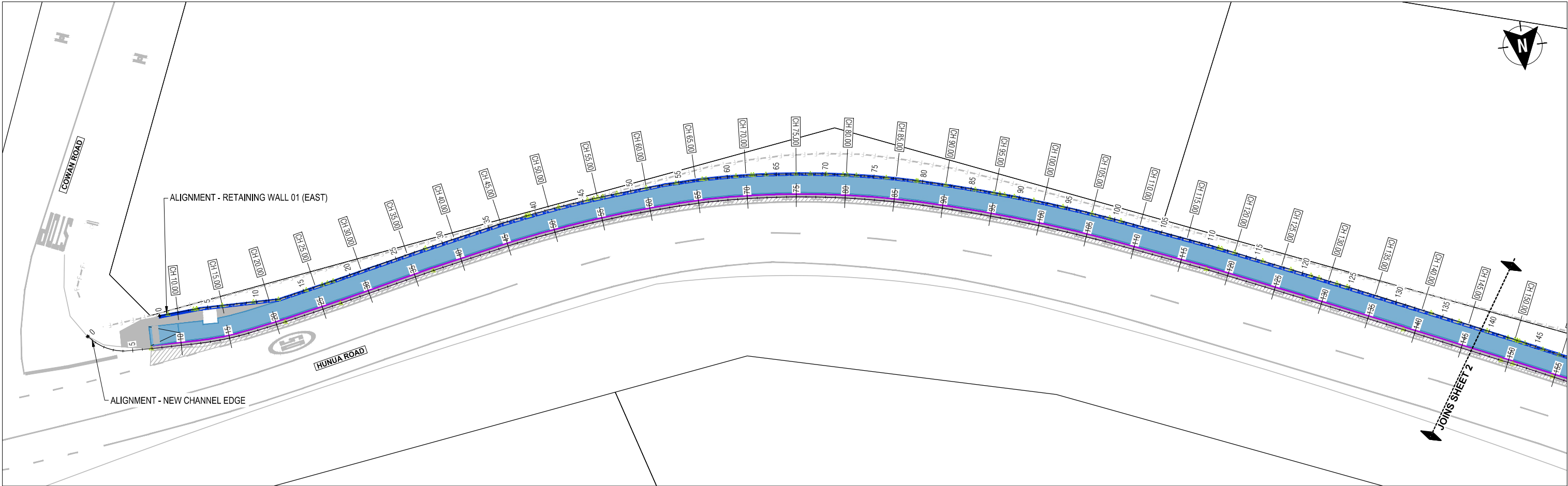


	2	RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED	ZV	2026-07-07
	1	ISSUED FOR CONSTRUCTION	ZV	2026-03-24
	REV	REVISIONS		DRAWN DATE
DRAWN		ZV	DESIGNED	ZV
DRAWING CHECK		RL	DESIGN CHECK	RL
APPROVED		ZeIma Vincer		8/7/2026



Client:		AUCKLAND COUNCIL - FRANKLIN TARGETED RATES PROGRAMME		Drawing Status:		FOR CONSTRUCTION	
Project:		HUNUA ROAD, HUNUA - PEDESTRIAN IMPROVEMENTS		Drawing Date:		07/07/2026	
Drawing Title:		SETTING OUT PLAN		A1 Scale:		1:200	
SHEET 2 OF 2				A3 Scale:		1:400	
				0 10m			
				Drawing No.		2025-NZA036(002)-601	
				Revision:		2	

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2	RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED	ZV	2026-07-07
1	ISSUED FOR CONSTRUCTION	ZV	2026-03-24
REV	REVISIONS		DRAWN DATE
DRAWN	ZV	DESIGNED	ZV
DRAWING CHECK	RL	DESIGN CHECK	RL
APPROVED	Zelma Vincer		8/7/2026



Client: AUCKLAND COUNCIL - FRANKLIN TARGETED RATES PROGRAMME

Project: HUNUA ROAD, HUNUA - PEDESTRIAN IMPROVEMENTS

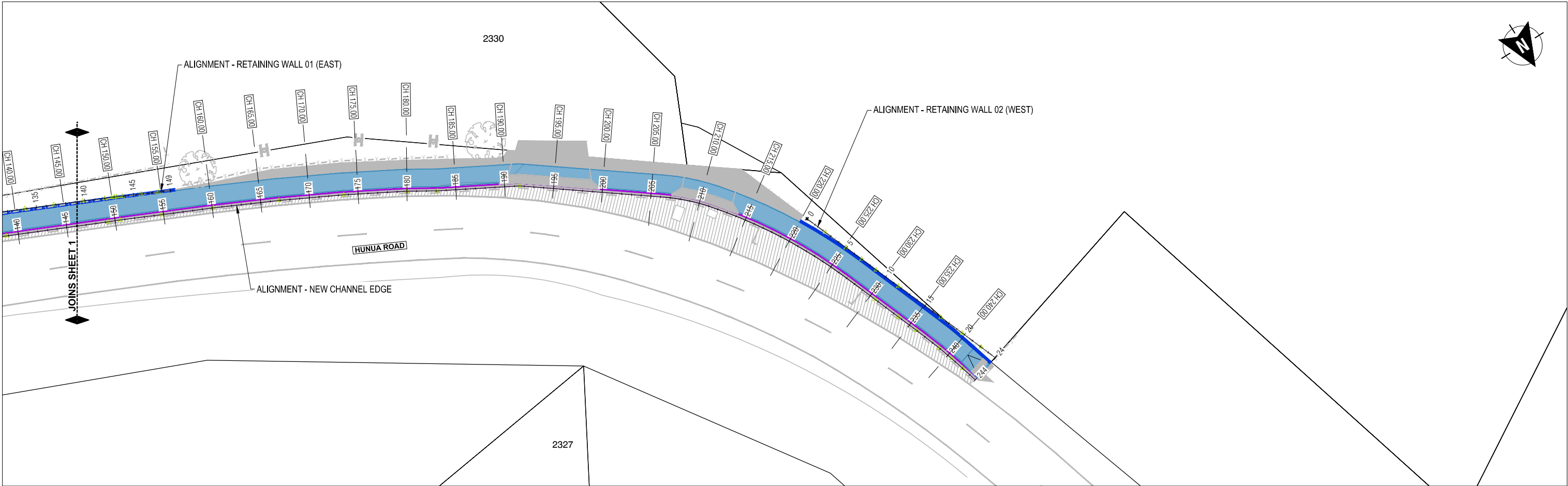
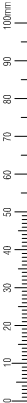
Drawing Title: LONG SECTION

NEW CHANNEL EDGE - SHEET 1 OF 2

Drawing Status:	FOR CONSTRUCTION	
Drawing Date:	07/07/2026	
A1 Scale:	1:200	A3 Scale: 1:400
Drawing No.	2025-NZA036(002)-700	
Revision:	2	

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ORIGINAL SIZE
A1



SURFACE LEGEND

--- EXISTING GROUND

— FINISHED GROUND

HAD = 119.00			
-CUT / +FILL DEPTHS	123.227	0.059	
DESIGN LEVEL	123.227	0.082	
EXISTING GROUND LEVEL	123.168	123.189	123.271
CHAINAGE	146	148	150
SCALES: HOR 1:100 VERT 1:100			
LONGSECTION - Alignment - New Channel Edge			



2	RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED	ZV	2026-07-07
1	ISSUED FOR CONSTRUCTION	ZV	2026-03-24
REVISIONS			
REV		DRAWN	DATE
DRAWN	ZV	DESIGNED	ZV
DRAWING CHECK	RL	DESIGN CHECK	RL
APPROVED		ZeIma Vincer	
		8/7/2026	



Client: AUCKLAND COUNCIL - FRANKLIN TARGETED RATES PROGRAMME

Project: HUNUA ROAD, HUNUA - PEDESTRIAN IMPROVEMENTS

Drawing Title: LONG SECTION

NEW CHANNEL EDGE - SHEET 2 OF 2

Drawing Status: **FOR CONSTRUCTION**

Drawing Date: 07/07/2026

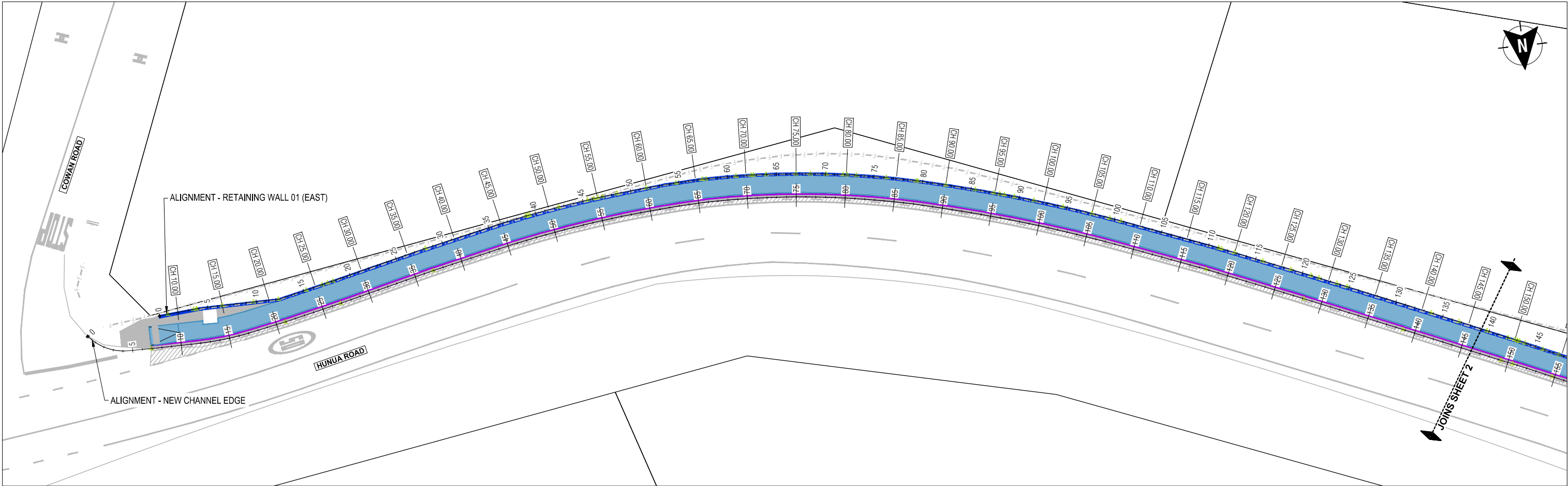
A1 Scale	1:200	A3 Scale	1:400
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0 10m

Drawing No. 2025-NZA036(002)-701

Revision: **2**

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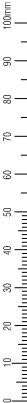
NOTE
REFER TO GEOTECHNICAL DESIGN REPORT COMPLETED BY SOIL & ROCK CONSULTANTS FOR RETAINING WALL DESIGN INCLUDING POLE SIZE AND SPACING BASED ON REQUIRED WALL HEIGHT.

SURFACE LEGEND

--- EXISTING GROUND

— FINISHED GROUND

ORIGINAL SIZE **A1**



HAD = 118.00	
-CUT / +FILL DEPTHS	0.314
DESIGN LEVEL	121.506
EXISTING GROUND LEVEL	120.894
CHAINAGE	0
SCALES: HOR 1:100 VERT 1:100	
2	120.883
4	120.966
6	121.013
8	120.831
10	120.826
12	120.873
14	120.877
16	120.896
18	120.931
20	120.960
22	120.989
24	121.018
26	121.046
28	121.076
30	121.128
32	121.182
34	121.236
36	121.290
38	121.353
40	121.426
42	121.509
44	121.602
46	121.698
48	121.764
50	121.828
52	121.896
54	121.959
56	122.028
58	122.071
60	122.098
62	122.132
64	122.180
66	122.243
68	122.311
70	122.285
72	122.258
74	122.248
76	122.246
78	122.260
80	122.223
82	122.201
84	122.184
86	122.173
88	122.169
90	122.155
92	122.093
94	122.043
96	122.004
98	121.973
100	121.957
102	121.955
104	121.957
106	121.959
108	121.961
110	121.964
112	121.937
114	121.903
116	121.881
118	121.868
120	121.855
122	121.845
124	121.839
126	121.837
128	121.848
130	121.860
132	121.885
134	121.970
136	122.031
138	122.152
140	122.386

LONGSECTION - Alignment - Retaining Wall 01 (East)



2	RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED	ZV	2026-07-07
1	ISSUED FOR CONSTRUCTION	ZV	2026-03-24
REVISIONS		DRAWN	DATE
REV			
DRAWN	ZV	DESIGNED	ZV
DRAWING CHECK	RL	DESIGN CHECK	RL
APPROVED		ZeIma Vincor	
		8/7/2026	

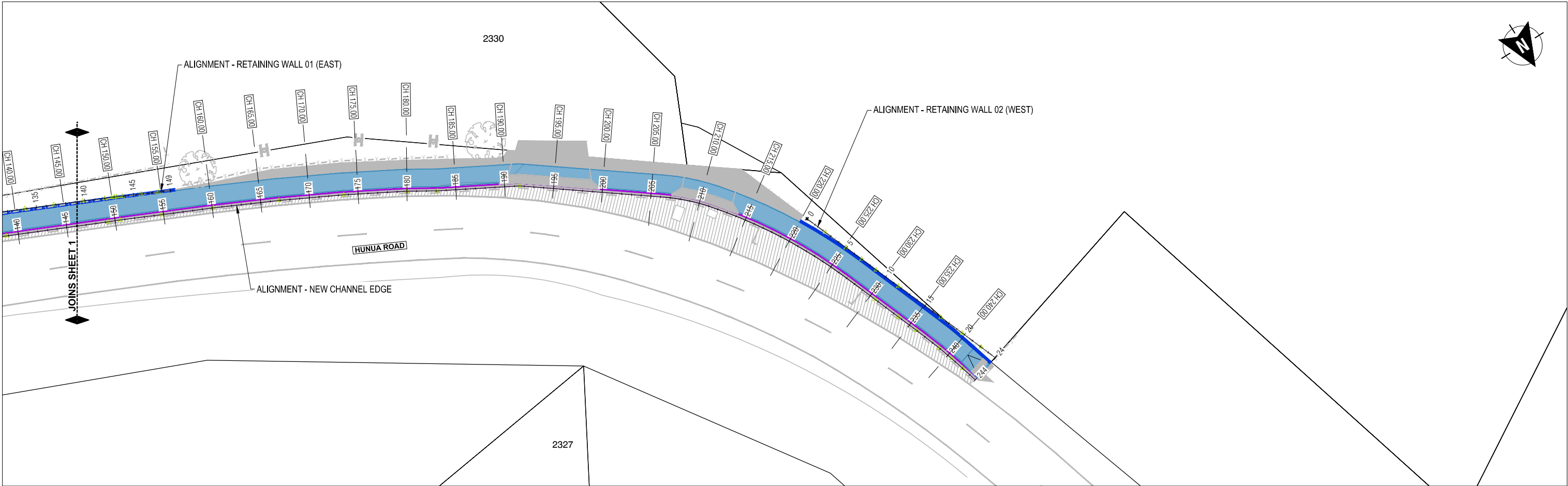


Client: AUCKLAND COUNCIL - FRANKLIN TARGETED RATES PROGRAMME
Project: HUNUA ROAD, HUNUA - PEDESTRIAN IMPROVEMENTS
Drawing Title: LONG SECTION
RETAINING WALL HEIGHT - SHEET 1 OF 2

Drawing Status: **FOR CONSTRUCTION**
Drawing Date: 07/07/2026
A1 Scale: 1:200 A3 Scale: 1:400
Drawing No. 2025-NZA036(002)-702 Revision: 2

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ORIGINAL SIZE
A1



NOTE
REFER TO GEOTECHNICAL DESIGN REPORT COMPLETED BY SOIL & ROCK CONSULTANTS FOR RETAINING WALL DESIGN INCLUDING POLE SIZE AND SPACING BASED ON REQUIRED WALL HEIGHT.

SURFACE LEGEND

--- EXISTING GROUND

— FINISHED GROUND

HAD = 118.00				
-CUT / +FILL DEPTHS	1.026	0.812	0.552	0.239
DESIGN LEVEL	123.458	123.506	123.552	123.597
EXISTING GROUND LEVEL	122.386	122.646	122.954	123.313
CHAINAGE	140	142	144	146

LONGSECTION - Alignment - Retaining Wall 01 (East)

HAD = 121.00										
-CUT / +FILL DEPTHS	0.395	0.392	0.383	0.381	0.393	0.405	0.389	0.373	0.353	0.312
DESIGN LEVEL	124.243	124.221	124.194	124.168	124.138	124.079	124.019	123.975	123.915	123.833
EXISTING GROUND LEVEL	123.864	123.851	123.838	123.812	123.775	123.733	123.689	123.646	123.604	123.586
CHAINAGE	0	2	4	6	8	10	12	14	16	18

LONGSECTION - Alignment - Retaining Wall 02 (West)

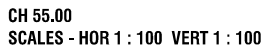


2	RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED			ZV	2026-07-07
1	ISSUED FOR CONSTRUCTION			ZV	2026-03-24
REV	REVISIONS			DRAWN	DATE
DRAWN	ZV	DESIGNED	ZV		
DRAWING CHECK	RL	DESIGN CHECK	RL		
APPROVED		Zelma Vincer		8/7/2026	



Client: AUCKLAND COUNCIL - FRANKLIN TARGETED RATES PROGRAMME
Project: HUNUA ROAD, HUNUA - PEDESTRIAN IMPROVEMENTS
Drawing Title: LONG SECTION
RETAINING WALL HEIGHT - SHEET 2 OF 2

Drawing Status: **FOR CONSTRUCTION**
Drawing Date: 07/07/2026
A1 Scale: 1:200 A3 Scale: 1:400
0 10m
Drawing No. 2025-NZA036(002)-703 Revision: **2**

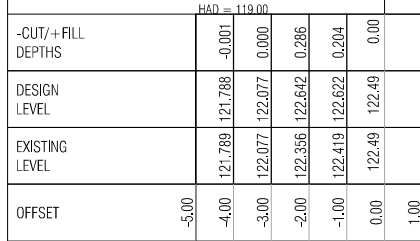


— — — EXISTING GROUND
— FINISHED GROUND

2	RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED							ZV	2026-07-07
1	ISSUED FOR CONSTRUCTION							ZV	2026-03-24
REV	REVISIONS							DRAWN	DATE
DRAWN		ZV		DESIGNED			ZV		
DRAWING CHECK		RL		DESIGN CHECK			RL		
APPROVED									
Zelma Vincer									
8/7/2026									



Drawing Status:		FOR CONSTRUCTION	
Drawing Date:		07/07/2026	
A1 Scales	1:100	A3 Scales	1:200
			
Drawing No.			Revision
2025-NZA036(002)-750			2



H&D = 119.00				
-CUT/+ FILL DEPTHS		-0.001		
DESIGN LEVEL		121.807	122.099	-0.007
EXISTING LEVEL		121.809	122.106	122.590
OFFSET	-5.00	-4.00	-3.00	-2.00
				-1.00
				0.00
				1.00

		H&D = 119.00			
- CUT/+ FILL DEPTHS			0.000	0.281	
DESIGN LEVEL			121.971	122.506	0.193
EXISTING LEVEL			121.971	122.224	122.486
				122.293	122.35
OFFSET		-5.00	-4.00	-3.00	-2.00
				-1.00	0.00
					1.00

	HAD = 119.00					
-CUT/+ FILL DEPTHS			0.000	0.441		
DESIGN LEVEL			121.936	122.765	0.213	0.00
EXISTING LEVEL			121.936	122.324	122.745	122.61
OFFSET	-5.00	-4.00	-3.00	-2.00	-1.00	0.00
						1.00

HAD = 119.00				
-CUT/+FILL DEPTHS		0.000	-0.002	0.378
DESIGN LEVEL		121.635	121.965	122.702
EXISTING LEVEL		121.635	121.967	122.486
OFFSET	-5.00	-4.00	-3.00	-2.00
				-1.00
				0.00
				1.00

		HAD = 119.00			
-CUT/+ FILL DEPTHS		0.000	-0.004		
DESIGN LEVEL		121.585	122.043	122.682	
EXISTING LEVEL		121.585	122.047	122.361	
OFFSET	-5.00	-4.00	-3.00	-2.00	-1.00
					0.00
					1.00

[illegible]

HAD = 119.00					
-CUT/+FILL DEPTHS			0.000	0.695	
DESIGN LEVEL		121.818	122.862	122.842	0.01
EXISTING LEVEL		121.818	122.167	122.598	122.71
OFFSET	-5.00	-4.00	-3.00	-2.00	-1.00
				0.00	1.00

[illegible]

	HAD = 119.00				
-CUT/+FILL DEPTHS			0.000	0.846	
DESIGN LEVEL		121.786	122.979	122.959	0.354
EXISTING LEVEL		121.786	122.134	122.606	122.83
OFFSET	-5.00	-4.00	-3.00	-2.00	-1.00
					0.00
					1.00

SURFACE LEGEND

— — — EXISTING GROUND

— FINISHED GROUND



2	RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED							ZV	2026-07-07	
1	ISSUED FOR CONSTRUCTION							ZV	2026-03-24	
REV				REVISIONS				DRAWN	DATE	
DRAWN				ZV	DESIGNED				ZV	
DRAWING CHECK				RL	DESIGN CHECK				RL	
APPROVED				ZeIma Vincer					8/7/2026	



Client: AUCKLAND COUNCIL - FRANKLIN TARGETED RATES PROGRAMME

Project: **HUNUA ROAD, HUNUA - PEDESTRIAN IMPROVEMENTS**

Drawing Title:

CROSS SECTION

SHEET 2 OF 5

Drawing Status: **FOR CONSTRUCTION**

Drawing Date: 07/07/2026

A1 Cassette	1:100	A3 Cassette	1:200
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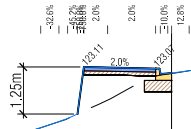


Drawing No. 2025-NZA036(002)-751

2

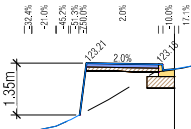
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ORIGINAL SIZE **A1**



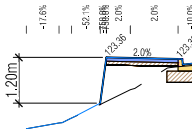
HAD = 119.00					
-CUT/+ FILL DEPTHS			0.000		
DESIGN LEVEL			121.657		
EXISTING LEVEL			121.657		
OFFSET	-5.00	-4.00	-3.00	-2.00	-1.00

CH 125.00
SCALES - HOR 1 : 100 VERT 1 : 100



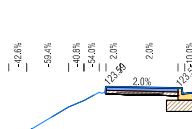
HAD = 119.00					
-CUT/+ FILL DEPTHS			0.000		
DESIGN LEVEL			121.605		
EXISTING LEVEL			121.605		
OFFSET	-5.00	-4.00	-3.00	-2.00	-1.00

CH 135.00
SCALES - HOR 1 : 100 VERT 1 : 100



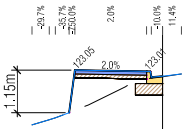
HAD = 119.00					
-CUT/+ FILL DEPTHS			0.000		
DESIGN LEVEL			121.557		
EXISTING LEVEL			121.557		
OFFSET	-5.00	-4.00	-3.00	-2.00	-1.00

CH 145.00
SCALES - HOR 1 : 100 VERT 1 : 100



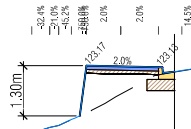
HAD = 120.00					
-CUT/+ FILL DEPTHS			0.000		
DESIGN LEVEL			122.650		
EXISTING LEVEL			122.650		
OFFSET	-5.00	-4.00	-3.00	-2.00	-1.00

CH 155.00
SCALES - HOR 1 : 100 VERT 1 : 100



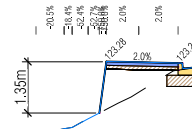
HAD = 119.00					
-CUT/+ FILL DEPTHS			0.000		
DESIGN LEVEL			121.741		
EXISTING LEVEL			121.741		
OFFSET	-5.00	-4.00	-3.00	-2.00	-1.00

CH 120.00
SCALES - HOR 1 : 100 VERT 1 : 100



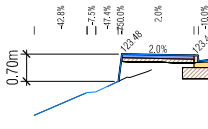
HAD = 119.00					
-CUT/+ FILL DEPTHS			0.000		
DESIGN LEVEL			121.616		
EXISTING LEVEL			121.616		
OFFSET	-5.00	-4.00	-3.00	-2.00	-1.00

CH 130.00
SCALES - HOR 1 : 100 VERT 1 : 100



HAD = 119.00					
-CUT/+ FILL DEPTHS			0.000		
DESIGN LEVEL			121.385		
EXISTING LEVEL			121.385		
OFFSET	-5.00	-4.00	-3.00	-2.00	-1.00

CH 140.00
SCALES - HOR 1 : 100 VERT 1 : 100



HAD = 119.00					
-CUT/+ FILL DEPTHS			0.000		
DESIGN LEVEL			122.135		
EXISTING LEVEL			122.135		
OFFSET	-5.00	-4.00	-3.00	-2.00	-1.00

CH 150.00
SCALES - HOR 1 : 100 VERT 1 : 100

SURFACE LEGEND

- EXISTING GROUND
- FINISHED GROUND



2				ZV		2026-07-07
1				ZV		2026-03-24
REVISIONS				DRAWN		DATE
DRAWN		ZV	DESIGNED	ZV		
DRAWING CHECK		RL	DESIGN CHECK	RL		
APPROVED		Zelma Vincer		8/7/2026		



Client: AUCKLAND COUNCIL - FRANKLIN TARGETED RATES PROGRAMME
Project: HUNUA ROAD, HUNUA - PEDESTRIAN IMPROVEMENTS
Drawing Title: CROSS SECTION
SHEET 3 OF 5

Drawing Status: **FOR CONSTRUCTION**

Drawing Date: 07/07/2026

A1
Scale

1:100

A3
Scale

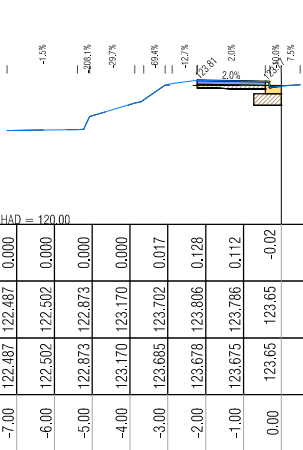
1:200

0

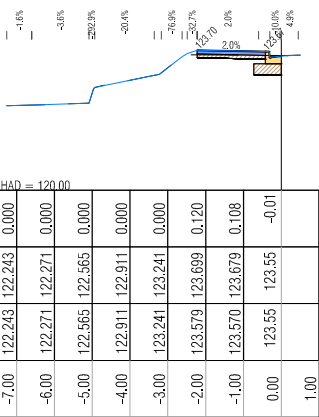
5m

Drawing No. 2025-NZA036(002)-752

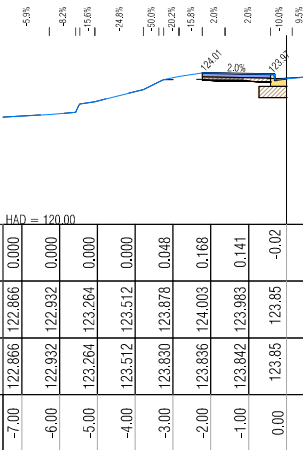
Revision: **2**



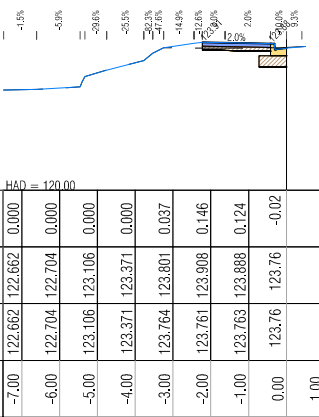
CH 165.00
SCALES - HOR 1 : 100 VERT 1 : 100



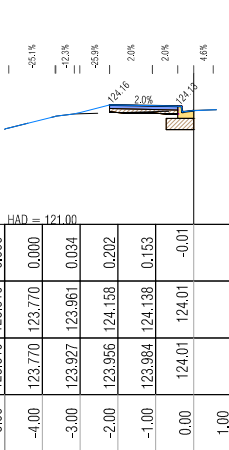
CH 160.00
SCALES - HOR 1 : 100 VERT 1 : 100



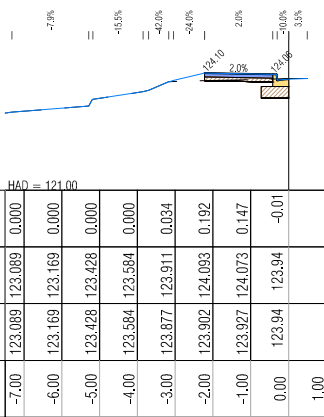
CH 175.00
SCALES - HOR 1 : 100 VERT 1 : 100



CH 170.00
SCALES - HOR 1 : 100 VERT 1 : 100



CH 185.00
SCALES - HOR 1 : 100 VERT 1 : 100



CH 180.00
SCALES - HOR 1 : 100 VERT 1 : 100

SURFACE LEGEND

EXISTING GROUND

FINISHED GROUND



2	RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED			ZV	2026-07-07
1	ISSUED FOR CONSTRUCTION			ZV	2026-03-24
REV	REVISIONS			DRAWN	DATE
DRAWN	ZV	DESIGNED	ZV		
DRAWING CHECK	RL	DESIGN CHECK	RL		
APPROVED		Zelma Vincor		8/7/2026	



Client:
AUCKLAND COUNCIL - FRANKLIN TARGETED RATES PROGRAMME

Project:
HUNUA ROAD, HUNUA - PEDESTRIAN IMPROVEMENTS

Drawing Title:
CROSS SECTION
SHEET 4 OF 5

Drawing Status:
FOR CONSTRUCTION

Drawing Date:
07/07/2026

A1
Scale

1:100

A3
Scale

1:200

0

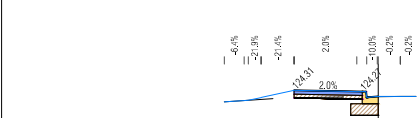
5m

Drawing No.
2025-NZA036(002)-753

Revision:
2

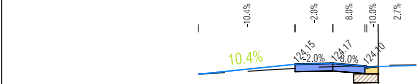
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ORIGINAL SIZE **A1**



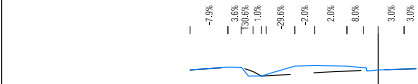
HAD = 121.00					
-CUT/+ FILL DEPTHS					
DESIGN LEVEL		124.010	124.010	124.141	124.15
EXISTING LEVEL		124.010	124.074	124.303	124.15
OFFSET	-5.00	-4.00	-3.00	-2.00	1.00

CH 200.00
SCALES - HOR 1 : 100 VERT 1 : 100



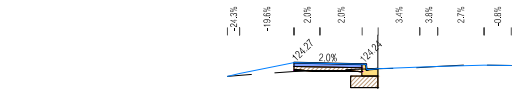
HAD = 121.00					
-CUT/+ FILL DEPTHS					
DESIGN LEVEL		123.962	124.066	124.153	124.12
EXISTING LEVEL		123.930	123.990	124.093	124.12
OFFSET	-5.00	-4.00	-3.00	-2.00	1.00

CH 195.00
SCALES - HOR 1 : 100 VERT 1 : 100



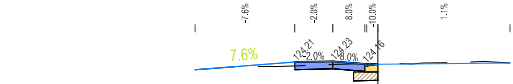
HAD = 121.00					
-CUT/+ FILL DEPTHS					
DESIGN LEVEL		124.120	124.915	124.155	124.08
EXISTING LEVEL		124.120	123.888	124.011	124.08
OFFSET	-5.00	-4.00	-3.00	-2.00	1.00

CH 190.00
SCALES - HOR 1 : 100 VERT 1 : 100



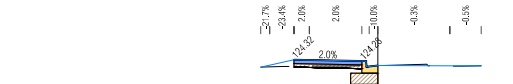
HAD = 121.00					
-CUT/+ FILL DEPTHS					
DESIGN LEVEL		124.119	124.268	124.248	124.12
EXISTING LEVEL		123.987	124.045	124.083	124.12
OFFSET	-5.00	-4.00	-3.00	-2.00	4.00

CH 215.00
SCALES - HOR 1 : 100 VERT 1 : 100



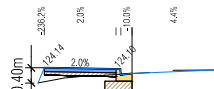
HAD = 121.00					
-CUT/+ FILL DEPTHS					
DESIGN LEVEL		124.068	124.144	124.209	124.15
EXISTING LEVEL		124.068	124.084	124.111	124.15
OFFSET	-5.00	-4.00	-3.00	-2.00	4.00

CH 210.00
SCALES - HOR 1 : 100 VERT 1 : 100



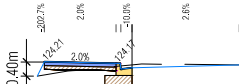
HAD = 121.00					
-CUT/+ FILL DEPTHS					
DESIGN LEVEL		124.121	124.313	124.293	124.16
EXISTING LEVEL		124.121	124.143	124.150	124.16
OFFSET	-5.00	-4.00	-3.00	-2.00	3.00

CH 205.00
SCALES - HOR 1 : 100 VERT 1 : 100



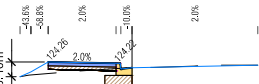
HAD = 121.00					
-CUT/+ FILL DEPTHS					
DESIGN LEVEL		124.135	124.115	123.98	124.028
EXISTING LEVEL		123.832	123.927	123.98	124.028
OFFSET	-5.00	-4.00	-3.00	-2.00	4.00

CH 230.00
SCALES - HOR 1 : 100 VERT 1 : 100



HAD = 121.00					
-CUT/+ FILL DEPTHS					
DESIGN LEVEL		124.206	124.186	124.05	124.107
EXISTING LEVEL		123.919	124.007	124.05	124.107
OFFSET	-5.00	-4.00	-3.00	-2.00	4.00

CH 225.00
SCALES - HOR 1 : 100 VERT 1 : 100



HAD = 121.00					
-CUT/+ FILL DEPTHS					
DESIGN LEVEL		124.255	124.235	124.10	124.124
EXISTING LEVEL		123.972	124.044	124.129	124.159
OFFSET	-5.00	-4.00	-3.00	-2.00	4.00

CH 220.00
SCALES - HOR 1 : 100 VERT 1 : 100

SURFACE LEGEND

EXISTING GROUND

FINISHED GROUND



2		RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED		ZV	2026-07-07
1		ISSUED FOR CONSTRUCTION		ZV	2026-03-24
REV		REVISIONS		DRAWN	DATE
DRAWN		ZV	DESIGNED	ZV	
DRAWING CHECK		RL	DESIGN CHECK	RL	
APPROVED		Zelma Vincer		8/7/2026	



Client: AUCKLAND COUNCIL - FRANKLIN TARGETED RATES PROGRAMME
Project: HUNUA ROAD, HUNUA - PEDESTRIAN IMPROVEMENTS
Drawing Title: CROSS SECTION
SHEET 5 OF 5

Drawing Status: **FOR CONSTRUCTION**

Drawing Date: 07/07/2026

A1 Scales

1:100

A3 Scales

1:200

0

5m

Drawing No. 2025-NZA036(002)-754

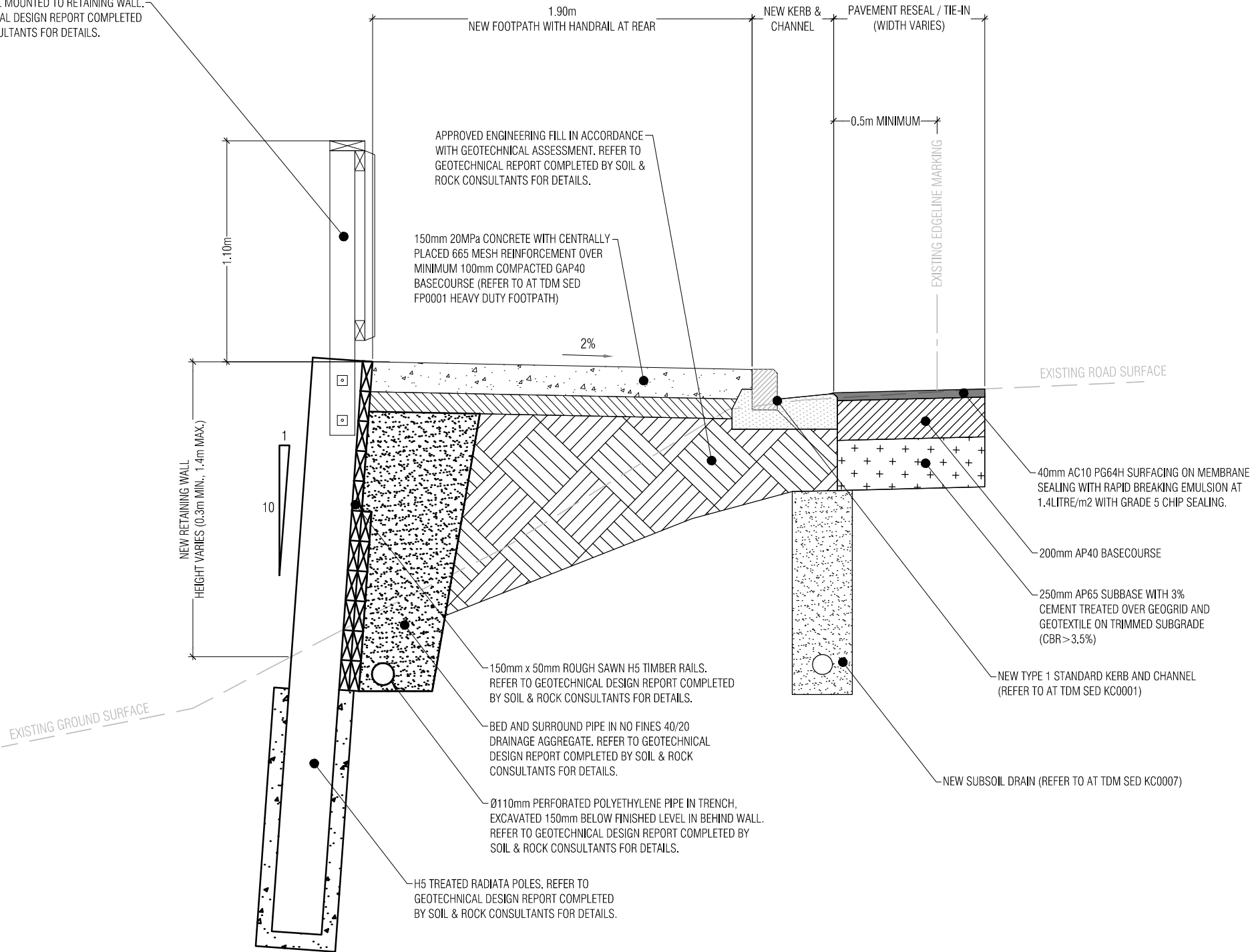
Revision: **2**

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ORIGINAL SIZE A1



NEW TIMBER HANDRAIL MOUNTED TO RETAINING WALL.
REFER TO GEOTECHNICAL DESIGN REPORT COMPLETED
BY SOIL & ROCK CONSULTANTS FOR DETAILS.



- NOTES**
- REFER TO SHEETS 800-803 FOR STANDARD DETAILS.
 - TYPICAL CROSS SECTION IS INDICATIVE ONLY AND SUBJECT TO CHANGE FOLLOWING ON SITE GEOTECHNICAL INVESTIGATIONS.
 - PAVEMENT RE-SEAL/TIE IN TO BE IN ACCORDANCE WITH TDM ENGINEERING DESIGN CODE PAVEMENT AND SURFACING VERSION 1 SECTION 2 FOR TRAFFIC LOADING $>1 \times 10^6$ ESA.
 - REFER TO GEOTECHNICAL REPORT COMPLETED BY SOIL & ROCK CONSULTANTS FOR GEOTECHNICAL AND STRUCTURAL REQUIREMENTS.
 - UNDERGROUND SERVICES INVESTIGATION COMPLETED BY THE CONTRACTOR. REFER TO UTILITY INVESTIGATION FINDINGS FOR CONFIRMED UNDERGROUND SERVICES LOCATION PRIOR TO PHYSICAL WORKS.
 - THE CONTRACTOR SHALL AIM TO REDUCE EMBODIES EMISSIONS CAUSED BY CONSTRUCTION TO THE BEST OF THEIR ABILITIES, IN ACCORDANCE WITH AUCKLAND TRANSPORT PRACTICE NOTE 05, AND WHERE POSSIBLE THROUGH THE FOLLOWING RECOMMENDATIONS:
 - USE OF COMMERCIALY AVAILABLE LOW-CARBON CEMENT AND RECYCLED AGGREGATES.
 - USE OF UP TO 30% RECLAIMED ASPHALT PAVEMENT (RAP)
 - USE OF CEMENT SUBSTITUTION I.E. FLY ASH, SLAG

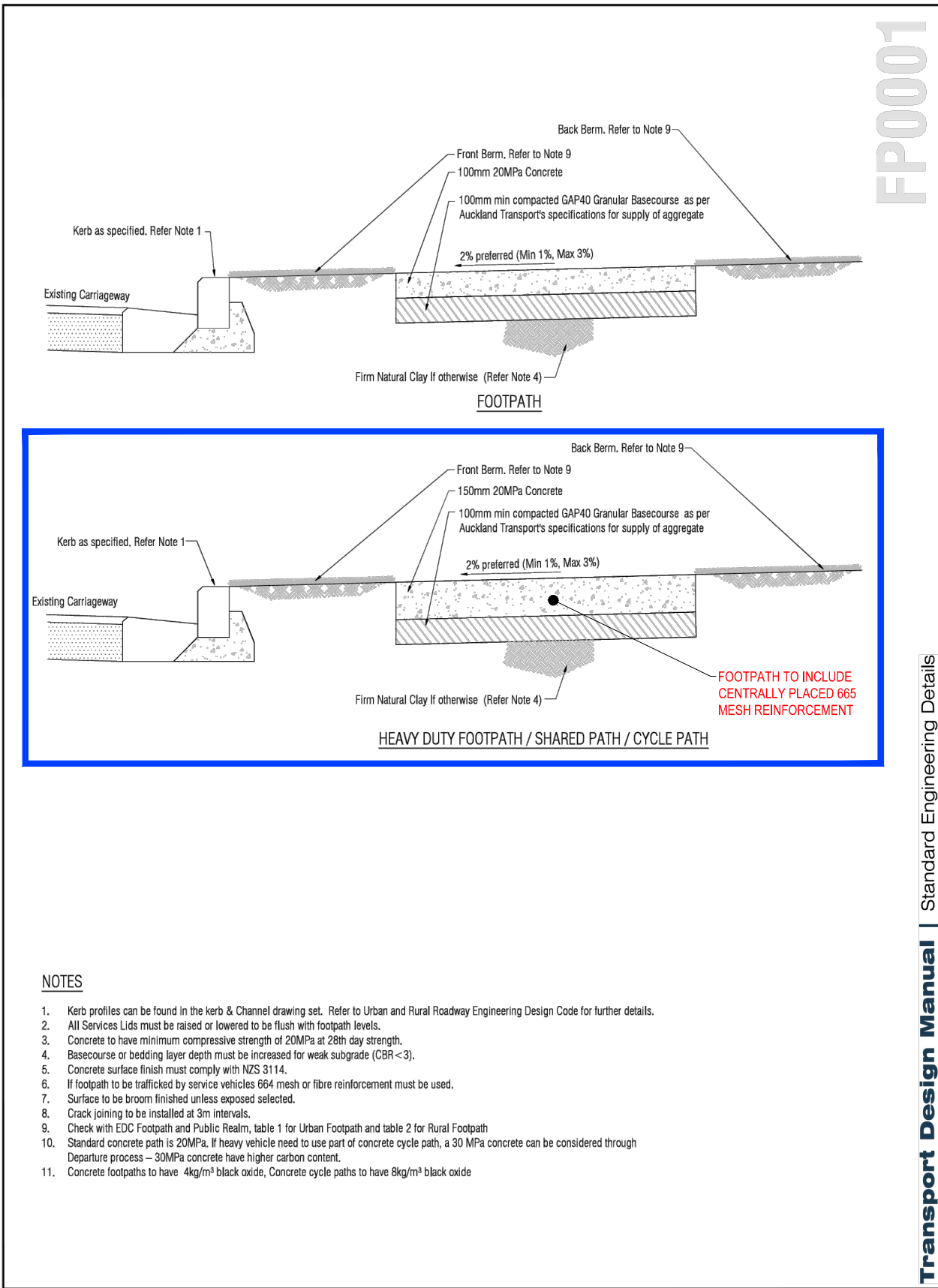


2	RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED			ZV	2026-07-07
1	ISSUED FOR CONSTRUCTION			ZV	2026-03-24
REV	REVISIONS			DRAWN	DATE
DRAWN	ZV	DESIGNED	ZV		
DRAWING CHECK	RL	DESIGN CHECK	RL		
APPROVED	Zelma Vincor				8/7/2026



Client:
AUCKLAND COUNCIL - FRANKLIN TARGETED RATES PROGRAMME
Project:
HUNUA ROAD, HUNUA - PEDESTRIAN IMPROVEMENTS
Drawing Title:
TYPICAL CROSS SECTION

Drawing Status:	FOR CONSTRUCTION			
Drawing Date:	07/07/2026			
A1 Scale:	N.T.S.	A3 Scale:	N.T.S.	
Drawing No.	2025-NZA036(002)-770			Revision: 2



NOTES

- Kerb profiles can be found in the kerb & Channel drawing set. Refer to Urban and Rural Roadway Engineering Design Code for further details.
- All Services Lids must be raised or lowered to be flush with footpath levels.
- Concrete to have minimum compressive strength of 20MPa at 28th day strength.
- Basecourse or bedding layer depth must be increased for weak subgrade (CBR < 3).
- Concrete surface finish must comply with NZS 3114.
- If footpath to be trafficked by service vehicles 664 mesh or fibre reinforcement must be used.
- Surface to be broom finished unless exposed selected.
- Crack joining to be installed at 3m intervals.
- Check with EDC Footpath and Public Realm, table 1 for Urban Footpath and table 2 for Rural Footpath.
- Standard concrete path is 20MPa. If heavy vehicle need to use part of concrete cycle path, a 30 MPa concrete can be considered through Departure process – 30MPa concrete have higher carbon content.
- Concrete footpaths to have 4kg/m³ black oxide, Concrete cycle paths to have 8kg/m³ black oxide

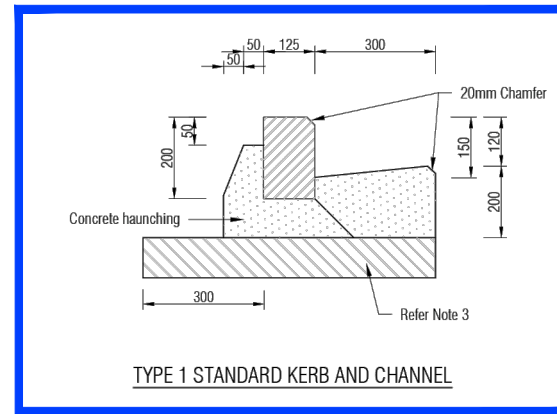


TDM TECHNICAL STANDARDS
Concrete footpath

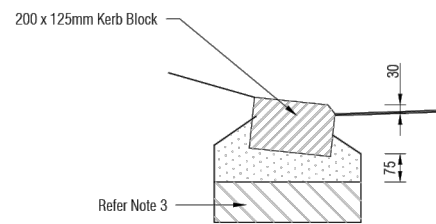
Date: 24/07/2024
SED No. Version
FP0001 C

Transport Design Manual | Standard Engineering Details

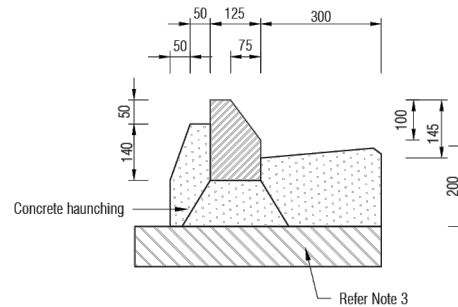
2	RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED	ZV	2026-07-07
1	ISSUED FOR CONSTRUCTION	ZV	2026-03-24
REVISIONS			
REV		DRAWN	DATE
DRAWN	ZV	DESIGNED	ZV
DRAWING CHECK	RL	DESIGN CHECK	RL
APPROVED			
ZeIma Vincer			8/7/2026



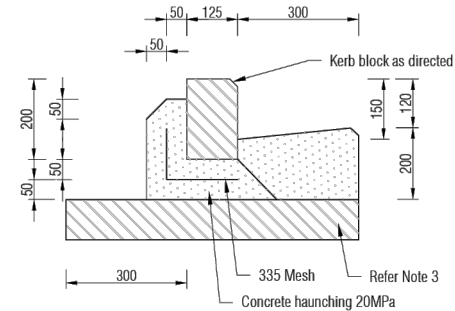
TYPE 1 STANDARD KERB AND CHANNEL



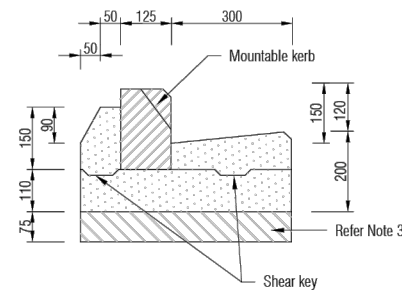
TYPE 1C ON SIDE VEHICLE CROSSING



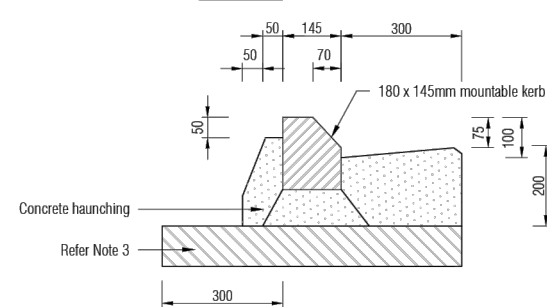
TYPE 2A MOUNTABLE KERB AND CHANNEL



TYPE 1A KERB WITH REINFORCED HAUNCHING DETAIL



TYPE 1S AND 2S WITH SHEAR KEY
WHERE HIGH LATERAL LOADS ARE
EXPECTED



TYPE 2B MOUNTABLE KERB AND CHANNEL

NOTES:

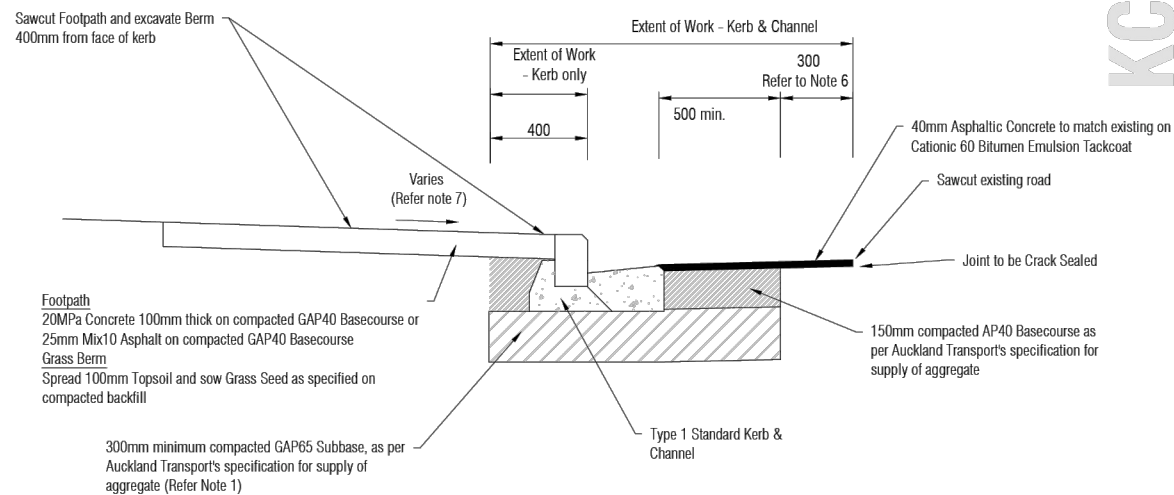
- Concrete grades:
- Precast kerb blocks: 20MPa. In-situ channel and haunching 20MPa. 25 MPa fibre reinforced concrete for slip-form.
- Bedding:
Kerbing must be laid on 300mm (min.) GAP65 subbase in roads and 100mm GAP40 in footpaths (where subgrade CBR > 5). If the subgrade CBR < 5 then roads and footpaths must be undercut and backfilled with an approved filling material.
- Jointing:
Precast kerbs to be neatly pointed with 10mm (min.) cement mortar. Extruded kerbs cracking control joints formed or saw cut to a minimum depth of 30mm at max. 3.0m intervals. If footpath is adjacent to kerb the saw cuts must coincide with the concrete footpath joints. Joints between bluestone kerb blocks must be approximately 20mm wide (measured at the top and front faces) with neat square jointing 2 to 4mm proud. Crack control joints must be located either side of vehicle crossings.
- Basalt kerb blocks must not extend across vehicle or pram crossing.
- All chamfers to be 20mm.
- Selection and use of kerb and channel types must comply with standards in the Transport Design Manual or Auckland Code of Practice for Land Development and Subdivision – Chapter 3: Transport



TDM TECHNICAL STANDARDS
Kerb and channel - Type 1 - 2

Date: 15/11/2024
SED No. Version
KC0001 B

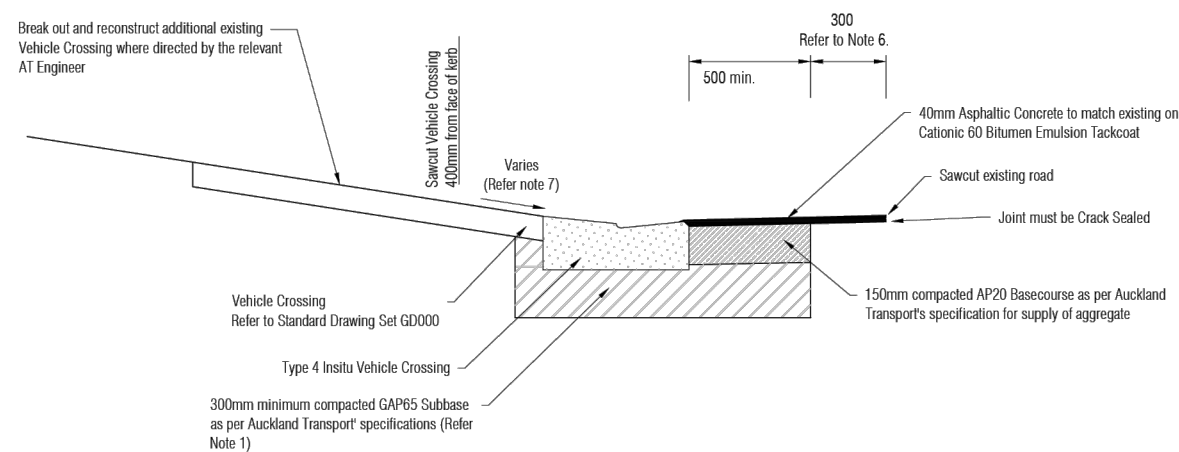
Transport Design Manual | Standard Engineering Details



TYPICAL SECTION FOR KERB & CHANNEL AND KERB ONLY REPLACEMENT

NOTES:

1. Increase depth to match adjacent Pavement depth where required.
2. Break out and reconstruct existing Kerb and Channel. Salvage Basalt Kerb Blocks.
3. For Type 1 Kerb and Channel refer Auckland Transport Standard Plan No. KC0001.
4. For Kerb only replacement some trimming of channel edge may be required and channel / kerb joint grouted to provide a water tight connection.
5. Footpaths to be constructed in accordance with Auckland Transport Standard Drawing Set FP0000.
6. Increase width where required to achieve positive fall to the channel. (+2% to +3% preferred)
7. Positive fall to the kerb and channel must be achieved unless otherwise approved by the relevant AT Engineer.
8. 25 MPa fibre reinforced concrete for slip-form.
9. Selection and use of kerb and channel types must comply with standards in the Transport Design Manual or Auckland Code of Practice for Land Development and Subdivision – Chapter 3: Transport



TYPICAL SECTION FOR VEHICLE CROSSING REPLACEMENT

NOTES:

1. For Type 4 Vehicle Crossing Channel details refer to Auckland Transport Standard Plan No. VX0000
2. 25 MPa fibre reinforced concrete for slip-form.
3. Selection and use of kerb and channel types must comply with standards in the Transport Design Manual or Auckland Code of Practice for Land Development and Subdivision – Chapter 3: Transport



TDM TECHNICAL STANDARDS

Date:	15/11/2024
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TDM TECHNICAL STANDARDS

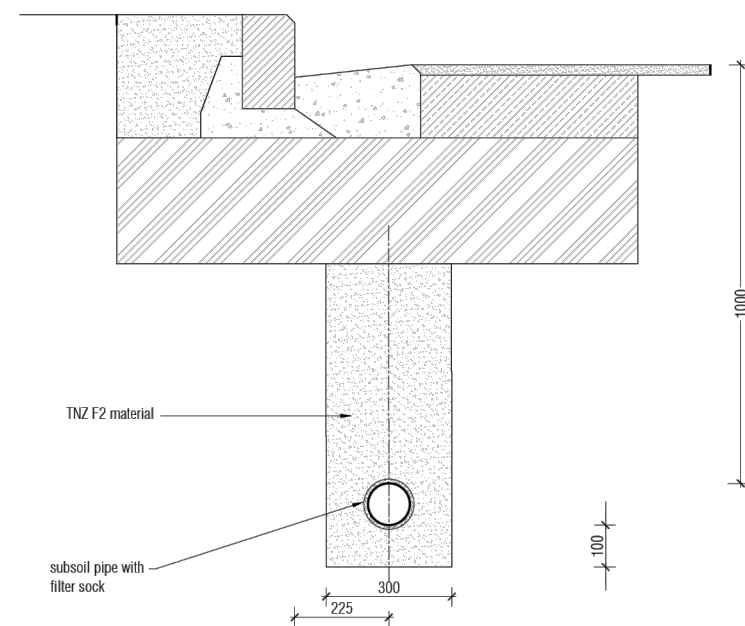
Date:	15/11/2024
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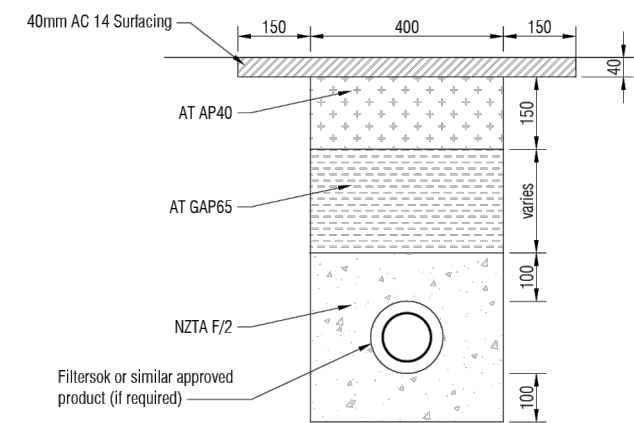
KC0007

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UNDER KERB AND CHANNEL



IN CARRIAGEWAY

NOTES:

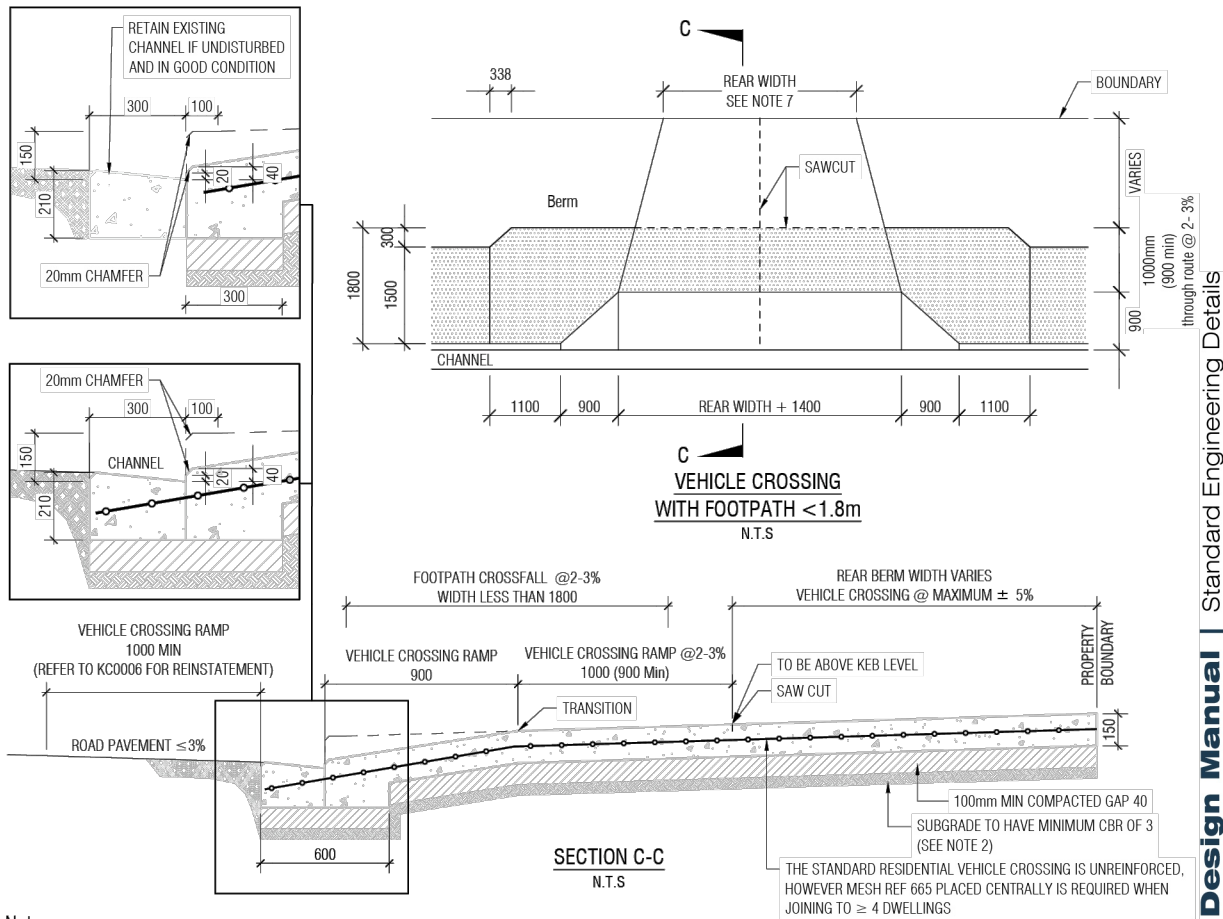
1. Kerb and channel installed as per KC0000
2. The subsoil drain is to connect to a downstream street catchpit above the soffit level of the outlet pipe. Subsoil depth can be adjusted to meet this criteria.
3. Increase depth to match adjacent pavement depth where required.
4. Increase width where required to achieve positive fall to the channel.
5. Positive fall to the kerb and channel must be achieved unless otherwise approved by the relevant AT Engineer.
6. 25 MPa fibre reinforced concrete for slip-form.
7. Selection and use of kerb and channel types must comply with standards in the Transport Design Manual of Auckland and Code of Practice for Land Development and Subdivision – Chapter 3: Transport

2	RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED						ZV	2026-07-01	
1	ISSUED FOR CONSTRUCTION						ZV	2026-03-28	
REV	REVISIONS						DRAWN	DATE	
DRAWN	ZV			DESIGNED			ZV		
DRAWING CHECK	RL			DESIGN CHECK			RL		
APPROVED	Zelma Vincer						8/7/2026		



PERSPECTIVE VIEW
N.T.S

VX0104



- Notes:
- All dimensions are in millimetres unless noted otherwise.
 - If CBR of existing Subgrade is <3, Pavement Design should be provided and approved by Auckland Transport.
 - All concrete to be 20 MPa and constructed in accordance with NZS 3109 with a broom or exposed aggregate finish and contain upto 4Kg/m³ black oxide.
 - Saw cut expansion joints at 4m centres maximum each way in addition to saw cuts shown on dwg.
 - Any existing infrastructure within the crossing may require specific design approval for relocation.
 - Construct in same material and finish as surrounding footpath.
 - Rear Width to be as permitted under Auckland unitary Plan;
2750-3000 - Single vehicle crossing
5500-6000 - Two-Way Shared Access
3000-3500 - One-Way Shared Access
 - Commercial crossing standards for 10 and more houses and multi-story apartments.
 - Formwork shall be full depth of concrete and straight.

Transport Design Manual | Standard Engineering Details



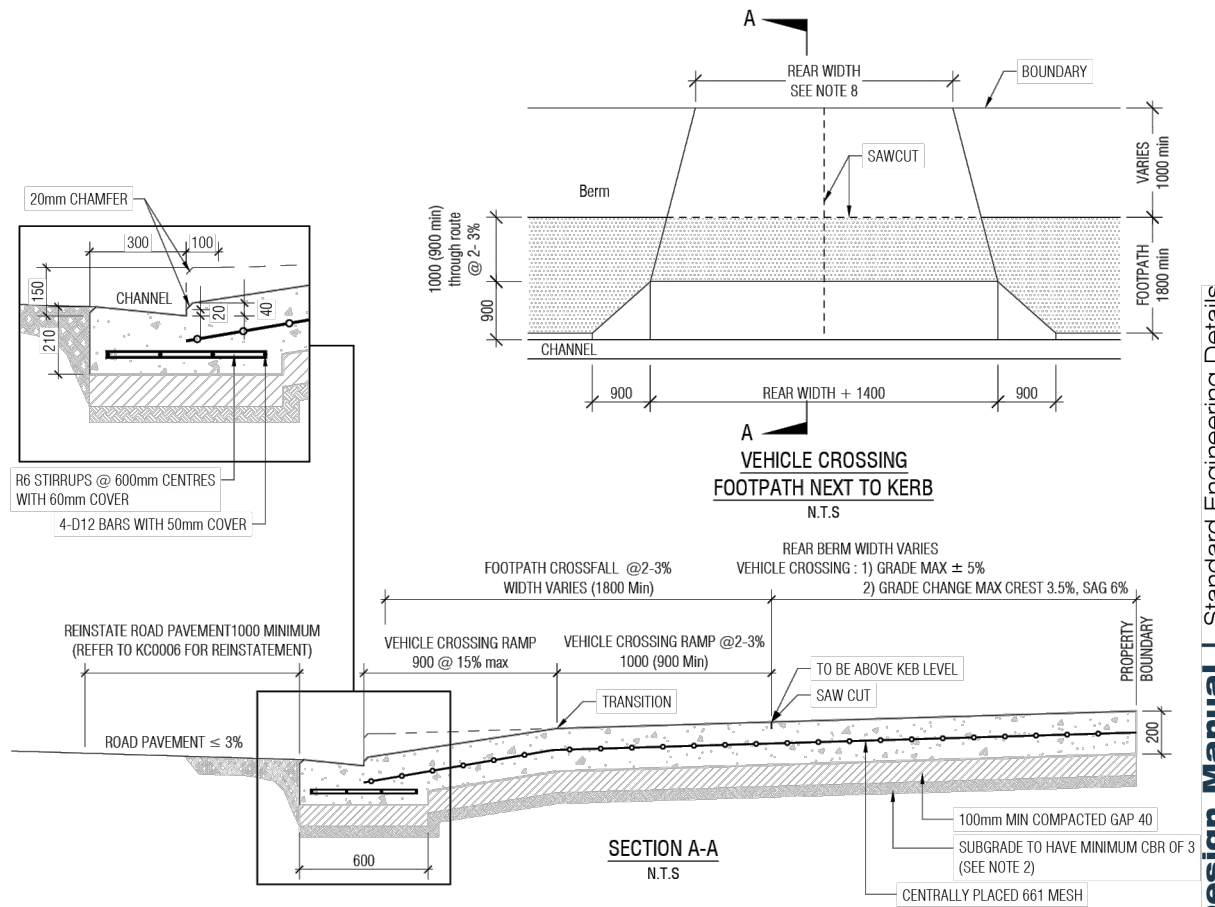
TDM TECHNICAL STANDARDS
Residential Vehicle Crossing (Sheet 4 of 4)

Date: 23/01/2025
SED No. **VX0104**
Version **E**



PERSPECTIVE VIEW
N.T.S

VX0202



- Notes:
- All dimensions are in millimetres unless noted otherwise.
 - If CBR of existing Subgrade is <3, Pavement Design should be provided and approved by Auckland Transport.
 - All concrete to be 20 MPa and constructed in accordance with NZS 3109 with a broom finish and contain upto 4Kg/m³ black oxide.
 - Saw cut expansion joints at 4m centres maximum each way in addition to saw cuts shown on dwg.
 - Any existing infrastructure within the crossing may require specific design approval for relocation.
 - Construct in same material and finish as surrounding footpath.
 - Width of vehicle crossing to be designed by using tracking curves for intended large heavy vehicles.
 - Rear Width as permitted under Auckland Unitary Plan;
COMMERCIAL USE;
3700-4000 - Single vehicle crossing
6000-7000 - Double vehicle crossing
RESIDENTIAL USE;
2750-3000 - Single vehicle crossing
5500-6000 - Two-Way Shared Access
3000-3500 - One-Way Shared Access
 - Formwork shall be full depth of concrete and straight.

Transport Design Manual | Standard Engineering Details



TDM TECHNICAL STANDARDS
Commercial Vehicle Crossing (Sheet 2 of 4)

Date: 23/01/2025
SED No. **VX0202**
Version **D**



REV	REVISIONS	DRAWN	DATE
2	RETAINING WALL, PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED	ZV	2026-07-07
1	ISSUED FOR CONSTRUCTION	ZV	2026-03-24
DRAWN	ZV	DESIGNED	ZV
DRAWING CHECK	RL	DESIGN CHECK	RL
APPROVED	Zelma Vincor		8/7/2026



Client: AUCKLAND COUNCIL - FRANKLIN TARGETED RATES PROGRAMME
Project: HUNUA ROAD, HUNUA - PEDESTRIAN IMPROVEMENTS
Drawing Title: STANDARD DETAIL
SHEET 3 OF 4

Drawing Status:	FOR CONSTRUCTION
Drawing Date:	07/07/2026
A1 Scale:	N.T.S.
A3 Scale:	N.T.S.
Drawing No.	2025-NZA036(002)-802
Revision:	2



TDM TECHNICAL STANDARDS

Date:	24/07/2024
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TDM TECHNICAL STANDARDS

Date:	24/07/2024
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2	RETAINING WALL PAVEMENT AND UTILITY SERVICES DETAILS CLARIFIED		ZV 2026-07-07
1	ISSUED FOR CONSTRUCTION		ZV 2026-09-24
REV	REVISIONS		DRAWN DATE
DRAWN	ZV	DESIGNED	ZV
DRAWING CHECK	RL	DESIGN CHECK	RL
APPROVED	Zelma Vincor		8/7/2026

