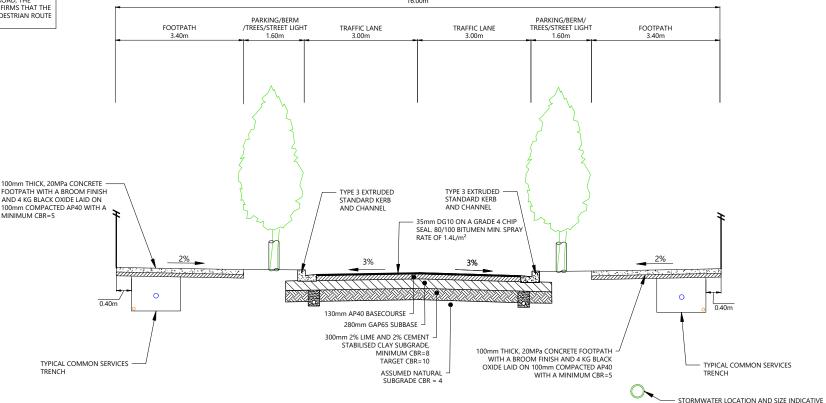


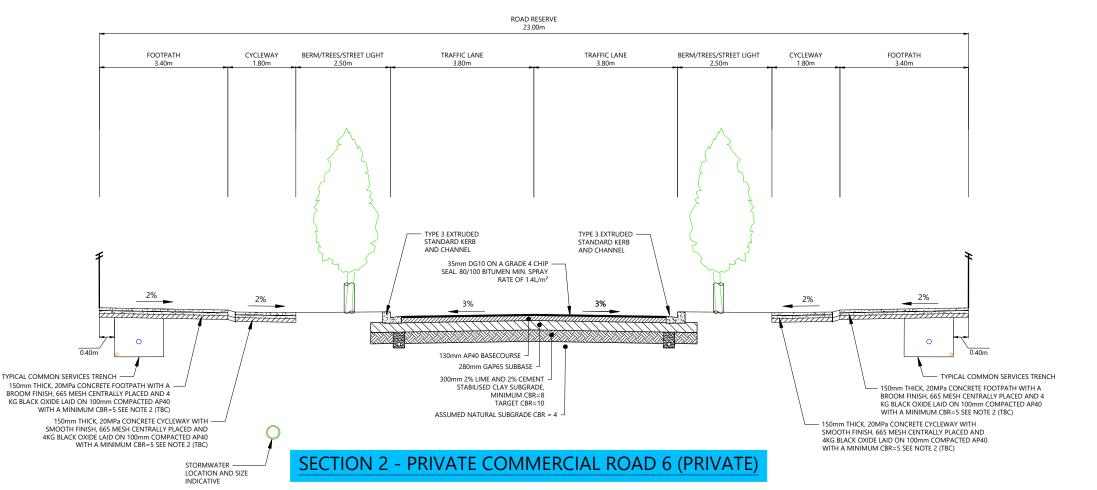
Note: ROAD 11 IS INTENDED TO BE A SHARED SPACE AND LOW-SPEED ENVIRONMENT. DETAILS OF THE FINAL SURFACE AND TREATMENT TO BE UNDERTAKEN DURING THE DETAILED DESIGN STAGE. SEE BOFFA MISKELL AND IGNITE PLAN FOR CONCEPTUAL LAYOUTS FOR THIS ROAD, THE CONFIGURATION PRESENTED ON WOODS DRAWING CONFIRMS THAT THE SPATIAL REQUIREMENTS OF A TRAFFICABLE AREA AND PEDESTRIAN ROUTE CAN BE MET WITHIN THE ROAD RESERVE

ROAD RESERVE 16.00m





SECTION 1 - PRIVATE COMMERCIAL ROAD 11 (PRIVATE)



LEGEND: COLLECTOR ROAD (BUS ROUTE) COLLECTOR ROAD (NON-BUS ROUTE) PRIVATE COMMERIAL ROAD 11 PRIVATE COMMERIAL ROAD 6 PRIVATE COMMERIAL ROAD 13 (ROAD 3 WEST) PRIVATE COMMERIAL ROAD 13 (ROAD 3 EAST) KEY RETAIL STREET

NOTES:

- AUCKLAND TRANSPORT APPROVED ASPHALT MIXES ARE TO BE USED
- CONTRACTOR TO CONFIRM TO ENGINEER INSITU SUBGRADE CBR PRIOR TO TRIMMING TO FINAL SUBGRADE LEVELS TO CONFIRM PAVEMENT DEPTHS
- DEFLECTION AND CURVATURE ON ROAD PAVEMENT TO

COLLECTOR ROADS
DEFLECTION 1.0mm CURVATURE 0.15mm

DEFLECTION 1.4mm NO REQUIREMENT TO TEST FOR CURVATURE ON PRIVATE

- ALL WORKS AND MATERIALS ARE TO COMPLY WITH AUCKLAND TRANSPORT STANDARDS, ANY AMBIGUITY BETWEEN DRAWINGS AND COUNCIL STANDARDS ARE TO
- BE REPORTED TO THE ENGINEER FOR CLARIFICATION. PRAM CROSSINGS ARE TO BE CONSTRUCTED AS PER AUCKLAND TRANSPORT STANDARDS.
- SERVICE TRENCHES SHOWN ARE INDICATIVE ONLY. ALL DUCTS/PIPES ARE TO BE POSITIONED AS PER RELEVANT SERVICE PROVIDER STANDARDS
- ALL UNDERCHANNELS AND SUBSOIL DRAINS ARE TO COMPLY WITH AT TDM STANDARD DETAIL KC0007 UNLESS OTHERWISE NOTED.
- ALL SUBSOIL DRAINAGE TO BE CONNECTED TO THE UPSTREAM CESSPIT AND CAPPED FOR FUTURE MAINTENANCE.
- ALL LANE MARKING AND ROAD SIGNAGE IS TO BE CONSTRUCTED AS PER THE NEW ZEALAND TRANSPORT AGENCY (NZTA) MANUAL OF TRAFFIC SIGNS AND
- CONCRETE SAWCUTS ON FOOTPATHS AND KERBS TO BE AT 3m CENTRES. SAWCUT TO BE 1/4 SLAB DEPTH.
- IF WEAKER SUBGRADE ARE ENCOUNTERED AGREEMENT WITH THE ENGINEER IS REQUIRED PRIOR TO CONSTRUCTION OF ANY CONTINGENCY PAVEMENT.

REVISION DETAILS INT DATE SURVEYED 6 FOR FAST TRACK CONSENT 21/02/25 DESIGNED EW EW 7 ISSUED FOR S67 RESPONSE 17/07/25 EW DRAWN 9 ISSUED FOR S67 RESPONSE GW SM 23/07/25 CHECKED 10 ISSUED FOR S67 RESPONSE APPROVED RO 15/08/25 GW



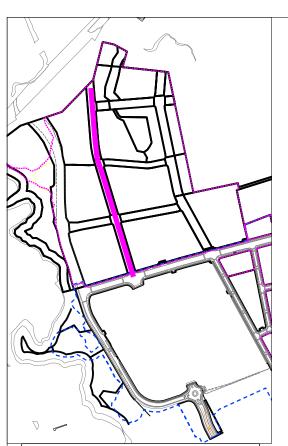
BUILDING B, LEVEL 1 8 NUGENT ST, GRAFTON, **AUCKLAND 1023** +64 9 308 9229 WOODS.CO.NZ



DRURY CENTRE-STAGE 2

TYPICAL ROAD CROSS SECTION - (SHEET 1 OF 5)

STATUS	FOR S67 RESPONSE	REV
SCALE	1:100 @ A3	10
COUNCIL	AUCKLAND COUNCIL	10
DWG NO	P24-447-01-2200-RD)



LEGEND:

COLLECTOR ROAD (BUS ROUTE)

COLLECTOR ROAD (NON-BUS ROUTE)

PRIVATE COMMERIAL ROAD 11 PRIVATE COMMERIAL ROAD 6

PRIVATE COMMERIAL ROAD 13 (ROAD 3 WEST)

PRIVATE COMMERIAL ROAD 13 (ROAD 3 EAST)

KEY RETAIL STREET

NOTES:

- AUCKLAND TRANSPORT APPROVED ASPHALT MIXES ARE TO BE USED
- CONTRACTOR TO CONFIRM TO ENGINEER INSITU SUBGRADE CBR PRIOR TO TRIMMING TO FINAL SUBGRADE LEVELS TO CONFIRM PAVEMENT DEPTHS
- DEFLECTION AND CURVATURE ON ROAD PAVEMENT TO BE AS FOLLOWS:

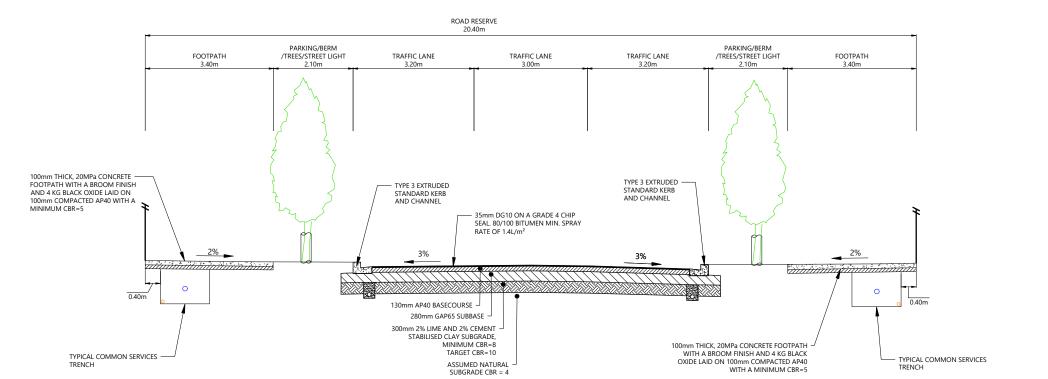
 COLLECTOR ROADS

DEFLECTION 1.0mm CURVATURE 0.15mm PRIVATE ROADS

DFFI FCTION 14mn

NO REQUIREMENT TO TEST FOR CURVATURE ON PRIVATE

- 4. ALL WORKS AND MATERIALS ARE TO COMPLY WITH AUCKLAND TRANSPORT STANDARDS. ANY AMBIGUITY BETWEEN DRAWINGS AND COUNCIL STANDARDS ARE TO BE REPORTED TO THE ENGINEER FOR CLARIFICATION.
- PRAM CROSSINGS ARE TO BE CONSTRUCTED AS PER AUCKLAND TRANSPORT STANDARDS. SERVICE TRENCHES SHOWN ARE INDICATIVE ONLY, ALL
- DUCTS/PIPES ARE TO BE POSITIONED AS PER RELEVANT SERVICE PROVIDER STANDARDS
- ALL UNDERCHANNELS AND SUBSOIL DRAINS ARE TO COMPLY WITH AT TDM STANDARD DETAIL KC0007 UNLESS OTHERWISE NOTED.
- ALL SUBSOIL DRAINAGE TO BE CONNECTED TO THE UPSTREAM CESSPIT AND CAPPED FOR FUTURE MAINTENANCE.
- ALL LANE MARKING AND ROAD SIGNAGE IS TO BE CONSTRUCTED AS PER THE NEW ZEALAND TRANSPORT AGENCY (NZTA) MANUAL OF TRAFFIC SIGNS AND MARKINGS
- 10. CONCRETE SAWCUTS ON FOOTPATHS AND KERBS TO BE AT 3m CENTRES. SAWCUT TO BE 1/4 SLAB DEPTH.
- 11. IF WEAKER SUBGRADE ARE ENCOUNTERED AGREEMENT WITH THE ENGINEER IS REQUIRED PRIOR TO CONSTRUCTION OF ANY CONTINGENCY PAVEMENT.



SECTION 3 - KEY RETAIL STREET (PRIVATE)

RE	VISION DETAILS	INT	DATE	SURVEYED	
6	FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	EW
7	ISSUED FOR S67 RESPONSE	SM	17/07/25	DRAWN	EW
9	ISSUED FOR S67 RESPONSE	SM	23/07/25	CHECKED	GW
10	ISSUED FOR S67 RESPONSE	RO	15/08/25	APPROVED	GW
_					



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DRURY CENTRE-STAGE 2

TYPICAL ROAD CROSS SECTION - (SHEET 2 OF 5)

STATUS	FOR S67 RESPONSE	REV
SCALE	1:100 @ A3	10
COUNCIL	AUCKLAND COUNCIL	10
DWG NO	P24-447-01-2201-RD)

STORMWATER LOCATION AND SIZE INDICATIVE

 (\mathbf{H})

WOODS EsT-1970



COLLECTOR ROAD (NON-BUS ROUTE)

PRIVATE COMMERIAL ROAD 11
PRIVATE COMMERIAL ROAD 6

PRIVATE COMMERIAL ROAD 13 (ROAD 3 WEST)

PRIVATE COMMERIAL ROAD 13 (ROAD 3 EAST)

NOTES:

KEY RETAIL STREET

- AUCKLAND TRANSPORT APPROVED ASPHALT MIXES ARE
 TO BE USED.
- CONTRACTOR TO CONFIRM TO ENGINEER INSITU
 SUBGRADE CBR PRIOR TO TRIMMING TO FINAL
- SUBGRADE LEVELS TO CONFIRM PAVEMENT DEPTHS

 3. DEFLECTION AND CURVATURE ON ROAD PAVEMENT TO BE AS FOLLOWS:
 - COLLECTOR ROADS

DEFLECTION 1.0mm CURVATURE 0.15mm PRIVATE ROADS

DEFLECTION 1.4mm

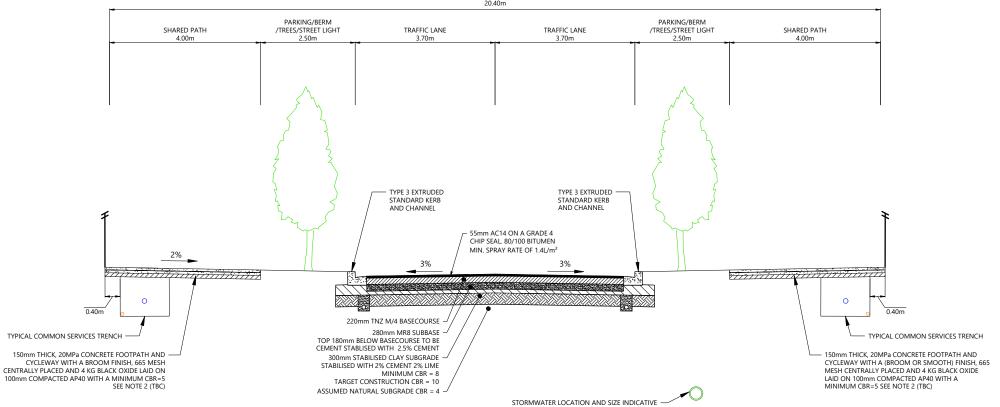
NO REQUIREMENT TO TEST FOR CURVATURE ON PRIVATE ROAD

- 4. ALL WORKS AND MATERIALS ARE TO COMPLY WITH AUCKLAND TRANSPORT STANDARDS. ANY AMBIGUITY BETWEEN DRAWINGS AND COUNCIL STANDARDS ARE TO BE REPORTED TO THE ENGINEER FOR CLARIFICATION.
- 5. PRAM CROSSINGS ARE TO BE CONSTRUCTED AS PER
- AUCKLAND TRANSPORT STANDARDS.

 6. SERVICE TRENCHES SHOWN ARE INDICATIVE ONLY. ALL DUCTS/PIPES ARE TO BE POSITIONED AS PER RELEVANT SERVICE PROVIDER STANDARDS
- 7. ALL UNDERCHANNELS AND SUBSOIL DRAINS ARE TO COMPLY WITH AT TDM STANDARD DETAIL KC0007 UNLESS OTHERWISE NOTED.

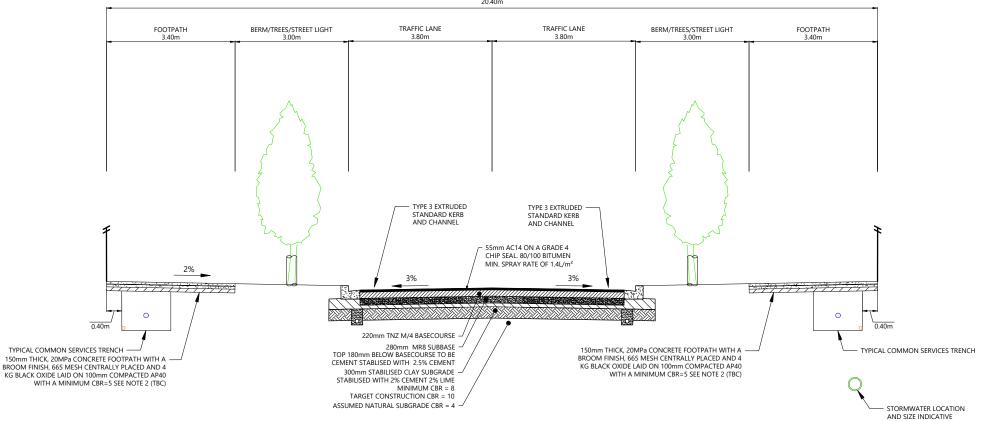
 8. ALL SUBSOIL DRAINAGE TO BE CONNECTED TO THE
- ALL SUBSOIL DRAINAGE TO BE CONNECTED TO THE UPSTREAM CESSPIT AND CAPPED FOR FUTURE MAINTENANCE.
- 9. ALL LANE MARKING AND ROAD SIGNAGE IS TO BE CONSTRUCTED AS PER THE NEW ZEALAND TRANSPORT AGENCY (NZTA) MANUAL OF TRAFFIC SIGNS AND MARKINGS.
- CONCRETE SAWCUTS ON FOOTPATHS AND KERBS TO BE AT 3m CENTRES. SAWCUT TO BE 1/4 SLAB DEPTH.
- 11. IF WEAKER SUBGRADE ARE ENCOUNTERED AGREEMENT WITH THE ENGINEER IS REQUIRED PRIOR TO CONSTRUCTION OF ANY CONTINGENCY PAVEMENT.

ROAD RESERVE 20.40m



SECTION 4 - PRIVATE COMMERCIAL ROAD 13 WEST (PRIVATE)

ROAD RESERVE 20.40m



SECTION 5 - PRIVATE COMMERCIAL ROAD 13 EAST (PRIVATE)

EW
EW
GW
GW
_



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DRURY CENTRE-STAGE 2

TYPICAL ROAD CROSS SECTION - (SHEET 3 OF 5)

STATUS	FOR S67 RESPONSE	REV
SCALE	1:100 @ A3	10
COUNCIL	AUCKLAND COUNCIL	10
DWG NO	P24-447-01-2202-RD)

WOODS Est.1970



COLLECTOR ROAD (NON-BUS ROUTE)

PRIVATE COMMERIAL ROAD 11 PRIVATE COMMERIAL ROAD 6

PRIVATE COMMERIAL ROAD 13 (ROAD 3 WEST)

PRIVATE COMMERIAL ROAD 13 (ROAD 3 EAST)

KEY RETAIL STREET

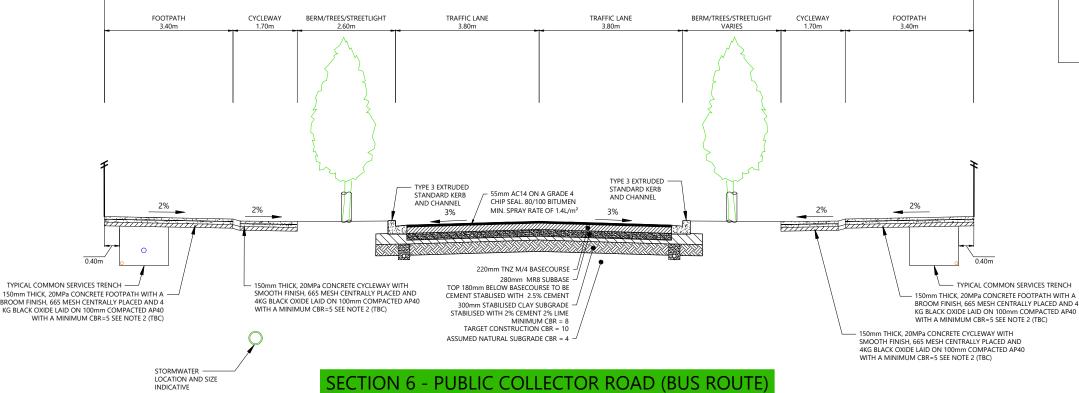
NOTES:

- AUCKLAND TRANSPORT APPROVED ASPHALT MIXES ARE TO BE USED CONTRACTOR TO CONFIRM TO ENGINEER INSITU
- SUBGRADE CBR PRIOR TO TRIMMING TO FINAL SUBGRADE LEVELS TO CONFIRM PAVEMENT DEPTHS
- DEFLECTION AND CURVATURE ON ROAD PAVEMENT TO BE AS FOLLOWS:

COLLECTOR ROADS

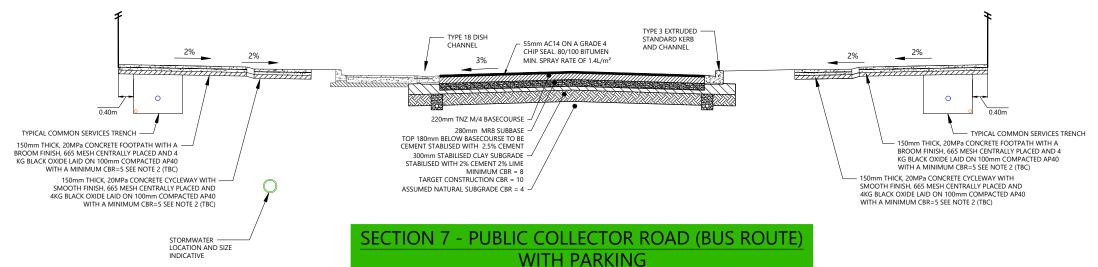
DEFLECTION 1.0mm CURVATURE 0.15mm

- DEFLECTION 1.4mm
 NO REQUIREMENT TO TEST FOR CURVATURE ON PRIVATE ALL WORKS AND MATERIALS ARE TO COMPLY WITH AUCKLAND TRANSPORT STANDARDS. ANY AMBIGUITY
- BETWEEN DRAWINGS AND COUNCIL STANDARDS ARE TO BE REPORTED TO THE ENGINEER FOR CLARIFICATION. PRAM CROSSINGS ARE TO BE CONSTRUCTED AS PER
- AUCKLAND TRANSPORT STANDARDS. SERVICE TRENCHES SHOWN ARE INDICATIVE ONLY. ALL DUCTS/PIPES ARE TO BE POSITIONED AS PER RELEVANT SERVICE PROVIDER STANDARDS
- ALL UNDERCHANNELS AND SUBSOIL DRAINS ARE TO COMPLY WITH AT TDM STANDARD DETAIL KC0007
- UNLESS OTHERWISE NOTED. ALL SUBSOIL DRAINAGE TO BE CONNECTED TO THE UPSTREAM CESSPIT AND CAPPED FOR FUTURE MAINTENANCE.
- ALL LANE MARKING AND ROAD SIGNAGE IS TO BE CONSTRUCTED AS PER THE NEW ZEALAND TRANSPORT AGENCY (NZTA) MANUAL OF TRAFFIC SIGNS AND MARKINGS
- CONCRETE SAWCUTS ON FOOTPATHS AND KERBS TO BE AT 3m CENTRES. SAWCUT TO BE 1/4 SLAB DEPTH.
- IF WEAKER SUBGRADE ARE ENCOUNTERED AGREEMENT WITH THE ENGINEER IS REQUIRED PRIOR TO CONSTRUCTION OF ANY CONTINGENCY PAVEMENT.



SECTION 6 - PUBLIC COLLECTOR ROAD (BUS ROUTE)

FOOTPATH 3.40m	CYCLEWAY 1.70m	BUFFER 0.80m	PARKING 2.30m	TRAFFIC LANE 3.80m	TRAFFIC LANE 3.80m	BERM 2.10m	CYCLEWAY 1.70m	FOOTPATH 3.40m
•			-			•	-	



RE'	VISION DETAILS	INT	DATE	SURVEYED	
6	FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	EW
7	ISSUED FOR S67 RESPONSE	SM	17/07/25	DRAWN	EW
9	ISSUED FOR S67 RESPONSE	SM	23/07/25	CHECKED	GW
10	ISSUED FOR S67 RESPONSE	RO	15/08/25	APPROVED	GW



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DRURY CENTRE-STAGE 2

TYPICAL ROAD CROSS SECTION - (SHEET 4 OF 5)

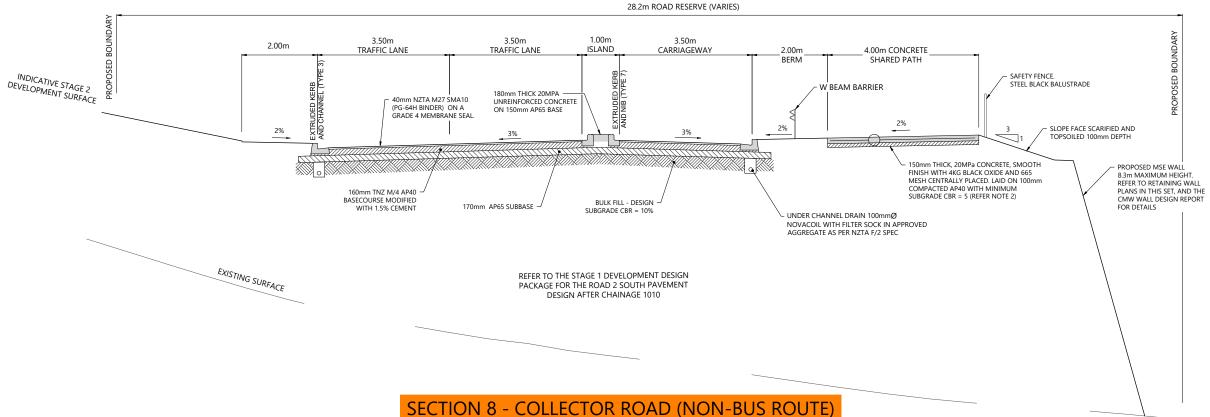
STATUS	FOR S67 RESPONSE	REV	
SCALE	1:100 @ A3	10	
COUNCIL	AUCKLAND COUNCIL] 10	
DWG NO	P24-447-01-2203-RD)	

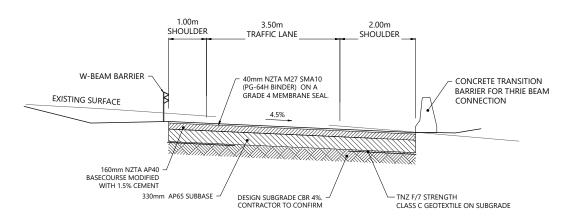
 (\mathbf{H}) WOODS EsT-1970

NOTE:

THIS ROAD IS PART OF THE NZTA SH1 OFFRAMP PROJECT AND (APART FROM EARTHWORK AND STORMWATER) NOT PART OF THIS CONSENT DETAILS **PROVIDED FOR INFORMATION ONLY.**







CH 910

SECTION 9 - COLLECTOR ROAD (NON-BUS ROUTE)
TIE-IN POINT

LEGEND:

COLLECTOR ROAD (BUS ROUTE)

COLLECTOR ROAD (NON-BUS ROUTE)

PRIVATE COMMERIAL ROAD 11

PRIVATE COMMERIAL ROAD 6

PRIVATE COMMERIAL ROAD 13 (ROAD 3 WEST)

PRIVATE COMMERIAL ROAD 13 (ROAD 3 EAST)

KEY RETAIL STREET

NOTES:

- AUCKLAND TRANSPORT APPROVED ASPHALT MIXES ARE
 TO BE USED
 CONTRACTOR TO CONFIRM TO ENGINEER INSITU
- SUBGRADE CBR PRIOR TO TRIMMING TO FINAL
 SUBGRADE LEVELS TO CONFIRM PAVEMENT DEPTHS
- 3. DEFLECTION AND CURVATURE ON ROAD PAVEMENT TO BE AS FOLLOWS:

COLLECTOR ROADS

DEFLECTION 1.0mm CURVATURE 0.15mm PRIVATE ROADS

DEFLECTION 1.4mm

NO REQUIREMENT TO TEST FOR CURVATURE ON PRIVATE

- ALL WORKS AND MATERIALS ARE TO COMPLY WITH AUCKLAND TRANSPORT STANDARDS. ANY AMBIGUITY BETWEEN DRAWINGS AND COUNCIL STANDARDS ARE TO BE REPORTED TO THE ENGINEER FOR CLARIFICATION.
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- SERVICE TRENCHES SHOWN ARE INDICATIVE ONLY. ALL
 DUCTS/PIPES ARE TO BE POSITIONED AS PER RELEVANT
 SERVICE PROVIDER STANDARDS
- ALL UNDERCHANNELS AND SUBSOIL DRAINS ARE TO COMPLY WITH AT TOM STANDARD DETAIL KC0007 UNLESS OTHERWISE NOTED.
- 8. ALL SUBSOIL DRAINAGE TO BE CONNECTED TO THE UPSTREAM CESSPIT AND CAPPED FOR FUTURE MAINTENANCE.
- ALL LANE MARKING AND ROAD SIGNAGE IS TO BE CONSTRUCTED AS PER THE NEW ZEALAND TRANSPORT AGENCY (NZTA) MANUAL OF TRAFFIC SIGNS AND MARKINGS
- 10. CONCRETE SAWCUTS ON FOOTPATHS AND KERBS TO BE AT 3m CENTRES. SAWCUT TO BE 1/4 SLAB DEPTH.
- 11. IF WEAKER SUBGRADE ARE ENCOUNTERED AGREEMENT WITH THE ENGINEER IS REQUIRED PRIOR TO CONSTRUCTION OF ANY CONTINGENCY PAVEMENT.

RE'	VISION DETAILS	INT	DATE	SURVEYED	
6	FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	EW
7	ISSUED FOR S67 RESPONSE	SM	17/07/25	DRAWN	EW
9	ISSUED FOR S67 RESPONSE	SM	23/07/25	CHECKED	GW
10	ISSUED FOR S67 RESPONSE	RO	15/08/25	APPROVED	GW



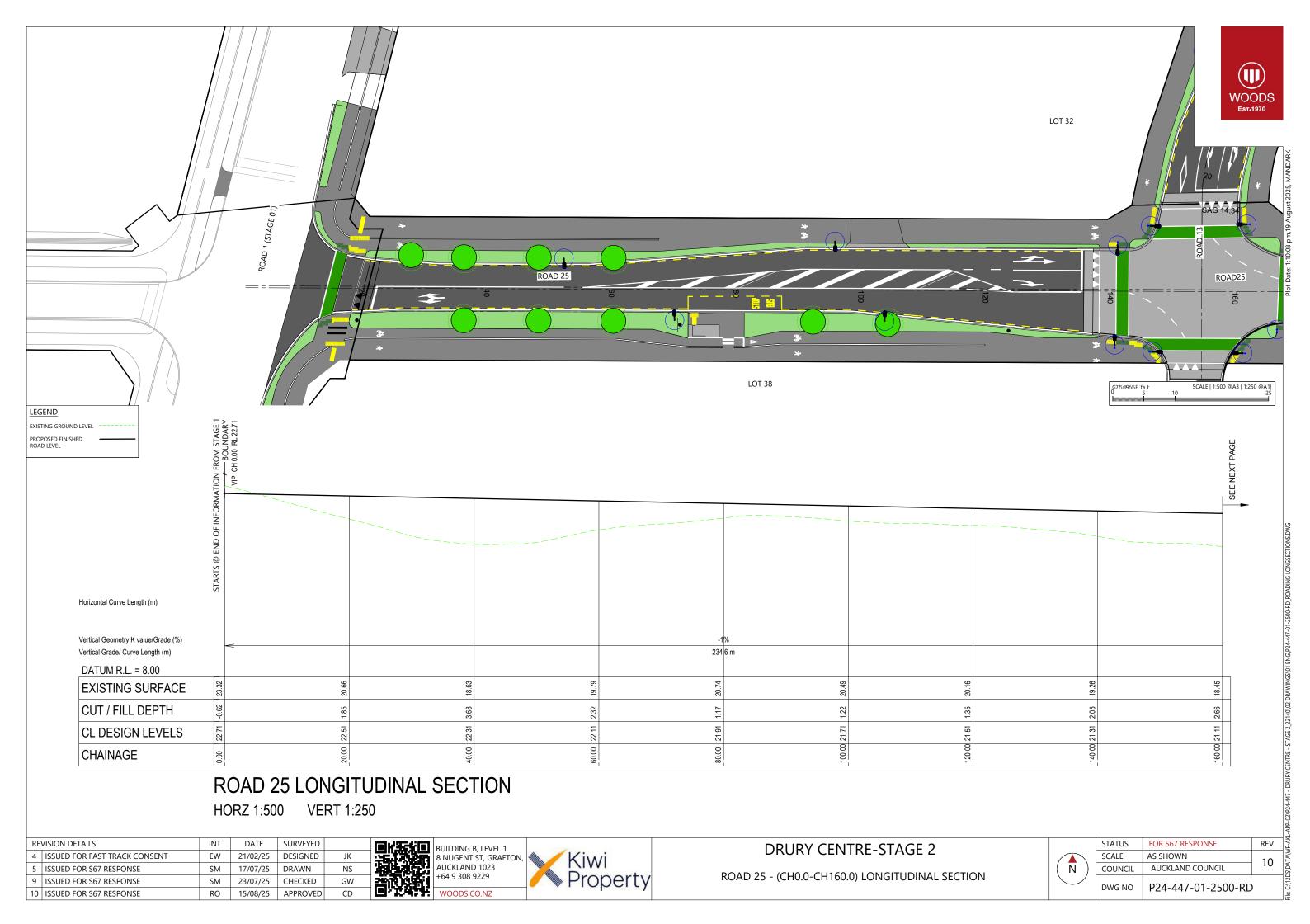
BUILDING B, LEVEL 1 8 NUGENT ST, GRAFTON, AUCKLAND 1023 +64 9 308 9229 WOODS.CO.NZ

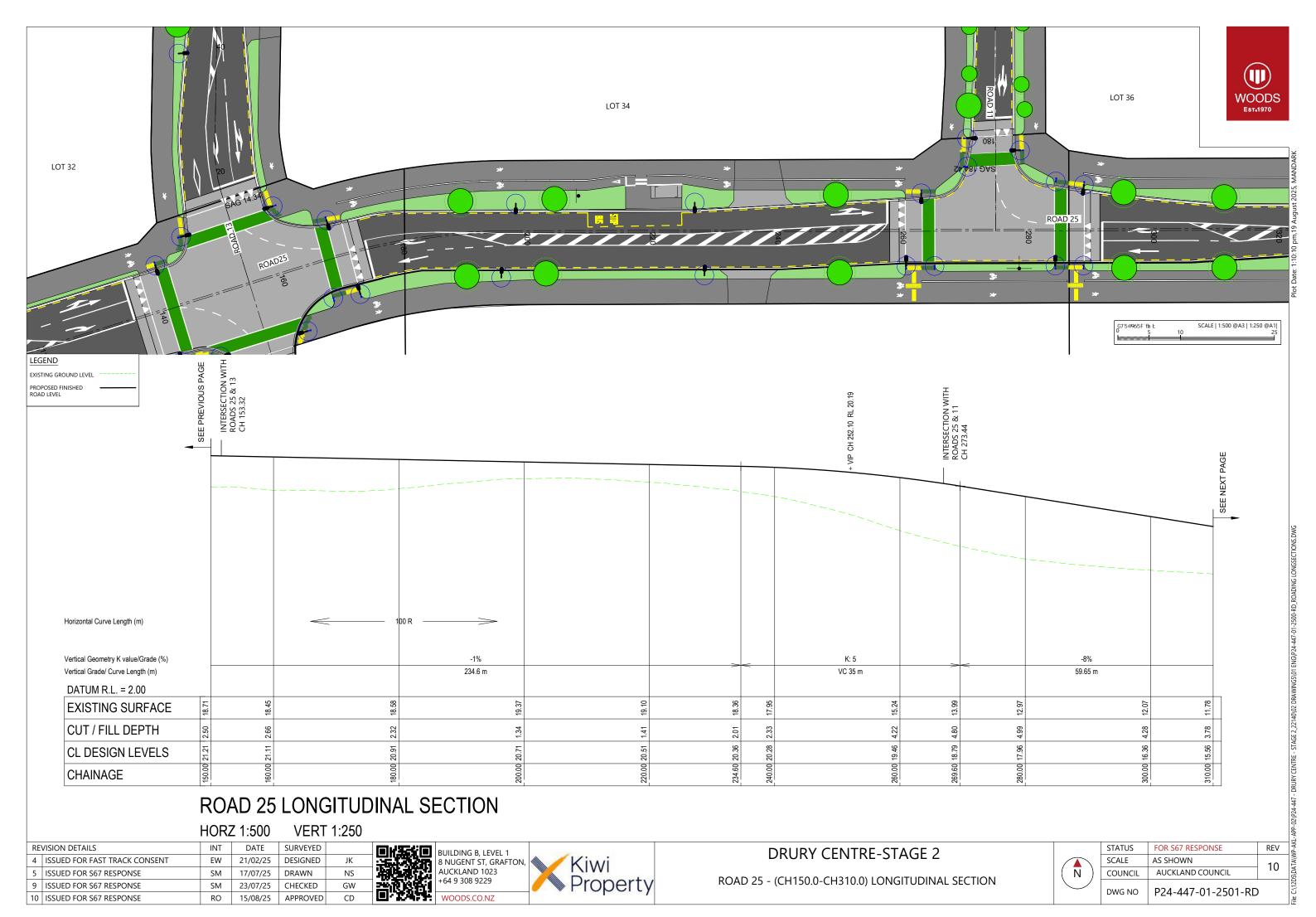


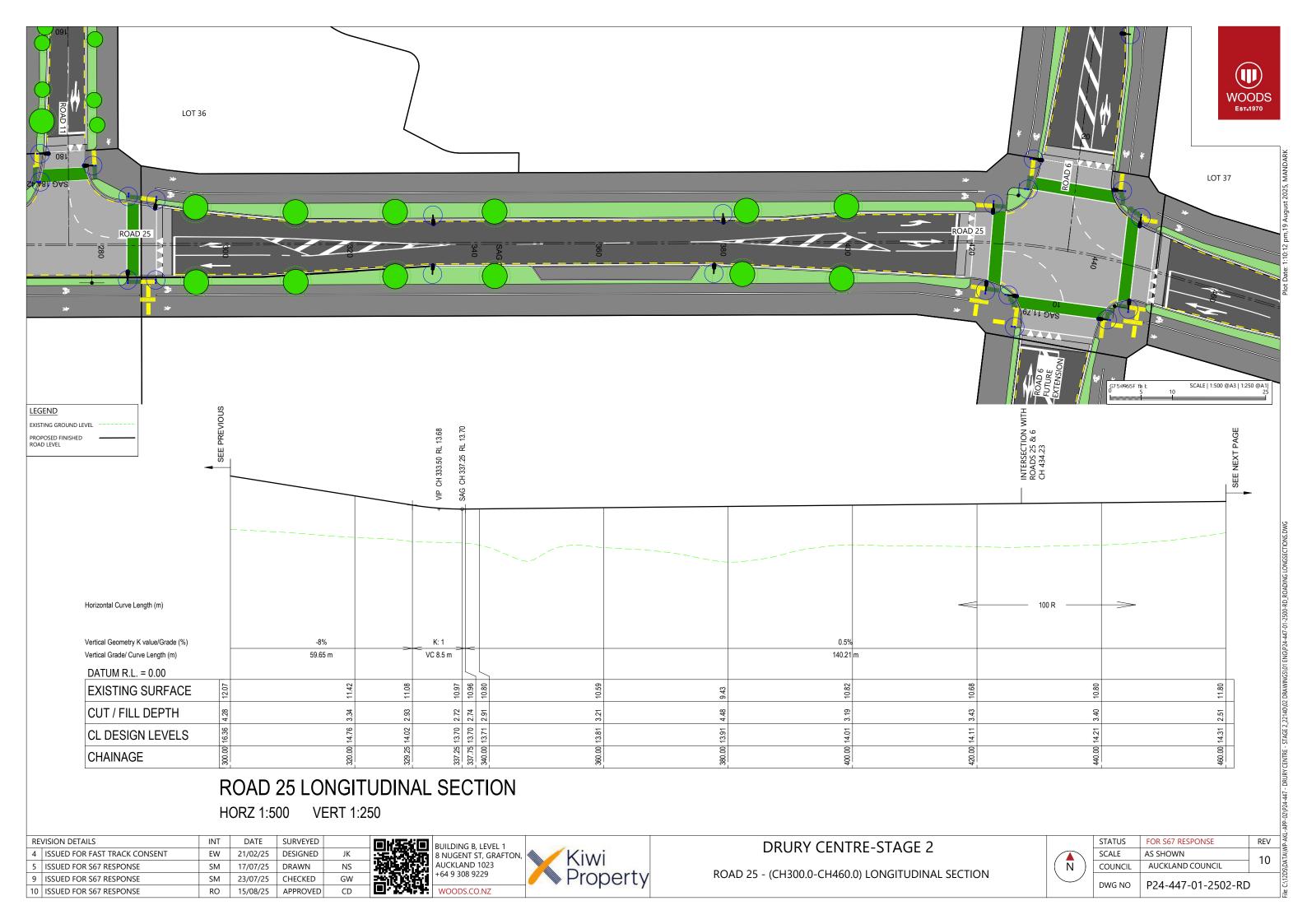
DRURY CENTRE-STAGE 2

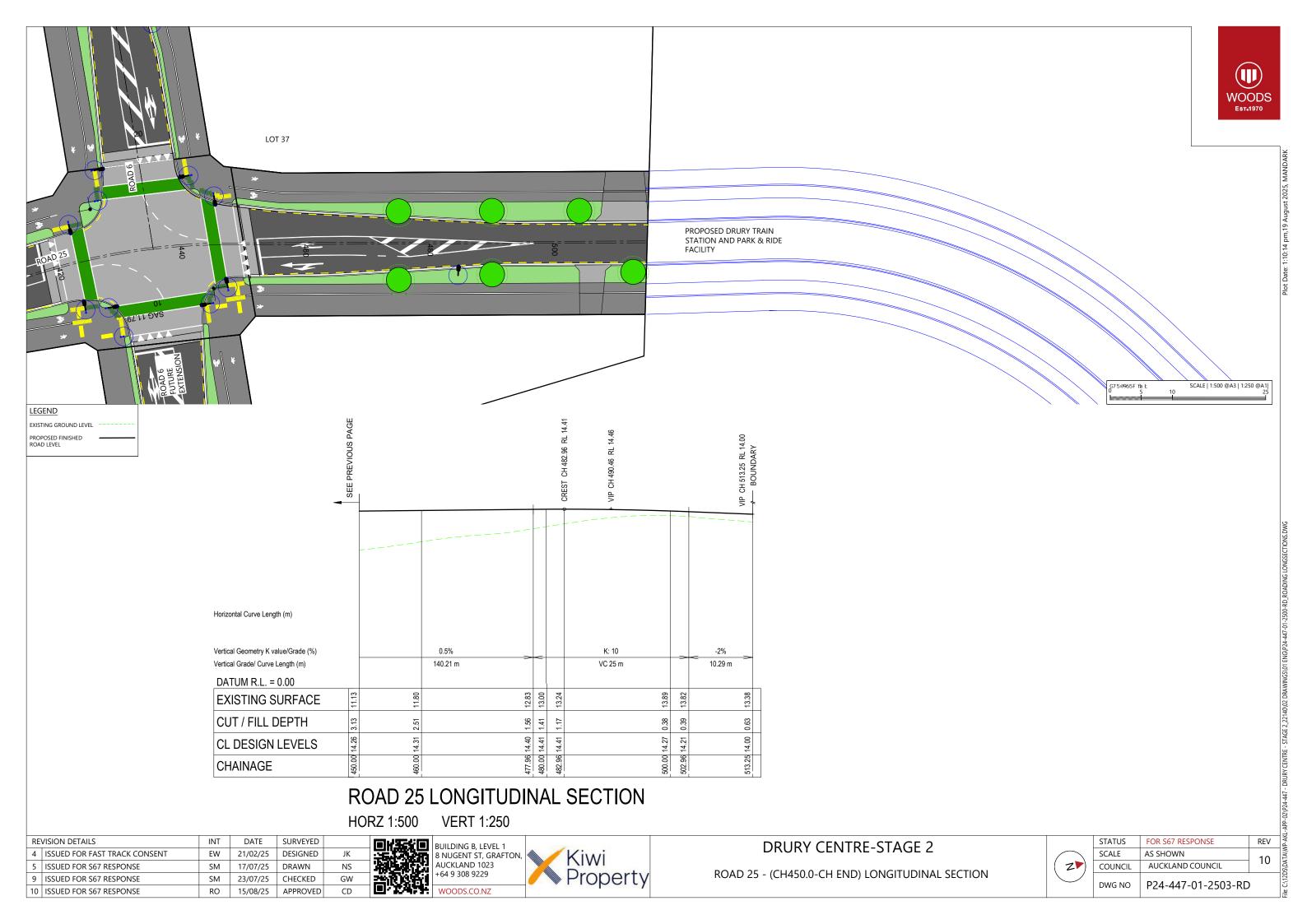
TYPICAL ROAD CROSS SECTION - (SHEET 5 OF 5)

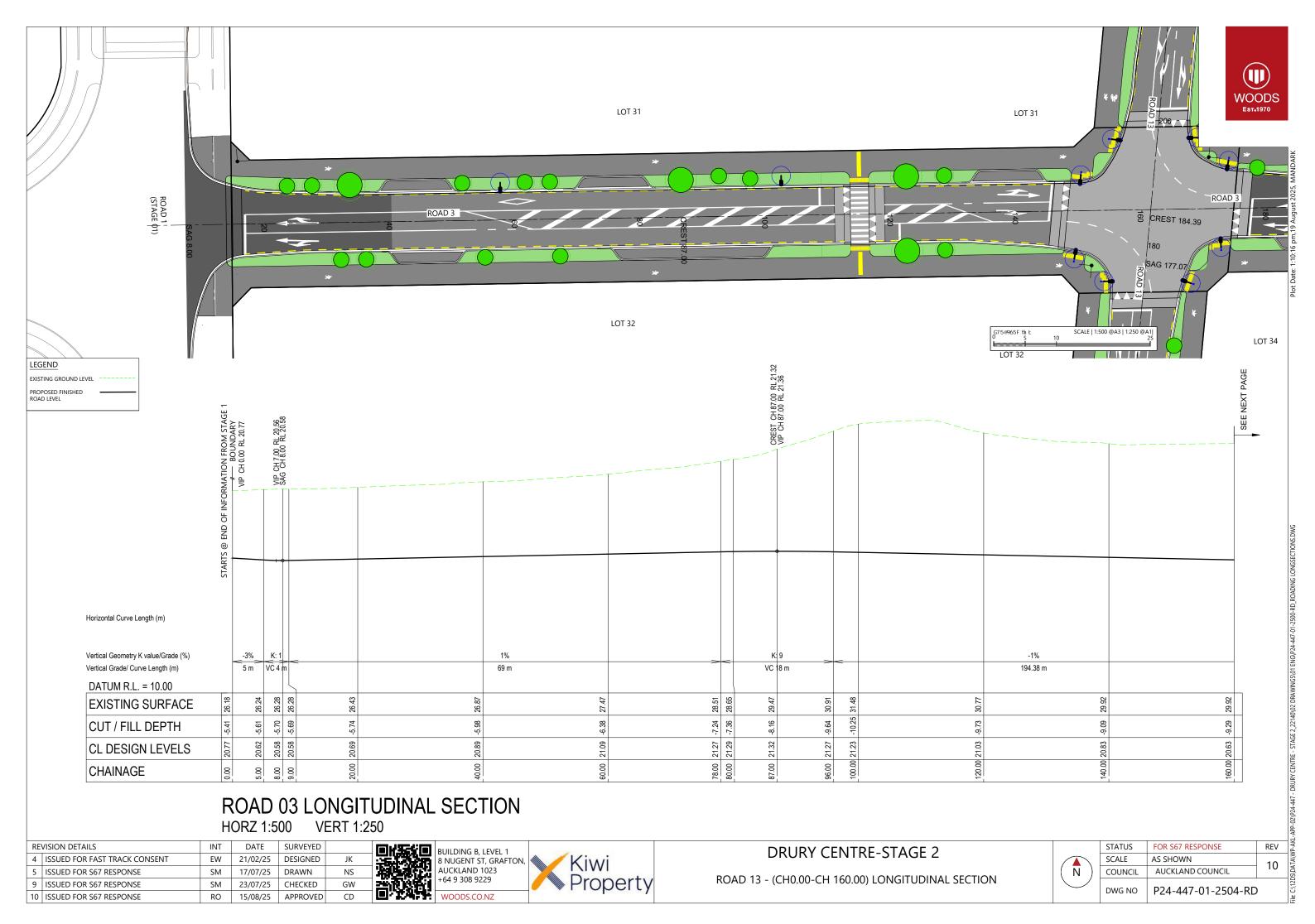
STATUS	FOR S67 RESPONSE	REV
SCALE	1:100 @ A3	10
COUNCIL	AUCKLAND COUNCIL	10
DWG NO	P24-447-01-2204-RD)

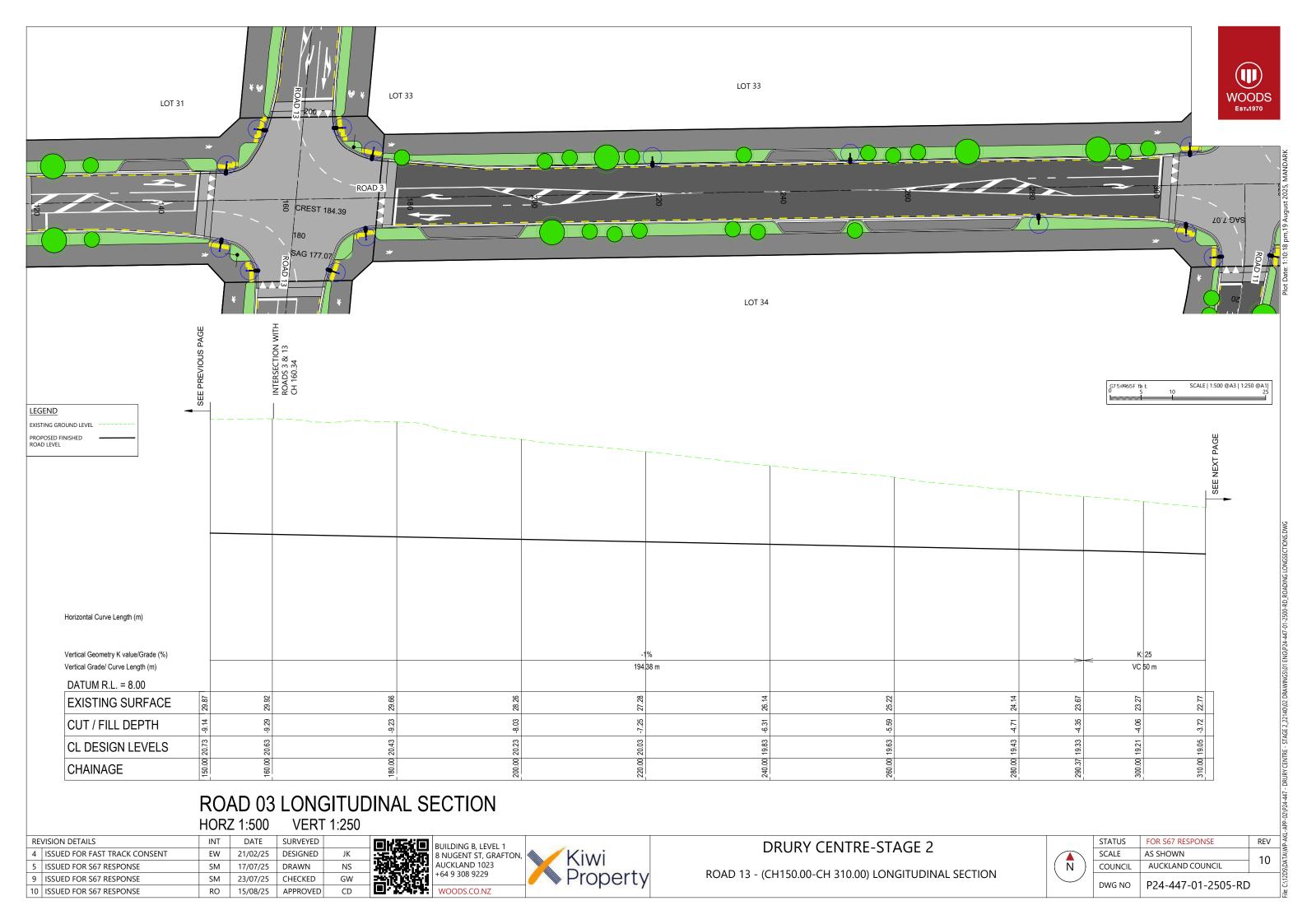




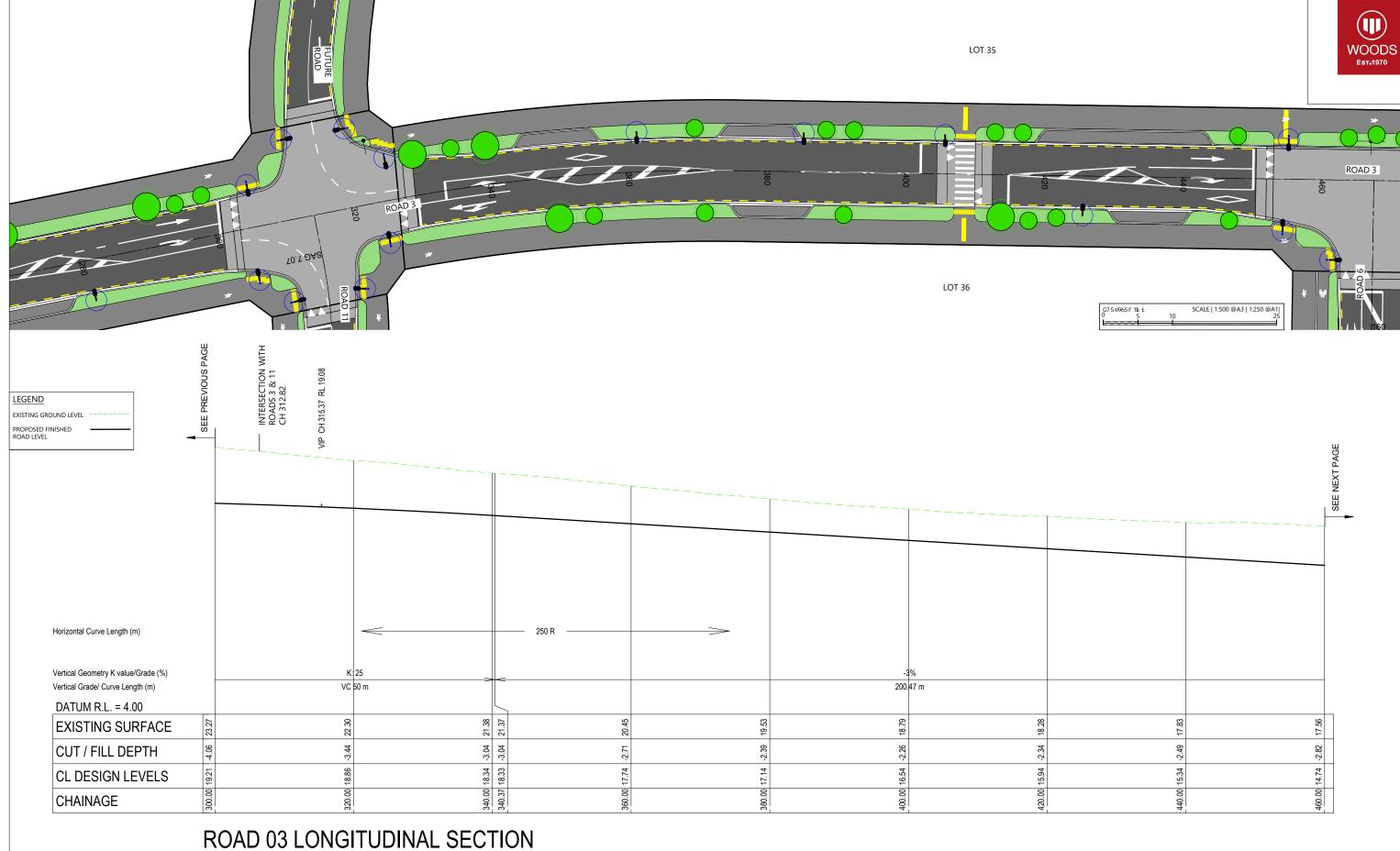












HORZ 1:500 VERT 1:250

					• •
RE\	VISION DETAILS	INT	DATE	SURVEYED	
4	ISSUED FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	JK
5	ISSUED FOR S67 RESPONSE	SM	17/07/25	DRAWN	NS
9	ISSUED FOR S67 RESPONSE	SM	23/07/25	CHECKED	GW
10	ISSUED FOR S67 RESPONSE	RO	15/08/25	APPROVED	CD



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DRURY CENTRE-STAGE 2

ROAD 13 - (CH300.00-CH 460.00) LONGITUDINAL SECTION

	STATUS	FC
	SCALE	AS
Z)	COUNCIL	Α
	DWG NO	P

	STATUS	FOR S67 RESPONSE	REV
	SCALE	AS SHOWN	10
)	COUNCIL	AUCKLAND COUNCIL	10
	DWG NO	P24-447-01-2506-RD	



REVISION DETAILS DATE SURVEYED 4 ISSUED FOR FAST TRACK CONSENT DESIGNED EW 21/02/25 5 ISSUED FOR S67 RESPONSE SM DRAWN NS 17/07/25 9 ISSUED FOR S67 RESPONSE SM CHECKED GW 23/07/25

RO

15/08/25 APPROVED

10 ISSUED FOR S67 RESPONSE

CD

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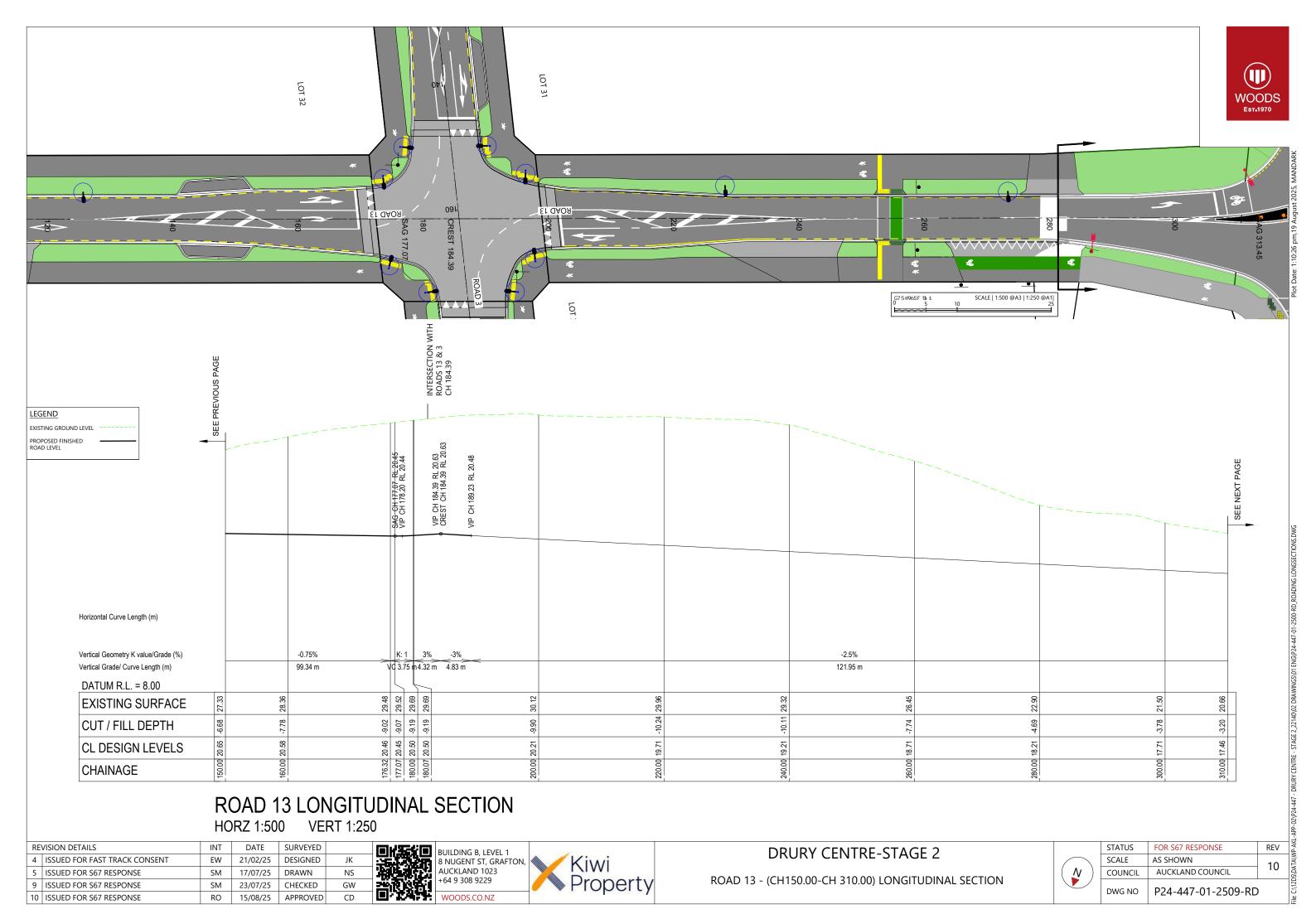
DRURY CENTRE-STAGE 2

ROAD 13 - (CH450.00-CH END) LONGITUDINAL SECTION

	STATUS	FOR S67 RESPONSE
	SCALE	AS SHOWN
Z)	COUNCIL	AUCKLAND COUNCI
	DWG NO	P24-447-01-25

10 COUNCIL -01-2507-RD









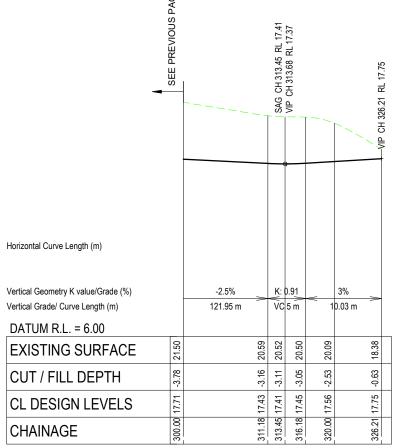
NOTE:

ROAD 2 NORTH & ROAD 13 INTERSECTION TO BE CONSENTED UNDER NZTA SH1 OFFRAMP PROJECT.

ROAD 2 NORTH IS PART OF THE NZTA SH1 OFFRAMP PROJECT AND APART FROM EARTHWORK AND STORMWATER IS NOT PART OF THIS CONSENT.

DETAILS PROVIDED FOR INFORMATION ONLY.





ROAD 13 LONGITUDINAL SECTION

HORZ 1:500 VERT 1:250

1					
RE	VISION DETAILS	INT	DATE	SURVEYED	
4	ISSUED FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	JK
5	ISSUED FOR S67 RESPONSE	SM	17/07/25	DRAWN	NS
9	ISSUED FOR S67 RESPONSE	SM	23/07/25	CHECKED	GW
10	ISSUED FOR S67 RESPONSE	RO	15/08/25	APPROVED	CD



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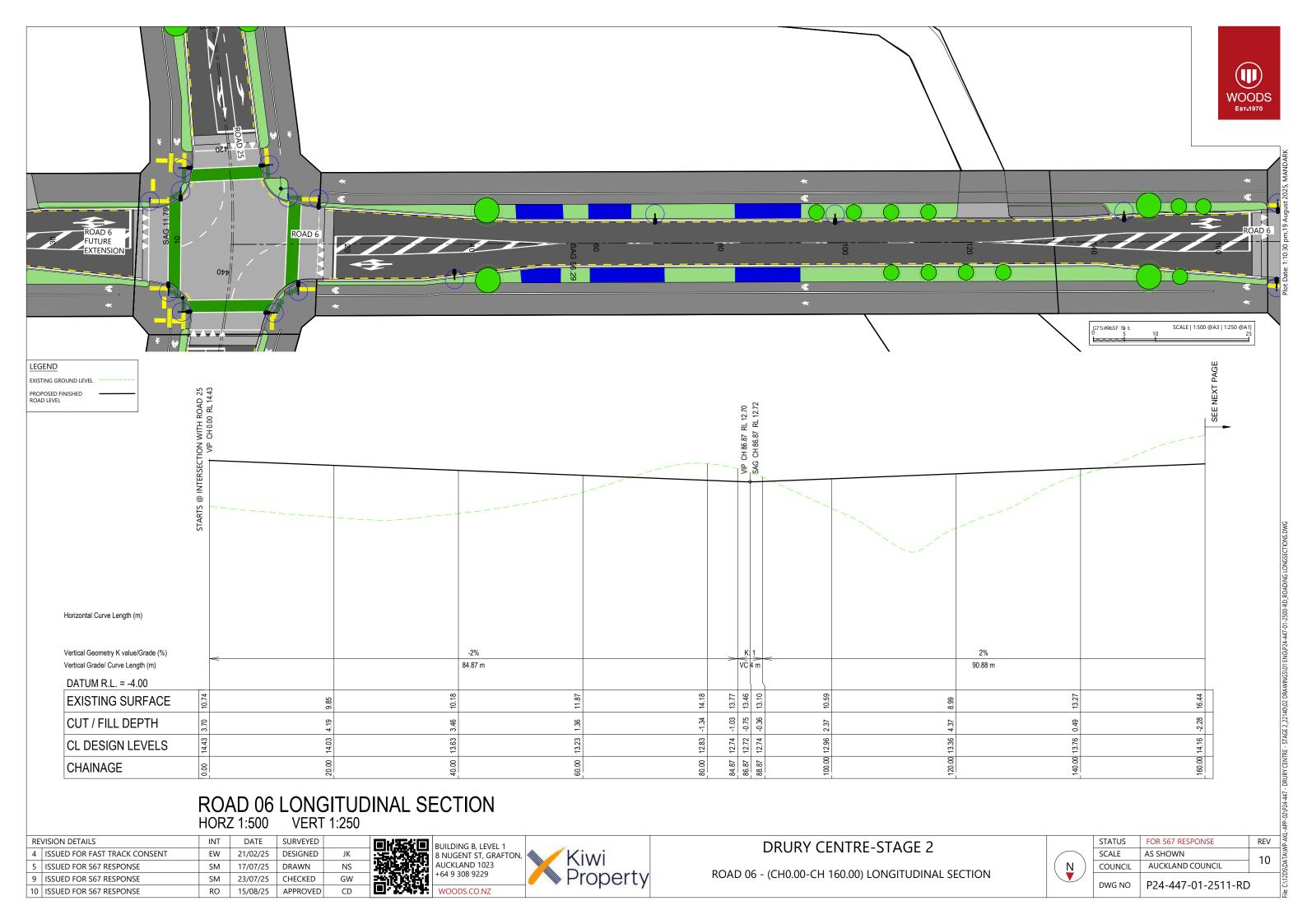


DRURY CENTRE-STAGE 2

ROAD 13 - (CH300.00-CH END) LONGITUDINAL SECTION

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(N)	
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	l

	STATUS	FOR S67 RESPONSE	REV
	SCALE	AS SHOWN	10
)	COUNCIL	AUCKLAND COUNCIL	10
	DWG NO	P24-447-01-2510-RD	1







G75@965F fa Ł SCALE | 1:500 @A3 | 1:250 @A1|

Horizontal Curve Length (m) Vertical Geometry K value/Grade (%) 2% 90.88 m Vertical Grade/ Curve Length (m) **DATUM R.L. = 4.00** EXISTING SURFACE CUT / FILL DEPTH CL DESIGN LEVELS CHAINAGE

ROAD 06 LONGITUDINAL SECTION HORZ 1:500 VERT 1:250

RE	VISION DETAILS	INT	DATE	SURVEYED	
4	ISSUED FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	JK
5	ISSUED FOR S67 RESPONSE	SM	17/07/25	DRAWN	NS
9	ISSUED FOR S67 RESPONSE	SM	23/07/25	CHECKED	GW
10	ISSUED FOR S67 RESPONSE	RO	15/08/25	APPROVED	CD

LEGEND

PROPOSED FINISHED ROAD LEVEL



BUILDING B, LEVEL 1 8 NUGENT ST, GRAFTON, AUCKLAND 1023 +64 9 308 9229 WOODS.CO.NZ



DRURY CENTRE-STAGE 2

ROAD 06 - (CH150.00-CH END) LONGITUDINAL SECTION

N V	$\bigg)$

	STATUS	FOR S67 RESPONSE	REV
	SCALE	AS SHOWN	10
)	COUNCIL	AUCKLAND COUNCIL	10
	DWG NO	P24-447-01-2512-RD	١



DESIGNED NS

 GW

CD

4 ISSUED FOR FAST TRACK CONSENT

5 ISSUED FOR S67 RESPONSE

9 ISSUED FOR S67 RESPONSE

10 ISSUED FOR S67 RESPONSE

EW

SM

SM

RO

21/02/25

17/07/25

23/07/25

DRAWN

CHECKED

15/08/25 APPROVED

BUILDING B, LEVEL 1 8 NUGENT ST, GRAFTON, AUCKLAND 1023 +64 9 308 9229 WOODS.CO.NZ

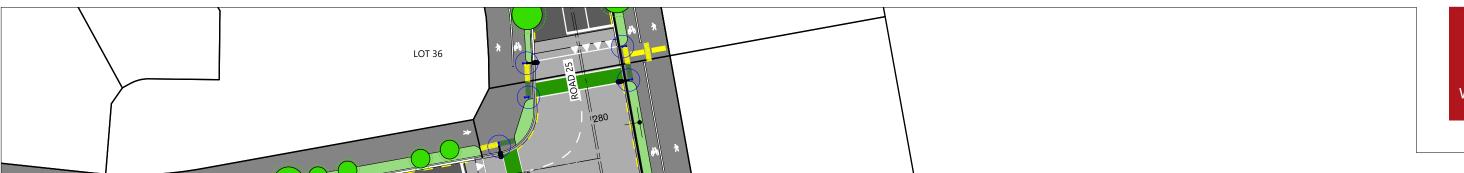


DRURY CENTRE-STAGE 2

ROAD 11 - (CH0.00-CH 160.00) LONGITUDINAL SECTION

	STATUS	FOR S67
	SCALE	AS SHOW
(\overline{N})	COUNCIL	AUCKLA
	DWG NO	P24-44

	0.71.00	1 011 001 11201 01102	
	SCALE	AS SHOWN	10
)	COUNCIL	AUCKLAND COUNCIL	10
	DWG NO	P24-447-01-2513-RD)



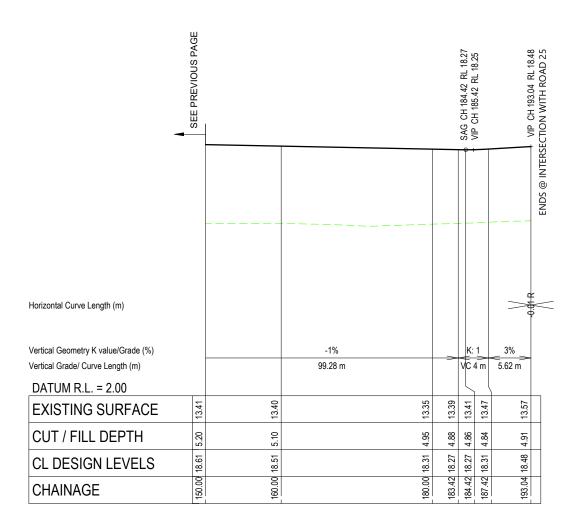


5@965F fB L SCALE | 1:500 @A3 | 1:250 @A1 | 5 10 25

LEGEND

EXISTING GROUND LEVEL

PROPOSED FINISHED ROAD LEVEL



ROAD 11 LONGITUDINAL SECTION

HORZ 1:500 VERT 1:250

RE'	VISION DETAILS	INT	DATE	SURVEYED	
4	ISSUED FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	JK
5	ISSUED FOR S67 RESPONSE	SM	17/07/25	DRAWN	NS
9	ISSUED FOR S67 RESPONSE	SM	23/07/25	CHECKED	GW
10	ISSUED FOR S67 RESPONSE	RO	15/08/25	APPROVED	CD





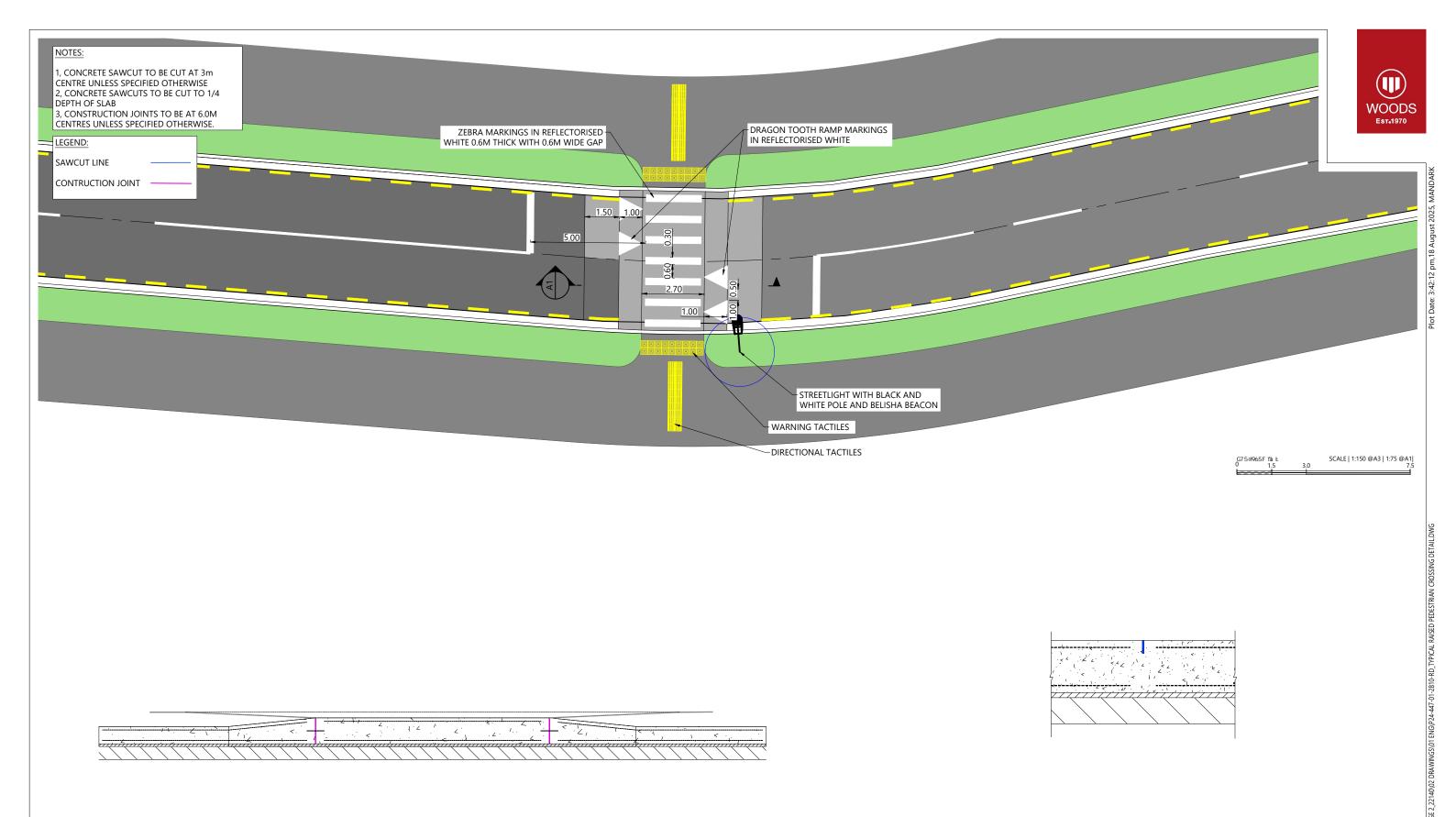


DRURY CENTRE-STAGE 2

ROAD 11 - (CH150.00-CH END) LONGITUDINAL SECTION

|--|

	STATUS	FOR S67 RESPONSE	REV
	SCALE	AS SHOWN	10
)	COUNCIL	AUCKLAND COUNCIL	10
	DWG NO	P24-447-01-2514-RD)



A1 RAISED SPEED TABLE LONG-SECTION DETAIL 1:40 @ A3



REVISION DETAILS			DATE	SURVEYED	
3	ISSUED FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	NS
4	ISSUED FOR S67 RESPONSE	SM	17/07/25	DRAWN	NS
9	ISSUED FOR S67 RESPONSE	SM	23/07/25	CHECKED	GW
10	ISSUED FOR S67 RESPONSE	RO	15/08/25	APPROVED	GW



BUILDING B, LEVEL 1
8 NUGENT ST, GRAFTON,
AUCKLAND 1023
+64 9 308 9229

WOODS.CO.NZ



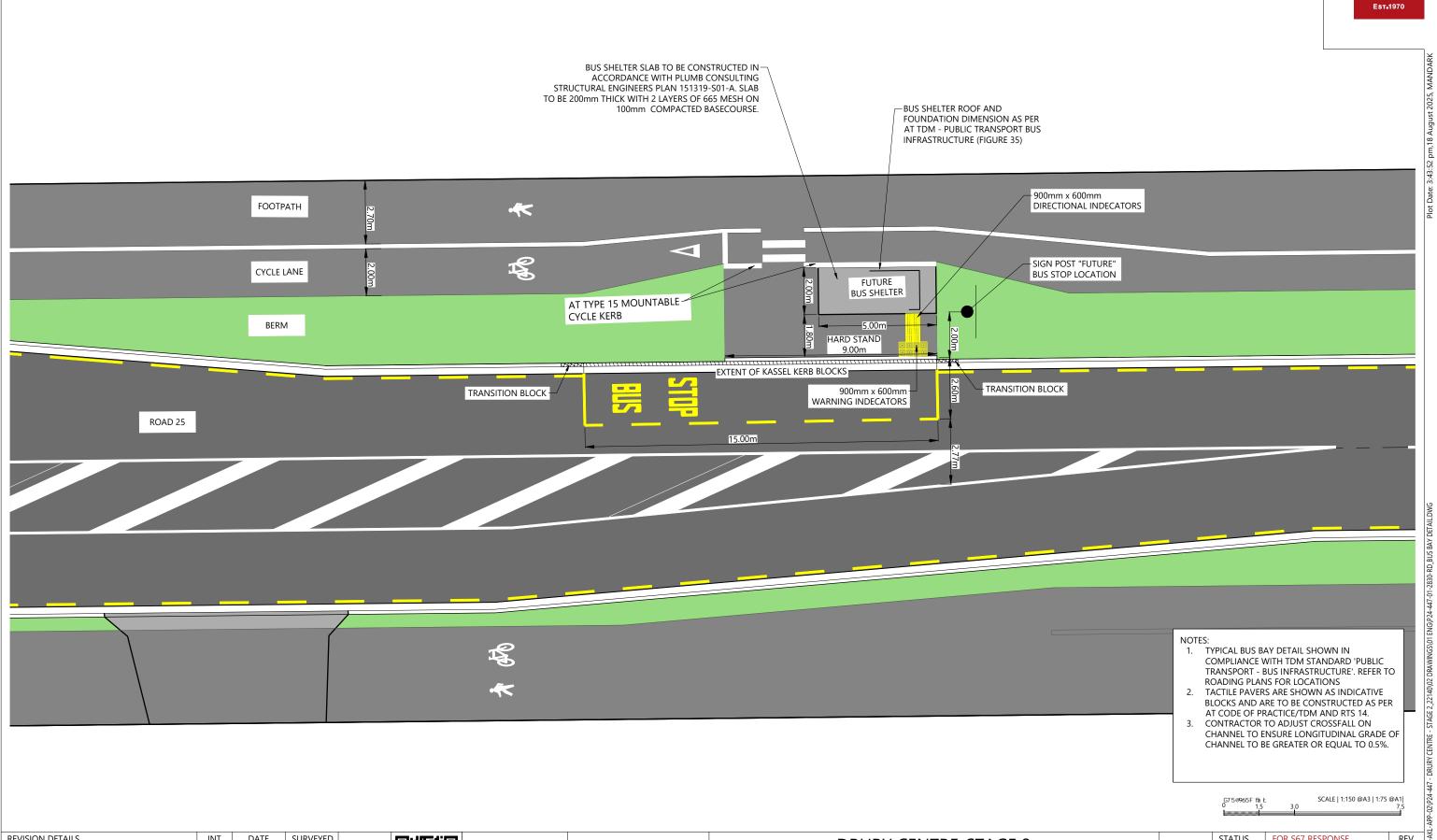
DRURY CENTRE-STAGE 2

TYPICAL RAISED PEDESTRIAN CROSSING DETAIL

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STATUS	FOR S67 RESPONSE	REV
SCALE	AS SHOWN	10
COUNCIL	AUCKLAND COUNCIL	10
DWG NO	P24-447-01-2810-RD)





REVISION DETAILS			DATE	SURVEYED	
3	ISSUED FOR FAST TRACK CONSENT	EW	21/02/2025	DESIGNED	NS
4	ISSUED FOR S67 RESPONSE	SM	17/07/2025	DRAWN	NS
9	ISSUED FOR S67 RESPONSE	EW	23/07/2025	CHECKED	GW
10	ISSUED FOR S67 RESPONSE	RO	15/08/25	APPROVED	GW



BUILDING B, LEVEL 1 8 NUGENT ST, GRAFTON, AUCKLAND 1023 +64 9 308 9229 WOODS.CO.NZ

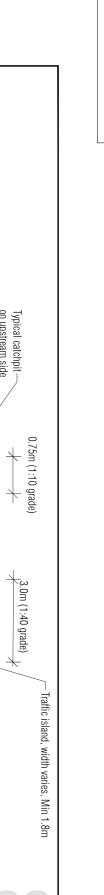


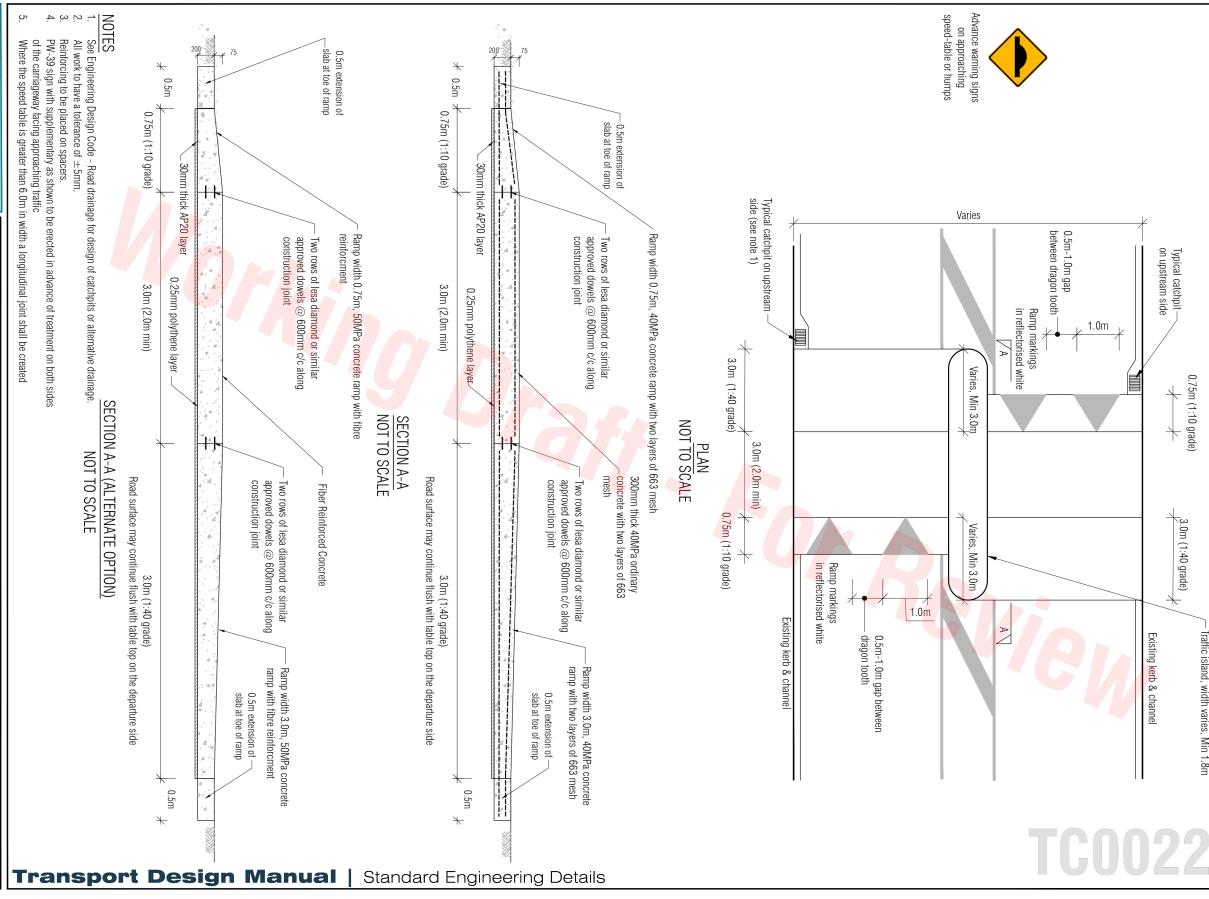
DRURY CENTRE-STAGE 2

BUS BAY DETAIL

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\	STATUS	FOR S67 RESPONSE	REV
	SCALE	1:150 @ A3	10
)	COUNCIL	AUCKLAND COUNCIL	10
/	DWG NO	P24-447-01-2830-RD)





RE'	VISION DETAILS
3	FOR FAST TRACK CONSENT
4	ISSUED FOR S67 RESPONSE
9	ISSUED FOR S67 RESPONSE

10 ISSUED FOR S67 RESPONSE



JK

CD







DRURY CENTRE-STAGE 2

AT TDM - SPEED (SWEDISH) TABLE
711 12111 01 222 (011221011) 171222

O grade) Existing kerb & channel	Traffic island, width varies, Min 1.8m		File: C.\12DS\DATA\WP-AKL-APP-02\P24-447 - DRURY CENTRE - STAGE 2_22140\02 DRAWINGS\01 ENG\P24-447-01-2850-RD_AT TDM DETAILS.DWG
STATUS	FOR S67 RESPONSE	REV	VP-AI
SCALE	N.T.S	10	TA\V
COUNCIL	AUCKLAND COUNCIL	10	S/DA
DWG NO	P24-447-01-2850-RD)	File: C:\12D

Plot Date: 3:46:38 pm,18 August 2025, MANDAR

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(3)

Review

Speed table (Swedish Type For Frequent Bus Network)

TRANSPORT DESIGN MANUAL

Document in Review TC0022

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EW

SM

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RO

DATE

21/02/25

17/07/25

23/07/25

15/08/25

SURVEYED

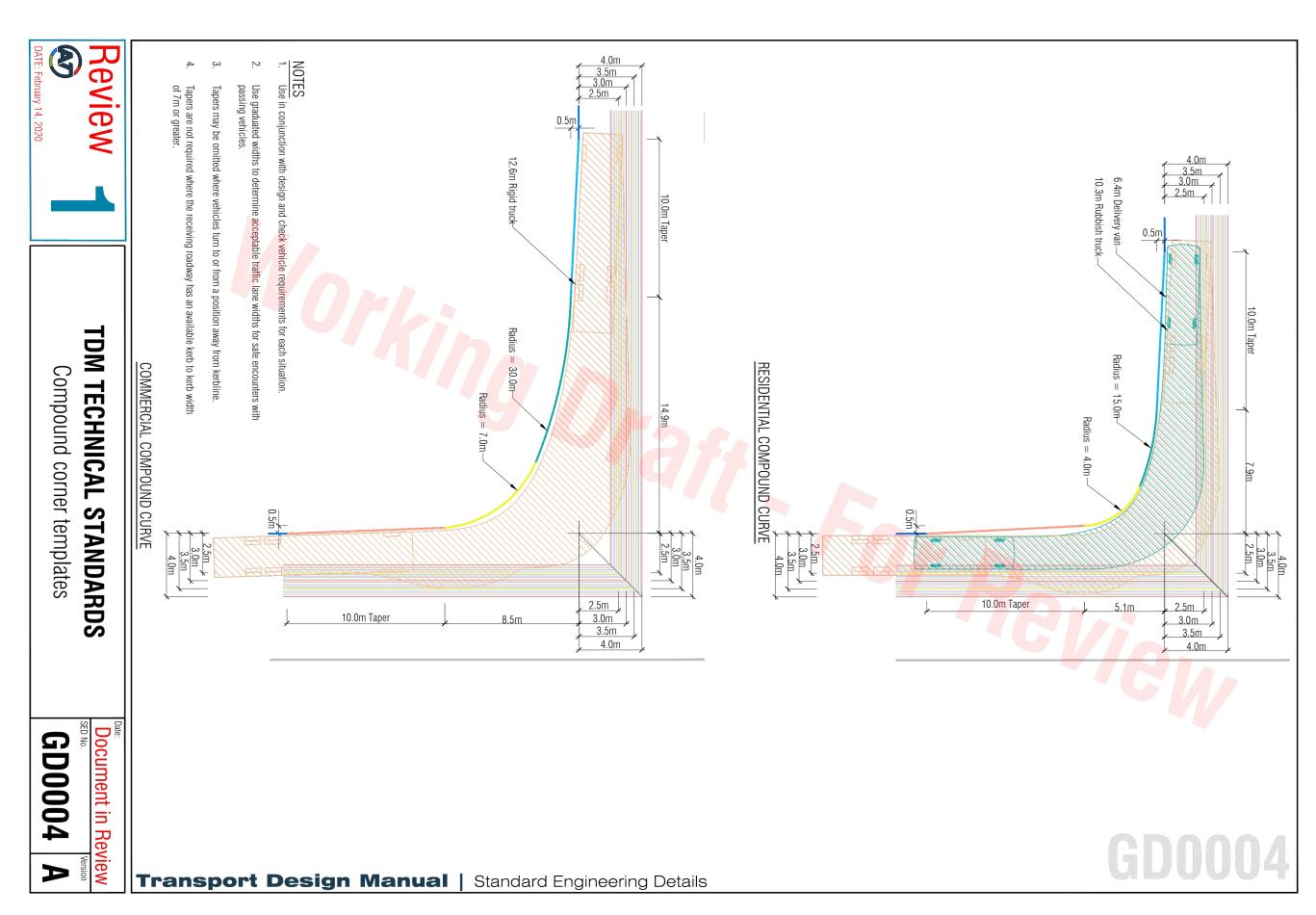
DESIGNED

DRAWN

CHECKED

APPROVED





KE	VISION DETAILS
3	FOR FAST TRACK CONSENT
4	ISSUED FOR S67 RESPONSE
9	ISSUED FOR S67 RESPONSE
10	ISSUED FOR S67 RESPONSE

DEVISION DETAILS



BUILDING B, LEVEL 1 8 NUGENT ST, GRAFTON, AUCKLAND 1023 +64 9 308 9229 WOODS.CO.NZ



DRURY CENTRE-STAGE 2

AT TOM -	COMPOUND	CODNED
AT IDIVI -	COMPOUND	CORNER

			١.
STATUS	FOR S67 RESPONSE	REV	1
SCALE	N.T.S	10	i
COUNCIL	AUCKLAND COUNCIL	10	1
DWG NO	P24-447-01-2851-RD)	

Plot Date: 3:46:39 pm,18 August 2025, MANDARI

WP-AKL-APP-02\P24-447 - DRURY CENTRE - STAGE 2_22140\02 DRAWINGS\01 ENG\P24-447-01-2850-RD_AT TDM DETAILS.DWG

NS GW CD

SURVEYED

DESIGNED

CHECKED

APPROVED

DRAWN

INT

EW

SM

EW

RO

DATE

21/02/25

17/07/25

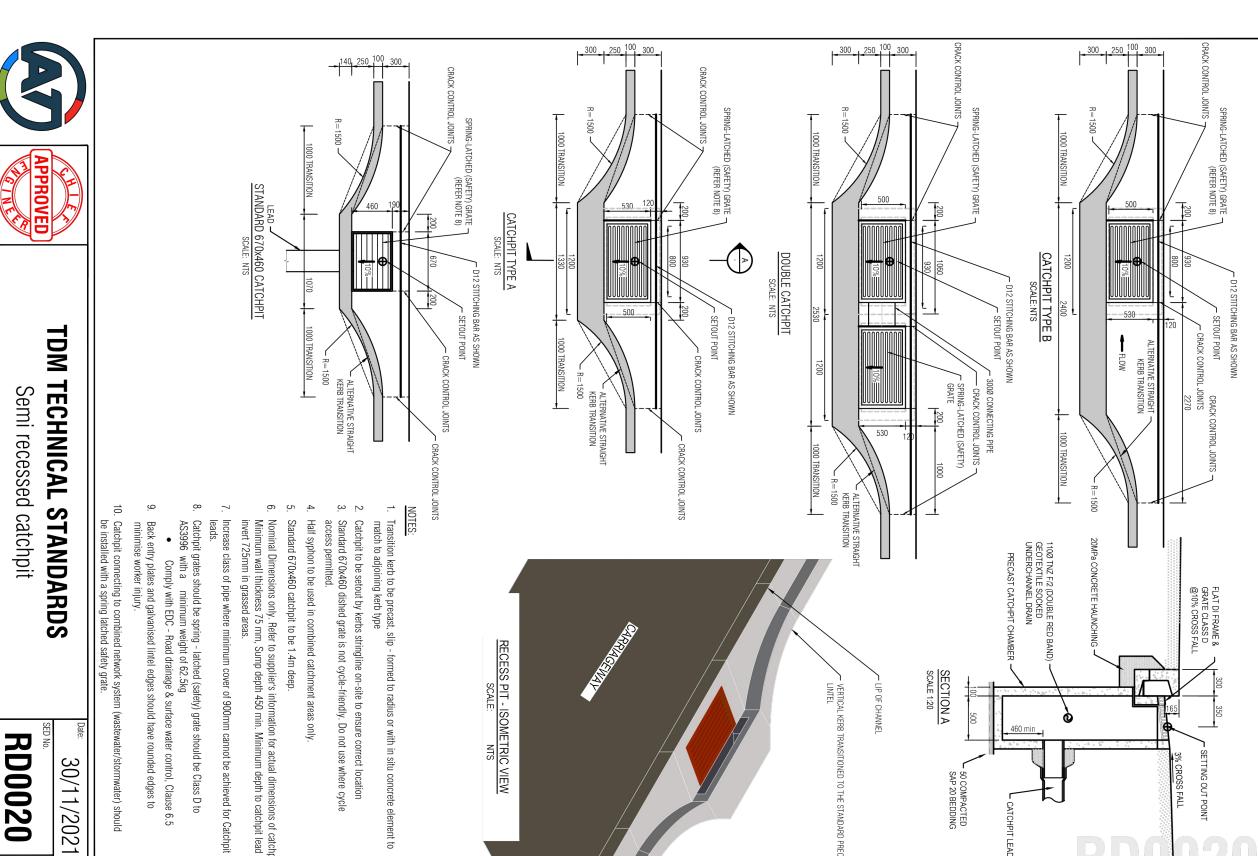
23/07/25

15/08/25

Plot Date: 3:46:41 pm,18 August 2025, MANDARK

ile: C\12DS\DATA\WP-4KL-APP-02\P24-447 - DRURY CENTRE - STAGE 2_22140\02 DRAWINGS\01 ENG\P24-447-01-2850-RD_AT TDM DETAILSDWG









Transport Design Manual

BUILDING B, LEVEL 1 8 NUGENT ST, GRAFTON, AUCKLAND 1023 +64 9 308 9229 WOODS.CO.NZ



Standard Engineering Details

DRURY CENTRE-STAGE 2

AT TDM - SEMI-RECESSED CATCH PIT

STATUS	FOR S67 RESPONSE	REV
SCALE	N.T.S	10
COUNCIL	AUCKLAND COUNCIL	10
DWG NO	P24-447-01-2852-RD)

REVISION DETAILS DATE SURVEYED INT 3 FOR FAST TRACK CONSENT DESIGNED EW 21/02/25 4 ISSUED FOR S67 RESPONSE SM DRAWN NS 17/07/25 9 ISSUED FOR S67 RESPONSE EW 23/07/25 CHECKED GW CD 10 ISSUED FOR S67 RESPONSE RO 15/08/25 APPROVED

Plot Date: 3:46:42 pm,18 August 2025, MANDAR

NOTES

Underchannel Drains
Shall be approved perfotated drain pipe of 100mm internal diameter unless specifid or requirements of TNZ Specifications F/2. Trench backfill shall be approved AP20 materia scoria or similar if a filter sock is provided. Depth below subgrade to be 375mm.

e. Subsoildrain pipes shall comply with the backfil shall be approved 30/10

Sub-base material shall be laid with fall towards a downstream outlet pipe (or water level in a chamber with half-siphon traps) nvert level above the soffit level of the

TDM TECHNICAL STANDARDS

Subsoil drain

RD0010

3

ile: C.\12DS\DATA\WP-AKL-APP-02\P24-447 - DRURY CENTRE - STAGE 2_22140\02 DRAWINGS\01 ENG\P24-447-01-2850-RD_AT TDM DETAILS.DWG

Minimum depth of basecourse beneath kerb to be 75mm to provide a connection to the underchannel drain

Sub-base

KERB

225

Transport Design Manual | Standard Engineering Details

SURVEYED

DESIGNED

DRAWN

CHECKED

APPROVED

AT GAP65

varies

AT AP40

150

Document in Review B

DATE

21/02/25

17/07/25

23/07/25

15/08/25

INT

EW

SM

EW

RO

NS GW CD

BUILDING B, LEVEL 1 8 NUGENT ST, GRAFTON, AUCKLAND 1023 +64 9 308 9229 WOODS.CO.NZ

Filtersok or similar approved product (if required) —

100_

IN CARRIAGEWAY

NZTA F/2

100



DRURY CENTRE-STAGE 2

375

AP20 or similar approved product

Filtersok or similar approved product (if required) ————

50

40mm AC 14 Surfacing

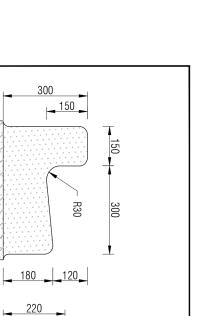
UNDER KERB AND CHANNEL

AT TDM - SUBSOIL DRAIN

STATUS	FOR S67 RESPONSE	REV
SCALE	N.T.S	10
COUNCIL	AUCKLAND COUNCIL	10
DWG NO	P24-447-01-2853-RD)

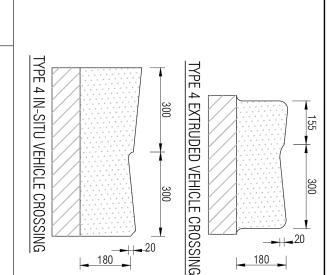
REVISION DETAILS 3 FOR FAST TRACK CONSENT 4 ISSUED FOR S67 RESPONSE 9 ISSUED FOR S67 RESPONSE 10 ISSUED FOR S67 RESPONSE





TYPE 3 EXTRUDED STANDARD KERB AND CHANNEL

TYPE 3 EXTRUDED STANDARD KERB AND CHANNEL (OPTIONAL) R30 180 40



TYPE 5 EXTRUDED PRAM CROSSING 150 300

TYPE 5 IN-SITU PRAM CROSSING

Refer Note 200

200 15

145 30 60

175

R30

Refer Note 2 480

TYPE 6 EXTRUDED MOUNTABLE KERB AND CHANNEL

150

150 5 150

150 40

75 75 25

100 | 75 | 100 TYPE 8 BASALT OR PRE-CAST KERB EDGING (75x150mm)

TYPE 7 EXTRUDED STANDARD KERB ONLY

TYPE

AT VEHICLE CROSSING

All chamfers 20mm

Concrete Grades:
Precast kerb blocks 20 MPa. In-Situ

20 MPa.

Kerbing must be laid on 300mm. If the subgrade CBR < 5 then road

min. GAP65 subbase in roads and 100mm GAP40 in footpaths (where subgrade CBR>5) is and footpaths must be undercut and backfilled with appropriate backfill material.

Precast kerb neatly pointed with 10mm min. cerr minimum depth of 30mm at max. 3.00m. interva

ent mortar. Extruded kerbs cracking control joints formed or saw cut to a s to coincide with concrete footpath joints (where the kerb is adjacent to the kerb blocks shall be approximately 20mm wide (measured at the top and

TDM TECHNICAL **STANDARDS**

Kerb and channel -Type 3 ∞

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29/07/2022

RO 15/08/25 APPROVED CD

Transport Design Manual

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Standard Engineering Details

DRURY CENTRE-STAGE 2

AT TDM - KERB AND CHANNEL TYPE 3-8

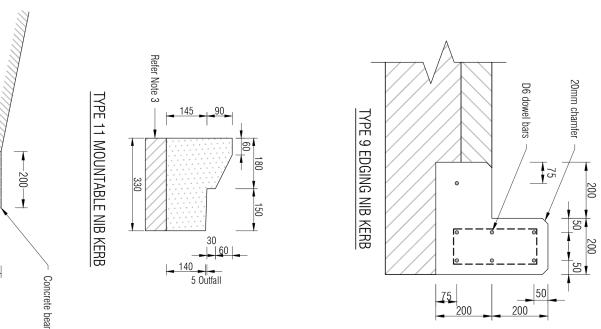
STATUS	FOR S67 RESPONSE	REV
SCALE	N.T.S	10
COUNCIL	AUCKLAND COUNCIL	10
DWG NO	P24-447-01-2854-RD)

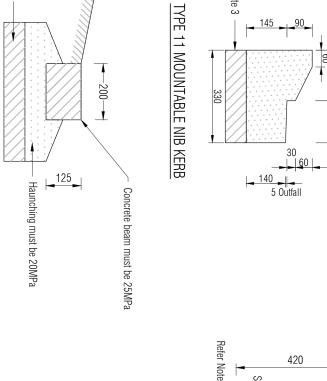
ile: C\12DS\DATA\WP-AKL-APP-02\P24-447 - DRURY CENTRE - STAGE 2_22140\02 DRAWINGS\01 ENG\P24-447-01-2850-RD_AT TDM DETAILS.DWG

RE'	VISION DETAILS	INT	DATE	SURVEYED		
3	FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	JK	-5.4
4	ISSUED FOR S67 RESPONSE	SM	17/07/25	DRAWN	NS	480
9	ISSUED FOR S67 RESPONSE	EW	23/07/25	CHECKED	GW	25 K
10	ISSUED FOR S67 RESPONSE	RO	15/08/25	APPROVED	CD	

WOODS Est.1970



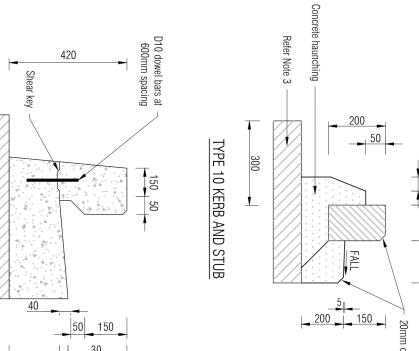


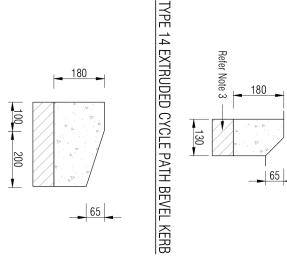


TYPE 12 RAISED NON-MOUNTABLE SAFETY
KERB AND CHANNEL NIB

75

TYPE 13 FLAT EDGE BEAMS





Basalt kerb blocks must not extend across vehicle or pram crossings

pes must comply with standards in the ode of Practice for Land Development a

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

ecast and blue stone kerb to be neatly pointed with 10mm (min) cement mortar. No preshaped mortar products shall be used. truded kerbs cracking control joints formed or saw cut to aminimum depth of 30mm at max. 3.00m intervals. If footpath is adjacent to kerb truded kerbs cracking control joints formed or saw cut to aminimum depth of 30mm at max. 3.00m intervals. If footpath is adjacent to kerb e saw cuts must coincide with the concrete footpath joints. Joints between bluestone kerb blocks must be approximately 20mm wide e assured at the top and front faces) with neat square jointing 2 to 4 mm proud. Crack control joints must located either side of vehicle crossings

Precast kerb blocks 20MPa. In-Situ channel and haunching 20MPa. 25 MPa fibre reinforced concrete for slip-form

TDM TECHNICAL **STANDARDS**

Kerb and channel - Type 9 - 15

KC0003

29/07/2022

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Transport Design Manual | Standard Engineering Details

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TYPE 15 EXTRUDED CYCLE MOUNTABLE KERB

+64 9 308 9229 WOODS.CO.NZ



DDLIDA	CENTRE-STAGE	2
DRURI	CEINTRE-21AGE	_

AT TDM - KERB AND CHANNEL TYPE 9-15

125			FIIe. C.\12DS\DATA\WP-AKIAPP-02\P24-447 - DRURY CENTRE - STAGE 2_22140\02 DRAWINGS\01 ENG\P24-447-01-2850-RD_AT TDM DETAILS.DWG
STATUS	FOR S67 RESPONSE	REV	WP-A
SCALE	N.T.S	10	TA\V
COUNCIL	AUCKLAND COUNCIL	10	NS/D/
DWG NO	P24-447-01-2855-RD)	File: C:\12E

REVISION DETAILS			DATE	SURVEYED		
3	FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	JK	
4	ISSUED FOR S67 RESPONSE	SM	17/07/25	DRAWN	NS	470
9	ISSUED FOR S67 RESPONSE	EW	23/07/25	CHECKED	GW	
10	ISSUED FOR S67 RESPONSE	RO	15/08/25	APPROVED	CD	

BUILDING B, LEVEL 1 8 NUGENT ST, GRAFTON, AUCKLAND 1023

Plot Date: 3:46:47 pm,18 August 2025, MANDARI

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All concrete to be 20 MPa and constructed in accordance with NZS 3109 with a broom finish and contain upto 4Kg/m^3 black oxide.

maximum each way in addition to saw cuts shown on dwg. ossing may require specific design approval for relocation.

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.

 $^\circ$ CBR of existing Subgrade is < 3, Pavement Design should be provided and approved by Auckland

Rear Width as permitte COMMERCIAL USE;

tted under Auckland Unitary Plan

CENTRALLY PLACED 661 MESH

SUBGRADE TO HAVE MINIMUM CBR OF 3 (SEE NOTE 2)

100mm MIN COMPACTED GAP 40

600

SECTION A-A

TDM TECHNICAL STANDARDS

Commercial Vehicle Crossing (Sheet 2 of 4)

VX0202 11/04/2022

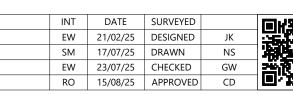
REVISION DETAILS

3 FOR FAST TRACK CONSENT

4 ISSUED FOR S67 RESPONSE

9 ISSUED FOR S67 RESPONSE

10 ISSUED FOR S67 RESPONSE





200

BUILDING B, LEVEL 1 8 NUGENT ST, GRAFTON, AUCKLAND 1023 +64 9 308 9229 WOODS.CO.NZ



R6 STI WITH (

STIRRUPS @ 600mm CENTRES — TH 60mm COVER

1000 (900 min) through route @ 2-3%

4-D12 BARS WITH 50mm COVER

FOOTPATH CROSSFALL @2-3% WIDTH VARIES (1800 Min)

REAR BERM VEHICLE CROSSING @2-3% WIDTH VARIES

VEHICLE CROSSING RAMP @2-3% 1000 (900 Min)

TRANSITION

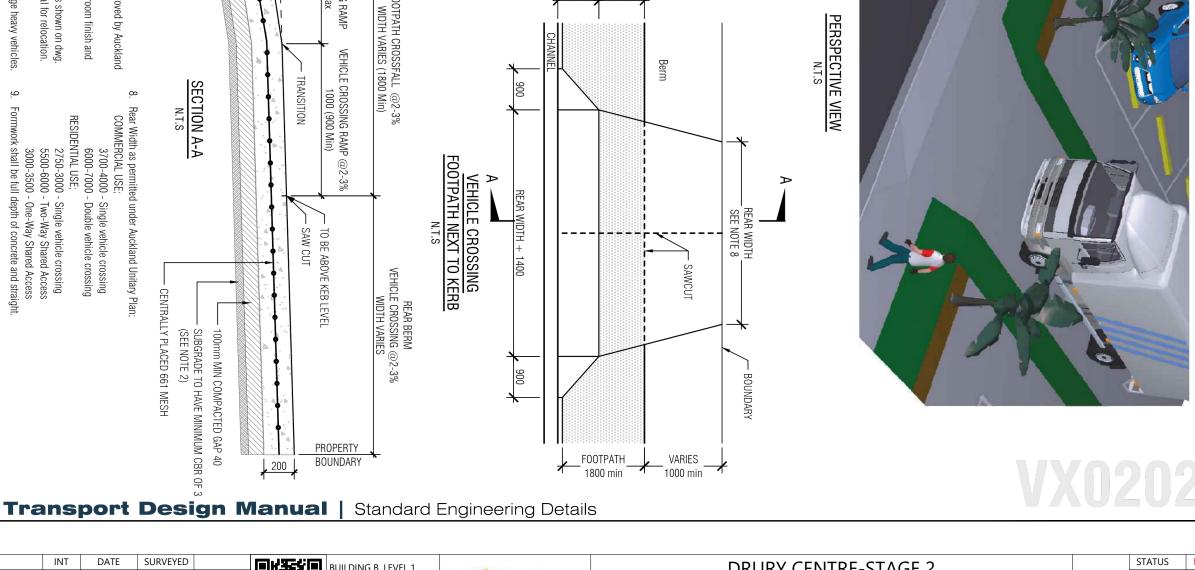
- SAW CUT

TO BE ABOVE KEB LEVEL

PROPERTY

BOUNDARY

REINSTATE ROAD PAVEMENT1000 MINIMUM (REFER TO KC0006 FOR REINSTATEMENT)



AT TDM - COMMERCIAL VEHICLE CROSSING

STATUS	FOR S67 RESPONSE	REV
SCALE	N.T.S	10
COUNCIL	AUCKLAND COUNCIL	10
DWG NO	P24-447-01-2856-RD)

DRURY CENTRE-STAGE 2

Plot Date: 3:46:49 pm,18 August 2025, MANDAR







TDM TECHNICAL STANDARDS

V-Dish Channel -

Type 16 to 18

KC0004

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29/07/2022



1. Concrete Grades

NOTES

Refer Note 2

TYPE 18 V-DISH CHANNEL UNDER TRAFFIC

60 Min Cover

- Extruded concrete 20MPa, fiber reinforced 25 MPa fibre reinforced concrete for slip-form

To consist of 300mm (min) GAP65 subbase in roads (where CBR>5).

Extruded channels cracking control joints formed or saw cut to a minimum depth of 30mm at max 3.00m intervals for unreinforced channels and 3.00m (max) for reinforced channels/nib. If there is a footpath adjacent to the channel/nib the sawcut must coincide with the concrete footpath joint.

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

Transport Design Manual | Standard Engineering Details



60 Min Cover



180

TYPE 16 FLAT EDGE BEAM

AT TDM - KERB AND CHANNEL TYPE 16-18

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STATUS	FOR S67 RESPONSE	REV	WP-A
SCALE	N.T.S	10	4TA\\
COUNCIL	AUCKLAND COUNCIL	10	JS/D/
DWG NO	P24-447-01-2857-RD)	File: C:\12I

60 Min Cover

3-D12 reinforcing bars R6 stps @ 600mm crs or fiber reinforced concrete

60 Min Cover

Refer Note 2

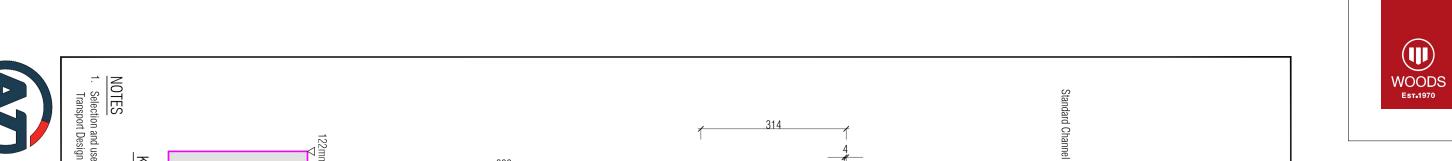
TYPE 17 V-DISH CHANNEL INSITU NOT UNDER TRAFFIC

DRURY CENTRE-STAGE 2

REVISION DETAILS		INT	DATE	SURVEYED			BUILDING B. LEVEL 1		
3	FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	JK			Kiwi	
4	ISSUED FOR S67 RESPONSE	SM	17/07/25	DRAWN	NS		AUCKLAND 1023		
9	ISSUED FOR S67 RESPONSE	EW	23/07/25	CHECKED	GW	2503961	+64 9 308 9229	Property	
10	ISSUED FOR S67 RESPONSE	RO	15/08/25	APPROVED	CD		WOODS.CO.NZ	30 30 30 11 640 000 (400)	

Plot Date: 3:46:50 pm,18 August 2025, MANDAR

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KASSEL KERB

HALF CHANNEL @ KASSEL KERB

137

18

3D VIEW

End face of half Channel @ Kassel kerb transition

Half Channel @ 3.0% cross fall

End face of half Channel @ Kassel kerb

Half Channel @ 3.0% cross fall

End face of half Channel @ Kassel kerb

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

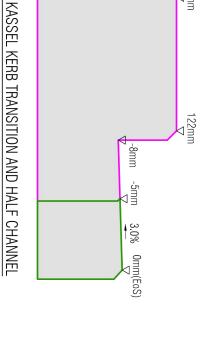
TDM TECHNICAL STANDARDS

Kassel Kerb and Channel (Sheet 1 of 2)

KC0030

29/07/2022

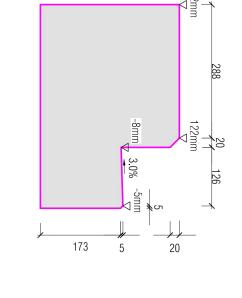
KASSEL KERB AND HALF CHANNEL

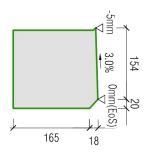


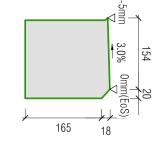


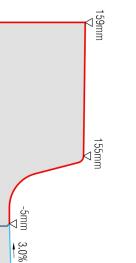
KASSEL KERB TRANSITION

HALF CHANNEL @ KASSEL KERB TRANSITION









Transport Design Manual

Standard Engineering Details





STATUS	FOR S67 RESPONSE	REV
SCALE	N.T.S	10
COUNCIL	AUCKLAND COUNCIL	10
DWG NO	P23-315-01-2858-RD)

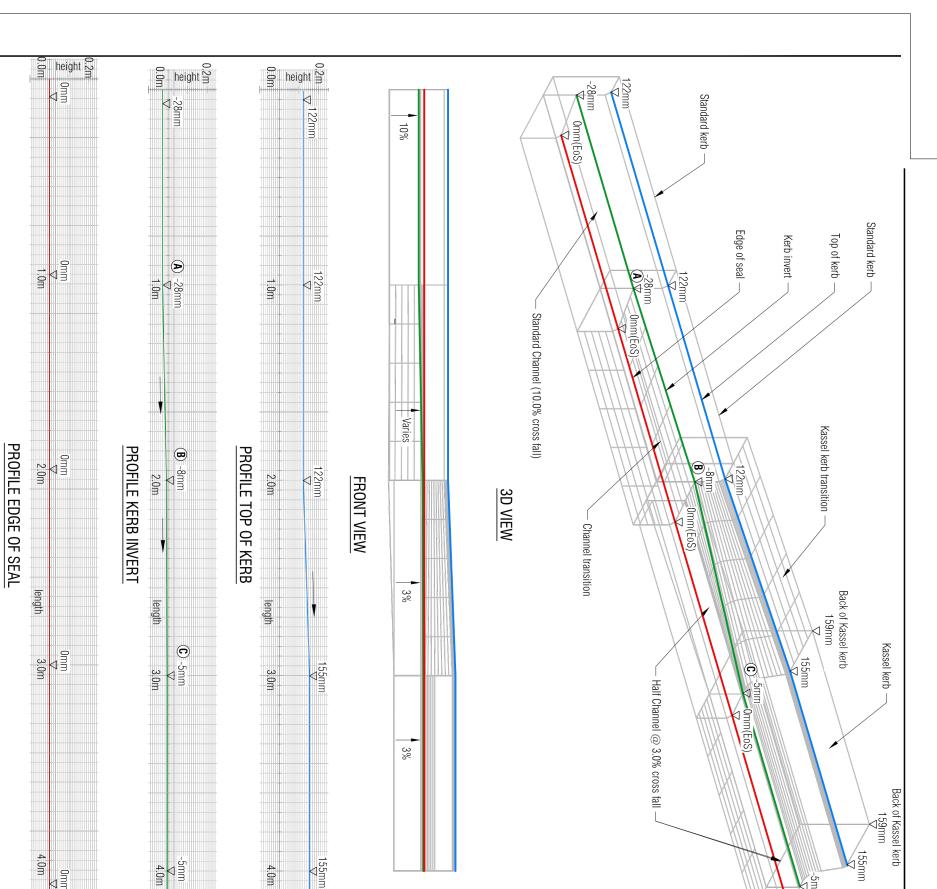
End face of Kassel kerb

Kassel kerb

REVISION DETAILS	INT	DATE	SURVEYED		BUILDING B, LEVE		DRURY CENTRE-STAGE 2	STATUS	FOR S67 RESF
3 FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	NS	8 NUGENT ST, GF	TON, KIWI	DRUKT CLIVING-STAGE 2	SCALE	N.T.S
4 ISSUED FOR S67 RESPONSE	SM	17/07/25	DRAWN	NS	AUCKLAND 1023		AT TONA MASSEL MEDD AND CHANNEL TOANGITION (CHIEFT 1 OF 2)	COUNCIL	AUCKLAND (
9 ISSUED FOR S67 RESPONSE	EW	23/07/25	CHECKED	GW	+64 9 308 9229	Property	AT TDM - KASSEL KERB AND CHANNEL TRANSITION (SHEET 1 OF 2)	DWG NO	P23-315-0
10 ISSUED FOR S67 RESPONSE	RO	15/08/25	APPROVED	GW	WOODS.CO.NZ	and the same of th		DWGNO	P23-313-1



lot Date: 3:46:52 pm,18 August 2025, MANDAR



TDM TECHNICAL STANDARDS

PPR0VE

Kassel Kerb and Channel (Sheet 2 of 2)

KC0031

REVISION DETAILS

3 FOR FAST TRACK CONSENT

4 ISSUED FOR S67 RESPONSE

9 ISSUED FOR S67 RESPONSE

10 ISSUED FOR S67 RESPONSE

29/07/2022 B

Transport Design Manual |

Selection and use of kerb and channel types must con Transport Design Manual or Auckland Code of Practic Development and Subdivision — Chapter 3: Transport

DATE ${\sf SURVEYED}$ DESIGNED EW 21/02/25 NS DRAWN NS SM 17/07/25 CHECKED GW EW 23/07/25

APPROVED

GW

15/08/25

RO

For road gradient < 2.5%, increase channel transition to 2.0 m or install catchpit upstream of Kassel kerbs.

For Road gradient < 1.5%, install catchpit upstream of Kassel kerbs or p



A catchpit at upstream is desirable to avoid large volumes of water flow across 3% half channel which can result in water spreading on carriageway

Uphill Kassel kerb and channel transition may need to be increased where ponding may occur on site due to near flat grades

nel profile transition:
Flow from Kassel to standard kerb & channel will not pond.

BUILDING B, LEVEL 1 8 NUGENT ST, GRAFTON, AUCKLAND 1023 +64 9 308 9229 WOODS.CO.NZ

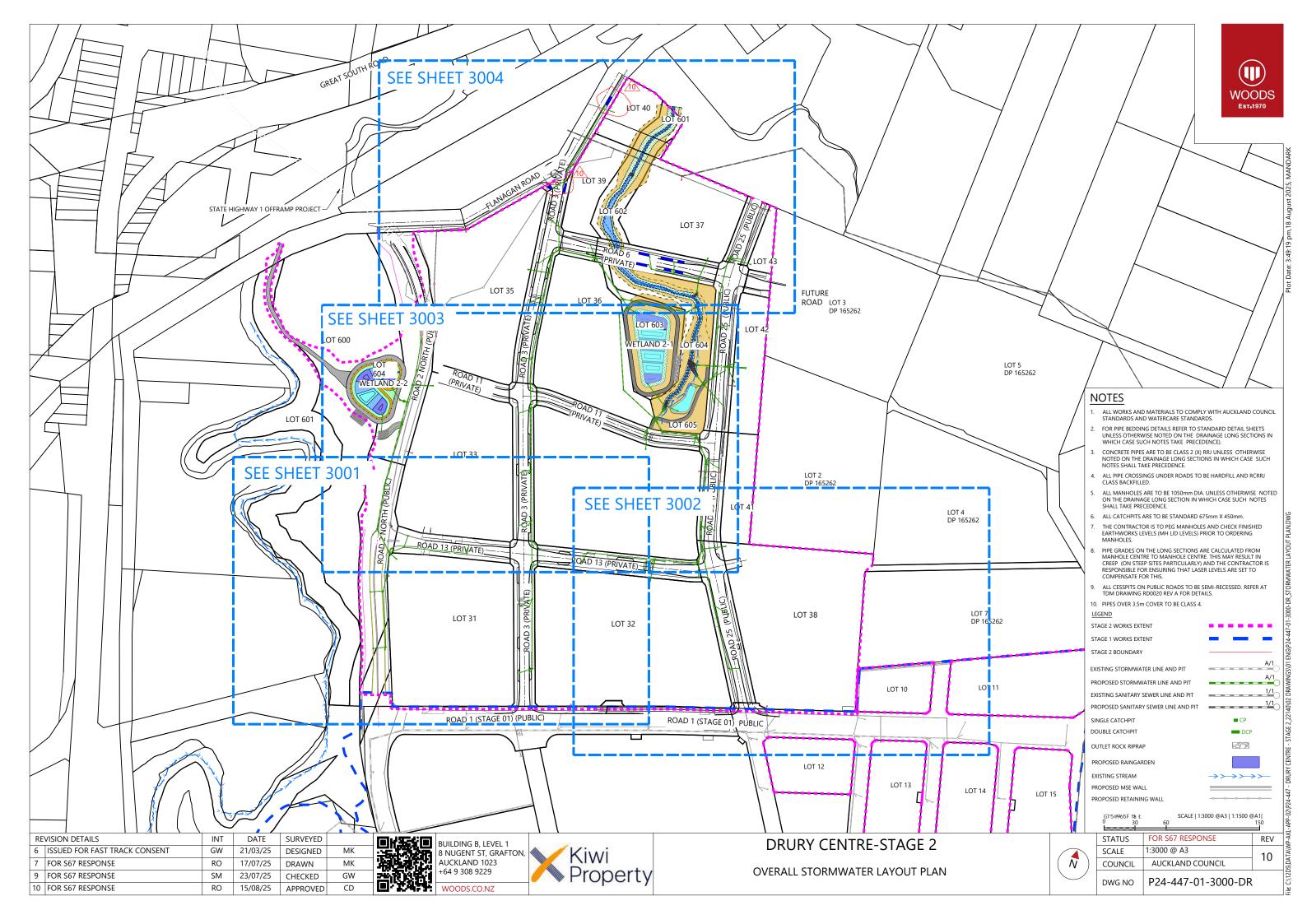


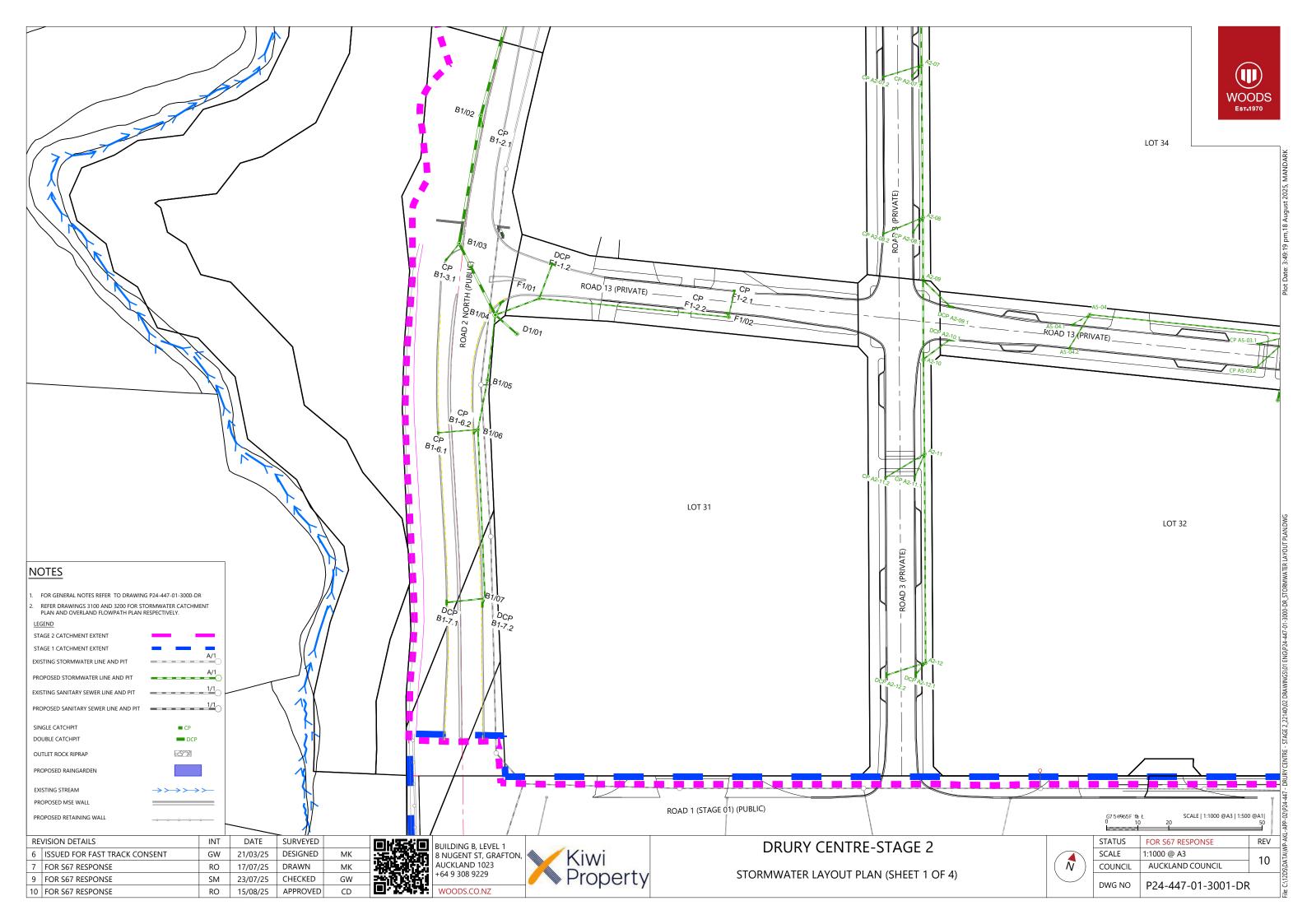
Standard Engineering Details

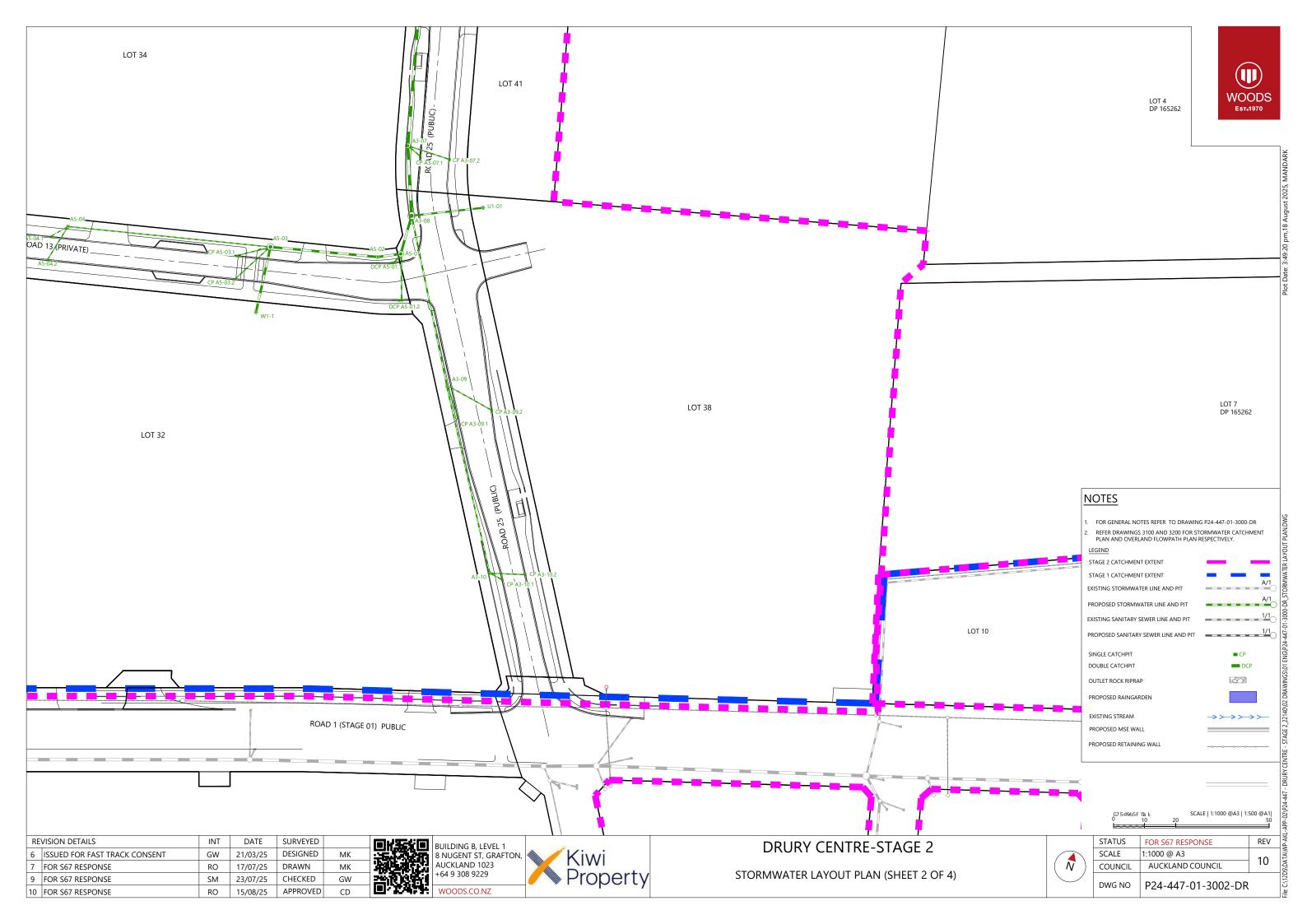
DRURY CENTRE-STAGE 2

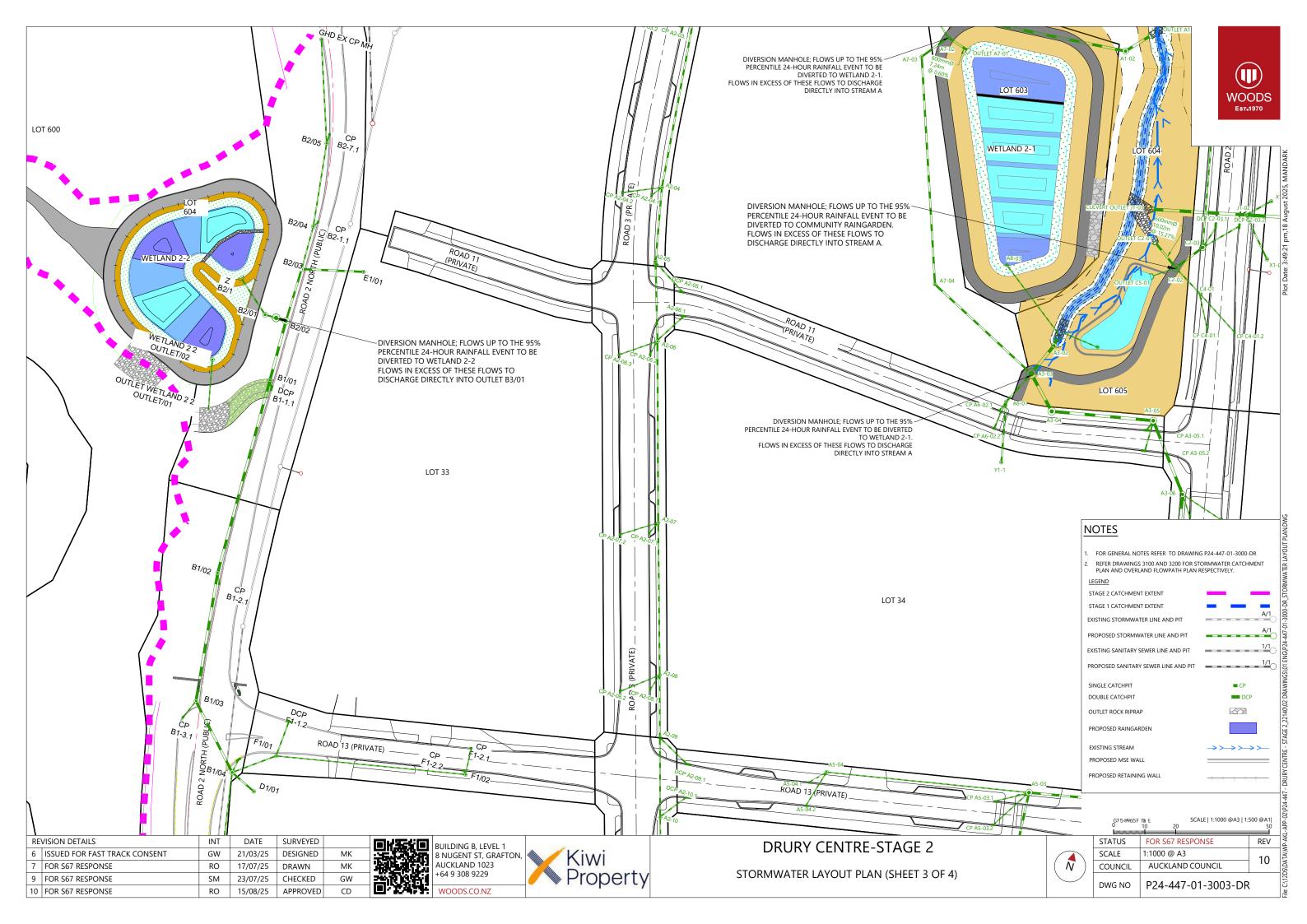
AT TDM - KASSEL KERB AND CHANNEL TRANSITION (SHEET 2 OF 2)

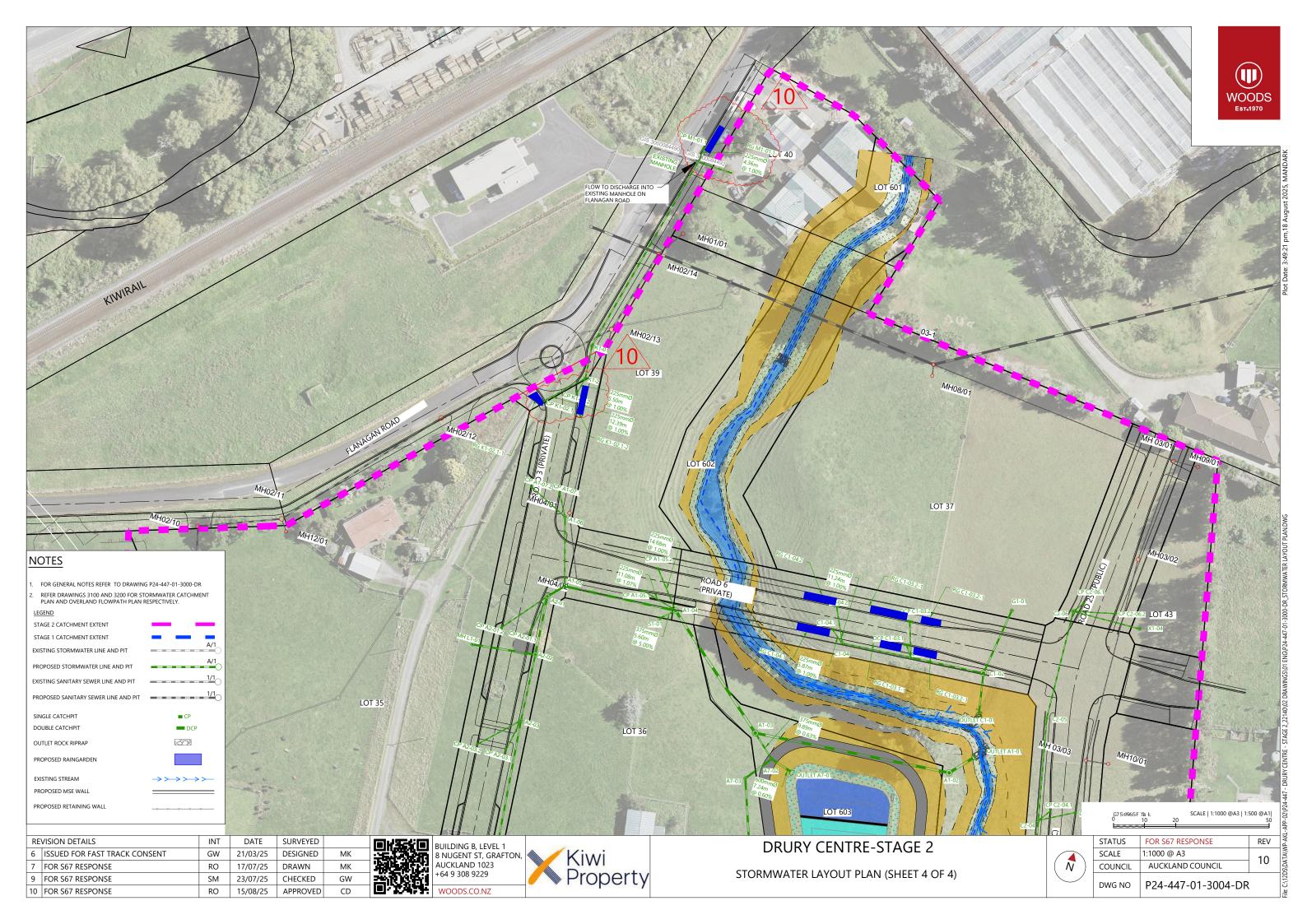
	n 155mm -5mm V 0mm(EoS)	Back of Kassel kerb 159mm 155mm		e: C\12DS\DATA\WP-AKI-APP-02\P24-447 - DRURY CENTRE - STAGE 2_22140\02 DRAWINGS\01 ENG\P24-447-01-2850-RD_AT TDM DETAILS.DWG	
	STATUS	FOR S67 RESPONSE	REV	WP-Ak	
	SCALE	N.T.S	10	TA\V	
COUNCIL AUCKLAND COUNCIL				S/DA	
	DWG NO	o P23-315-01-2859-RD			

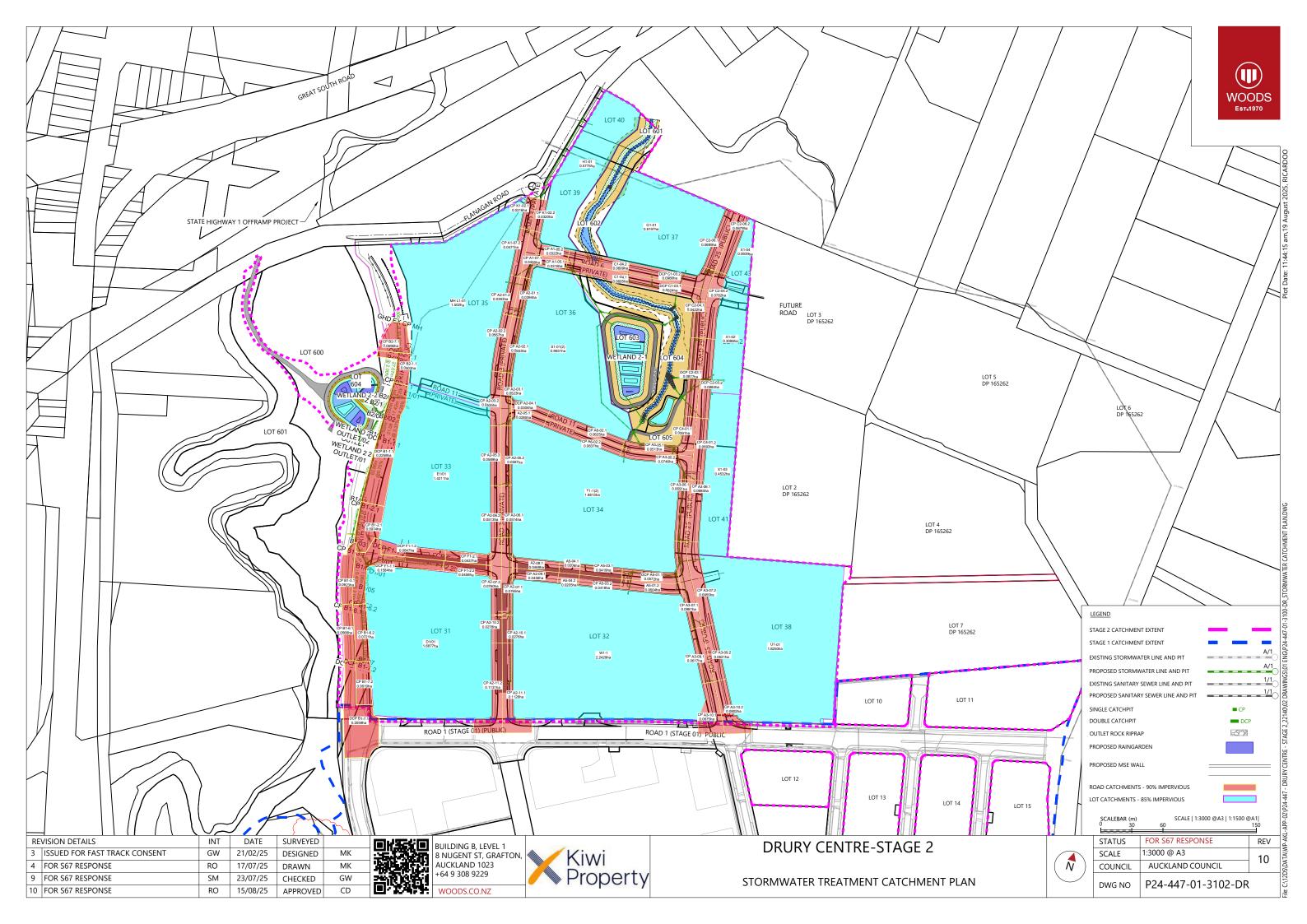


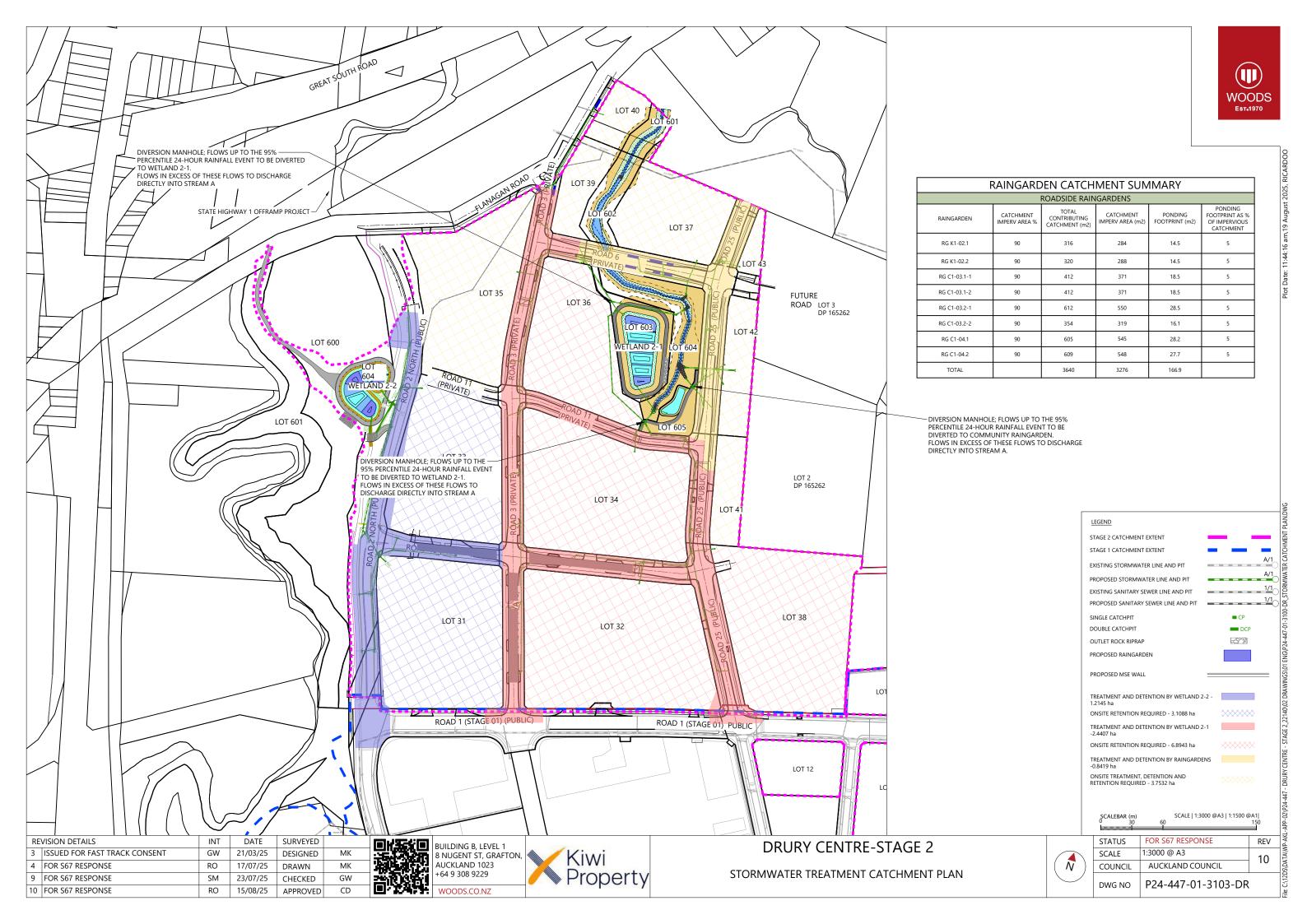


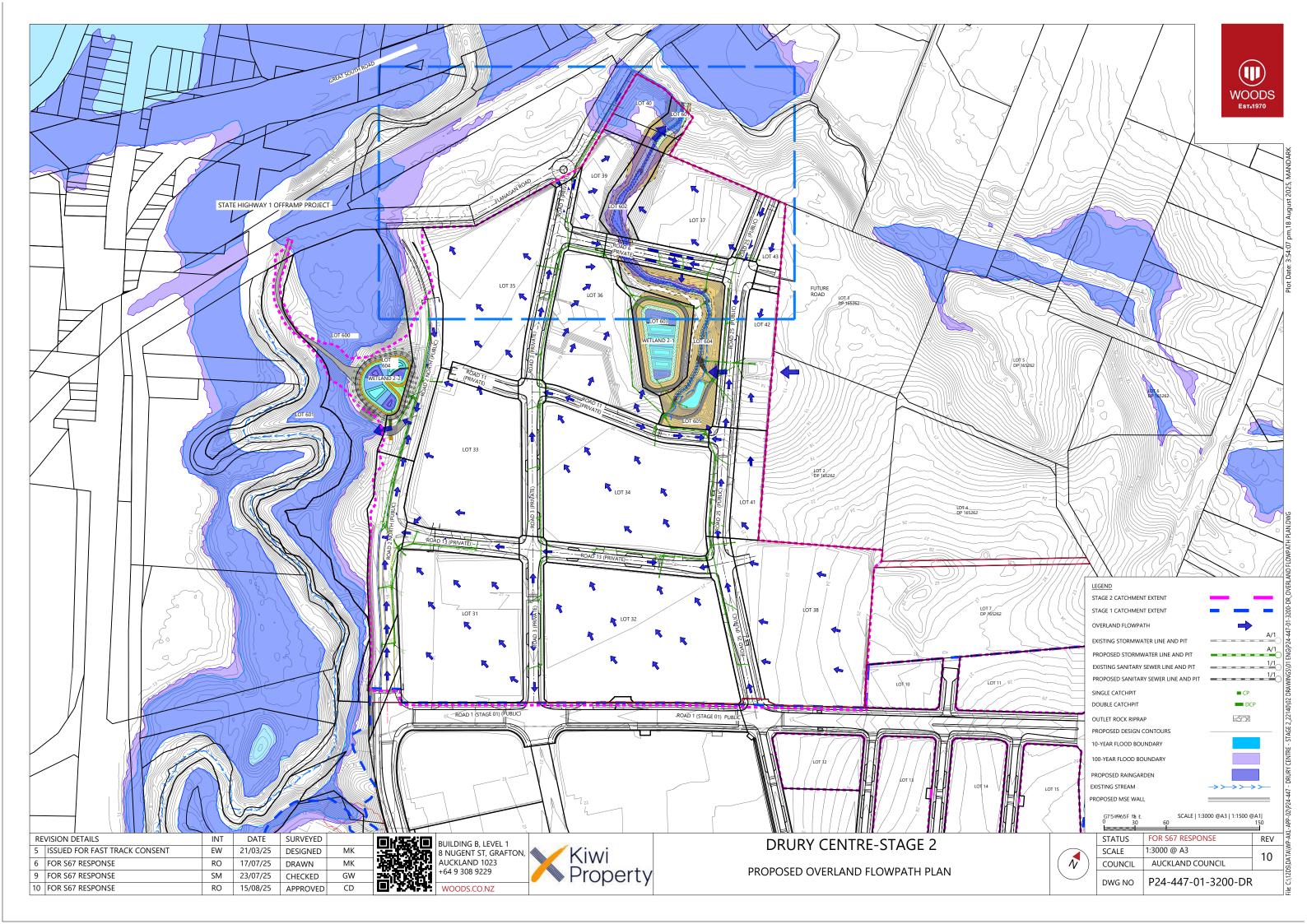


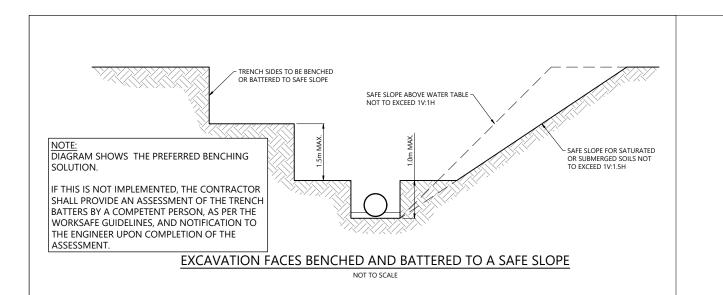












- 1. PIPE LENGTHS MEASURED FROM MANHOLE CENTRE TO MANHOLE CENTRE.
- 2. VERTICAL CLEARANCES BETWEEN STORMWATER AND WASTEWATER SERVICES TO COMLPY WITH WATERCARE CODE OF PRACTICE TABLE 5.6.
- 3. VERTICAL CLEARANCES BETWEEN 500mm AND 300mm TO UTILISE HARD FILL BACKFILL BETWEEN CLASH.
- 4. IN ALL CASES, PIPES CLASHES SHOULD NOT CONCIDE WITH STORMWATER RCRRJ PIPE SOCKET ENDS.
- 5. ALL PIPES STEEPER THAN 10% GRADE TO BE INSTALLED WITH CONCRETE BEDDING PER THE STORMWATER COP.
- 6. NETWORK MODELLED TO TP108 2.1CC.

LEGEND

PROPOSED HARDFILL BACKFILL

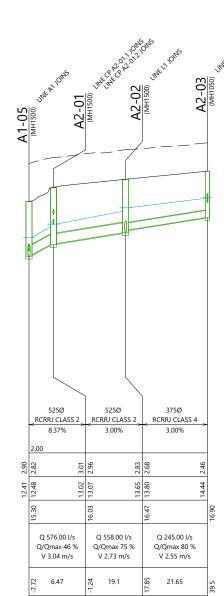
PROPOSED FINISHED SURFACE

DEPTH OF FLOW (HYDRAULIC GRADELINE)

EXISTING GROUND

RCRRJ CLASS 4 2.01% O 161.00 l/s Q/Qmax 65 % V 1.53 m/s 9.89

A1-03 TO A7-02



Α2

OUTLET A1-01 (WINGWALL OUTLET) A1-02	(MH1800) A1-03 WEIR	(WER?)	(WH2050)	(1008) HM)	A1-05 (MH1500)	A1-06	(MH1050)
PIPE DIAMETER 750Ø PIPE TYPE RCRRJ CLASS 2	750Ø RCRRJ CLASS 4	2000Ø WEIR	750Ø RCRRJ CLASS 2	600Ø RCRRJ CLASS 2		300Ø RCRRJ CLASS 4	
PIPE GRADE 2.00%	5.47%	152.01%	1.00%	0.75%		1.50%	1
DATUM RL= -2.00							-
DEPTH TO INVERT				2.04	2.90	5.00	
INVERT LEVEL R. R. R. R.	7.95	11.79	11:11	12.13	12.41	13.04	
MANHOLE FID FEAST 8	9.85	13.71	13.71	14.17	15.30		15.04
HYDRAULIC PARAMETERS Q, 669.00 I/s Q/Qmax 41 % V 2.51 m/s	Q 670.00 l/s Q/Qmax 28 % V 3.13 m/s	Q 670.00 l/s Q/Qmax 0 % V 1.37 m/s	Q 830.00 l/s Q/Qmax 71 % V 2.22 m/s	Q 598.00 l/s Q/Qmax 112 % V 2.16 m/s		Q 26.00 l/s Q/Qmax 22 % V 1.02 m/s	
CHAINAGE/ LENGTH 9.84	85 63.39 66	0.25 0.25	46.93	36.5	156.9	22.27	179.17

Α1

RE	VISION DETAILS	INT	DATE	SURVEYED	
3	FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	MK
4	4 FOR S67 RESPONSE		17/07/25	DRAWN	MK
9	FOR S67 RESPONSE	RO	23/07/25	CHECKED	GW
10	FOR S67 RESPONSE	RO	15/08/25	APPROVED	CD



BUILDING B, LEVEL 1
8 NUGENT ST, GRAFTON,
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DRURY CENTRE-STAGE 2

STORMWATER LONGSECTION (SHEET 1 OF 19)

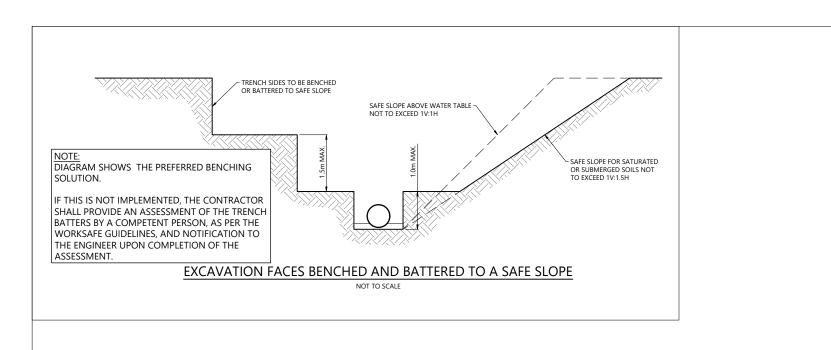
STATUS	FOR S67 RESPONSE	REV		
SCALE	H 1:1000 @ A3 V 1:200 @ A3	10		
COUNCIL	AUCKLAND COUNCIL	10		
DWG NO	P24-447-01-3500-DR			

WOODS EST-1970

Plot Date: 5:23:17 pm,18 August 202

DR_STORMWATER LONGSECTION. DWG

NO1 ENG/P24-447-01-3500-DR_STORMWATER LONG



- 1. PIPE LENGTHS MEASURED FROM MANHOLE CENTRE TO MANHOLE CENTRE.
- 2. VERTICAL CLEARANCES BETWEEN STORMWATER AND WASTEWATER SERVICES TO COMLPY WITH WATERCARE CODE OF PRACTICE TABLE 5.6.
- 3. VERTICAL CLEARANCES BETWEEN 500mm AND 300mm TO UTILISE HARD FILL BACKFILL BETWEEN CLASH.
- 4. IN ALL CASES, PIPES CLASHES SHOULD NOT CONCIDE WITH STORMWATER RCRRJ PIPE SOCKET ENDS.

DEPTH OF FLOW (HYDRAULIC GRADELINE)

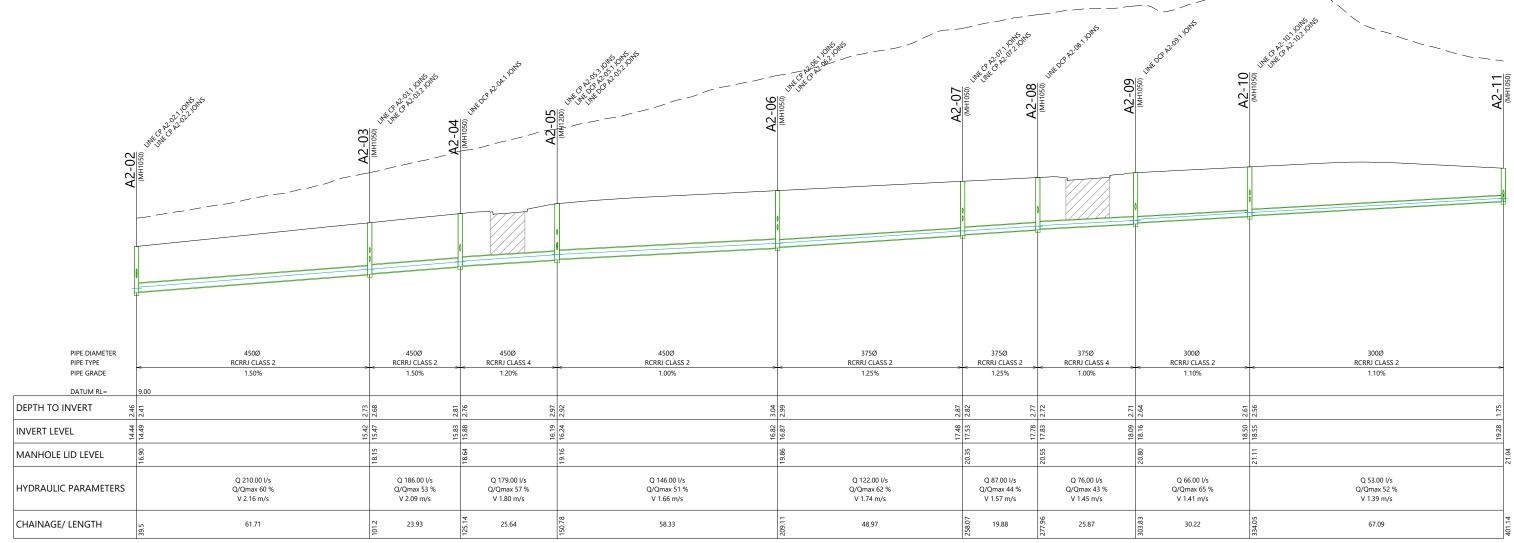
- 5. ALL PIPES STEEPER THAN 10% GRADE TO BE INSTALLED WITH CONCRETE BEDDING PER THE STORMWATER COP.
- 6. NETWORK MODELLED TO TP108 2.1CC.

LEGEND

PROPOSED HARDFILL BACKFILL

PROPOSED FINISHED SURFACE

- — — EXISTING GROUND



A2

1					
RE'	VISION DETAILS	INT	DATE	SURVEYED	
3	FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	MK
4	4 FOR S67 RESPONSE 9 FOR S67 RESPONSE 10 FOR S67 RESPONSE		17/07/25	DRAWN	MK
9			23/07/25	CHECKED	GW
10			15/08/25	APPROVED	CD



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DRURY CENTRE-STAGE 2

STORMWATER LONGSECTION (SHEET 2 OF 19)

STATUS	FOR S67 RESPONSE	REV
SCALE	H 1:1000 @ A3 V 1:200 @ A3	10
COUNCIL	AUCKLAND COUNCIL	10
DWG NO	P24-447-01-3501-DR	

WOODS Est.1970

Date: 5:23:18 pm,18 August 2025, MANDAF

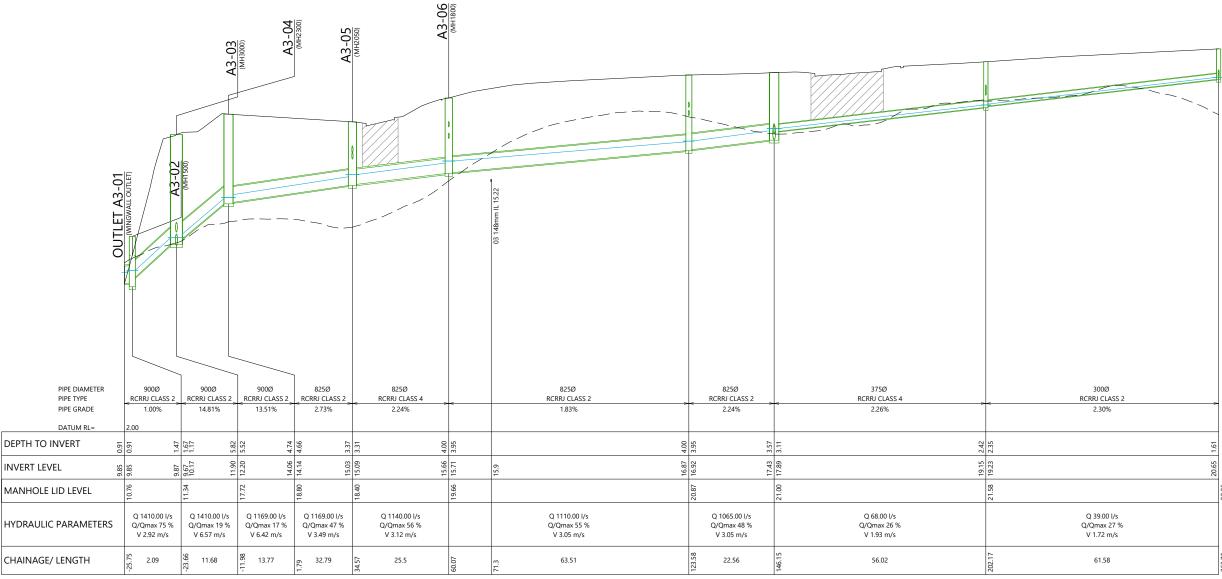
11.14 21.04 22.04 20.00 ENGINESTON ENGINE STORM
- 1. PIPE LENGTHS MEASURED FROM MANHOLE CENTRE TO MANHOLE CENTRE.
- 2. VERTICAL CLEARANCES BETWEEN STORMWATER AND WASTEWATER SERVICES TO COMLPY WITH WATERCARE CODE OF PRACTICE TABLE 5.6.
- 3. VERTICAL CLEARANCES BETWEEN 500mm AND 300mm TO UTILISE HARD FILL BACKFILL BETWEEN CLASH.
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- 5. ALL PIPES STEEPER THAN 10% GRADE TO BE INSTALLED WITH CONCRETE BEDDING PER THE STORMWATER COP.
- 6. NETWORK MODELLED TO TP108 2.1CC.

LEGEND

PROPOSED HARDFILL BACKFILL PROPOSED FINISHED SURFACE

DEPTH OF FLOW (HYDRAULIC GRADELINE)

EXISTING GROUND



A5-01 RCRRJ CLASS 2 RCRRJ CLASS 2 0.50% 0.50% Q 576.00 l/s Q/Qmax 93 % Q/Qmax 88 % V 1.63 m/s 12.75 7.52

A3

RE'	VISION DETAILS	INT	DATE	SURVEYED	
3	FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	MK
4	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		17/07/25	DRAWN	MK
9			23/07/25	CHECKED	GW
10	FOR S67 RESPONSE	RO	15/08/25	APPROVED	CD



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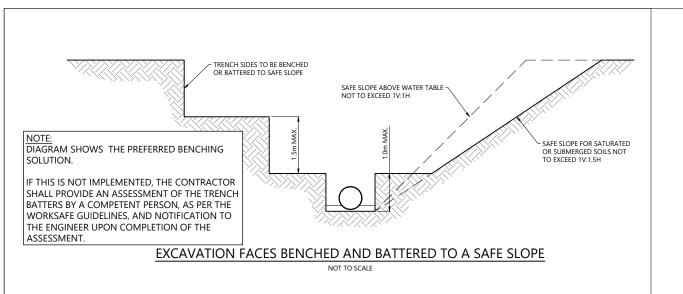


DRURY CENTRE-STAGE 2

STATUS	FOR S67 RESPONSE	REV
SCALE	H 1:1000 @ A3 V 1:200 @ A3	10
COUNCIL	AUCKLAND COUNCIL	10
DWG NO	P24-447-01-3502-DR	

Α5

WOODS EsT-1970



450Ø RCRRJ CLASS 2 0.40% 12.43 11.90 15.15 Q 460.00 l/s Q/Qmax 255 % 12.06



NOTES

- 1. PIPE LENGTHS MEASURED FROM MANHOLE CENTRE TO MANHOLE CENTRE.
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- 5. ALL PIPES STEEPER THAN 10% GRADE TO BE INSTALLED WITH CONCRETE BEDDING PER THE STORMWATER COP.
- 6. NETWORK MODELLED TO TP108 2.1CC.

LEGEND

PROPOSED HARDFILL BACKFILL

PROPOSED FINISHED SURFACE

DEPTH OF FLOW (HYDRAULIC GRADELINE)

EXISTING GROUND

A3-03 (MH3000) RCRRJ CLASS 2 RCRRJ CLASS 4 RCRRJ CLASS RCRRJ CLASS 2 RCRRJ CLASS 2 0.60% 0.60% 0.60% 0.60% 0.60% 11.60 Q 241.00 l/s Q/Qmax 72 % Q 401.00 l/s Q 401.00 l/s Q 242.00 l/s Q/Qmax 84 % Q/Qmax 84 % Q/Qmax 72 % Q/Qmax 73 % V 1.86 m/s V 1.57 m/s V 1.12 m/s V 1.26 m/s V 1.44 m/s 42.23 5.12 2.12 10.49 73.3

REVISION DETAILS		INT	DATE	SURVEYED	
3	FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	MK
4	FOR S67 RESPONSE	RO	17/07/25	DRAWN	MK
9	FOR S67 RESPONSE	RO	23/07/25	CHECKED	GW
10	FOR S67 RESPONSE	RO	15/08/25	APPROVED	CD

A5

675Ø

RCRRJ CLASS 2

0.50%

Q 548.00 l/s Q/Qmax 88 %

V 1.48 m/s

34.56

17.86

PIPE DIAMETER

PIPE TYPE

DATUM RL

DEPTH TO INVERT

MANHOLE LID LEVEL

CHAINAGE/ LENGTH

HYDRAULIC PARAMETERS

INVERT LEVEL

PIPE GRADE



RCRRJ CLASS 2

1.60%

Q 10.00 l/s Q/Qmax 8 %

V 0.86 m/s

65.42

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DRURY CENTRE-STAGE 2

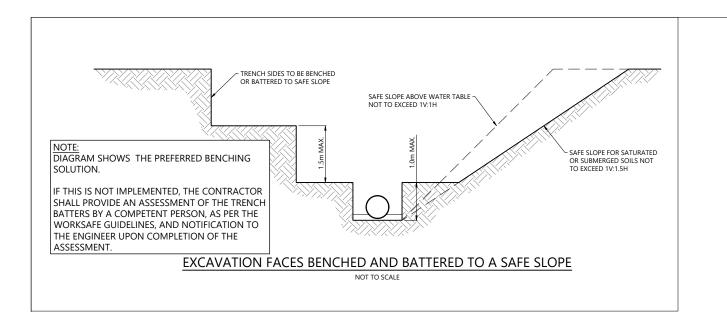
Α7

STATUS	FOR S67 RESPONSE	REV
SCALE	H 1:1000 @ A3 V 1:200 @ A3	10
COUNCIL	AUCKLAND COUNCIL	10
DWG NO	P24-447-01-3503-DR	\ \

 (\mathbf{H})

WOODS

EsT-1970



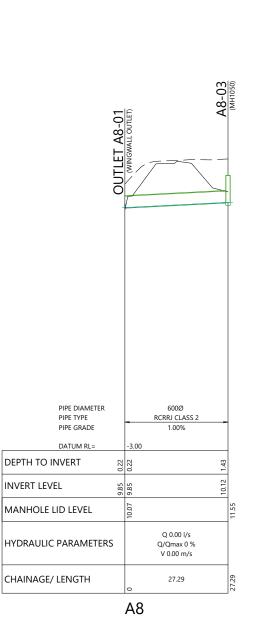
- 1. PIPE LENGTHS MEASURED FROM MANHOLE CENTRE TO MANHOLE CENTRE.
- 2. VERTICAL CLEARANCES BETWEEN STORMWATER AND WASTEWATER SERVICES TO COMLPY WITH WATERCARE CODE OF PRACTICE TABLE 5.6.
- 3. VERTICAL CLEARANCES BETWEEN 500mm AND 300mm TO UTILISE HARD FILL BACKFILL BETWEEN CLASH.
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- 5. ALL PIPES STEEPER THAN 10% GRADE TO BE INSTALLED WITH CONCRETE BEDDING PER THE STORMWATER COP.
- 6. NETWORK MODELLED TO TP108 2.1CC.

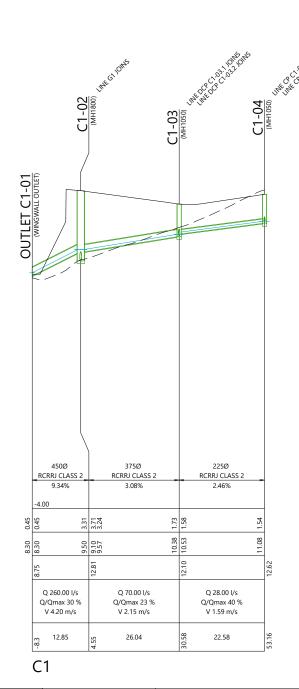
LEGEND

PROPOSED HARDFILL BACKFILL PROPOSED FINISHED SURFACE

DEPTH OF FLOW (HYDRAULIC GRADELINE)

EXISTING GROUND





C2-02 WEIR OUTLET C2-01 RCRRJ CLASS 2 WEIR RCRRJ CLASS 2 RCRRJ CLASS 2 RCRRJ CLASS 2 RCRRJ CLASS 4 16.53% 0.40% 88 Q 53.00 l/s Q/Qmax 87 % V 1.02 m/s Q 53.00 l/s Q/Qmax 87 % V 0.94 m/s O 135.00 l/s O 135 00 I/s O 121.00 I/s O 81.00 l/s Q/Qmax 73 % V 1.10 m/s Q/Qmax 31 % Q/Qmax 5 % Q/Qmax 0 % V 4.69 m/s V 1.00 m/s V 1.12 m/s 0.73 47.97 9.29 10.85 32.91 35.44

C2

REVISION DETAILS		INT	DATE	SURVEYED	
3	FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	MK
4	FOR S67 RESPONSE	RO	17/07/25	DRAWN	MK
9	FOR S67 RESPONSE	RO	23/07/25	CHECKED	GW
10	FOR S67 RESPONSE	RO	15/08/25	APPROVED	CD



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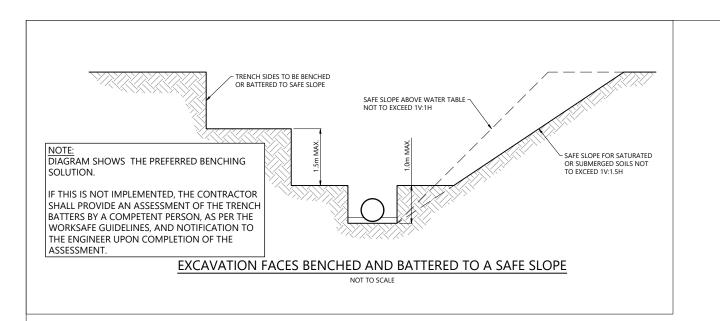


DRURY CENTRE-STAGE 2

STORMWATER LONGSECTION (SHEET 5 OF 19)

STATUS	FOR S67 RESPONSE	REV	
SCALE	H 1:1000 @ A3 V 1:200 @ A3	10	
COUNCIL	AUCKLAND COUNCIL	10	
DWG NO	P24-447-01-3504-DR	<u> </u>	

WOODS EsT-1970



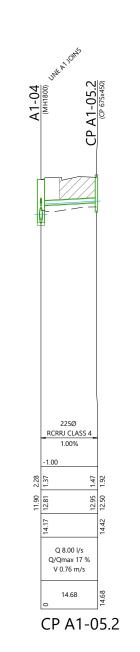
- 1. PIPE LENGTHS MEASURED FROM MANHOLE CENTRE TO MANHOLE CENTRE.
- 2. VERTICAL CLEARANCES BETWEEN STORMWATER AND WASTEWATER SERVICES TO COMLPY WITH WATERCARE CODE OF PRACTICE TABLE 5.6.
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- 6. NETWORK MODELLED TO TP108 2.1CC.

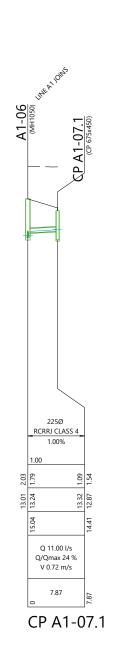
LEGEND

PROPOSED HARDFILL BACKFILL PROPOSED FINISHED SURFACE DEPTH OF FLOW (HYDRAULIC GRADELINE) **EXISTING GROUND**

PIPE DIAMETER RCRRJ CLASS 4 PIPE GRADE 2.13% DATUM RI DEPTH TO INVERT INVERT LEVEL MANHOLE LID LEVEL HYDRAULIC PARAMETERS Q/Qmax 11 % V 0.98 m/s

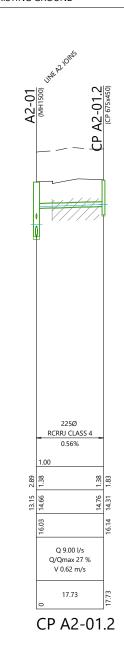
CHAINAGE/ LENGTH











A2-02	(MH1050) 	(CP 675x450)
-		
	225Ø RCRRJ CLASS 4 3.00%	
14.44 2.46	15.47 1.44	15.34 1.57
-	16.90	16.91
	Q 13.00 l/s Q/Qmax 17 % V 1.24 m/s	
	10.81	10.81
	CP A2-0	2.1

REVISION DETAILS		INT	DATE	SURVEYED	
3	FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	MK
4	FOR S67 RESPONSE	RO	17/07/25	DRAWN	MK
9	FOR S67 RESPONSE	RO	23/07/25	CHECKED	GW
10	FOR S67 RESPONSE	RO	15/08/25	APPROVED	CD
10	FOR 307 RESPONSE	KO.	13/06/23	APPROVED	CD

CP A1-05.1



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DRURY CENTRE-STAGE 2

STORMWATER LONGSECTION ((SHEET 6	OF	19

STATUS	FOR S67 RESPONSE	REV	
SCALE	H 1:1000 @ A3 V 1:200 @ A3	10	
COUNCIL	AUCKLAND COUNCIL	10	
DWG NO	P24-447-01-3505-DR		

 (\mathbf{H}) WOODS EsT-1970

- 1. PIPE LENGTHS MEASURED FROM MANHOLE CENTRE TO MANHOLE CENTRE.
- 2. VERTICAL CLEARANCES BETWEEN STORMWATER AND WASTEWATER SERVICES TO COMLPY WITH WATERCARE CODE OF PRACTICE TABLE 5.6.
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- 5. ALL PIPES STEEPER THAN 10% GRADE TO BE INSTALLED WITH CONCRETE BEDDING PER THE STORMWATER COP.
- 6. NETWORK MODELLED TO TP108 2.1CC.

LEGEND

PROPOSED HARDFILL BACKFILL

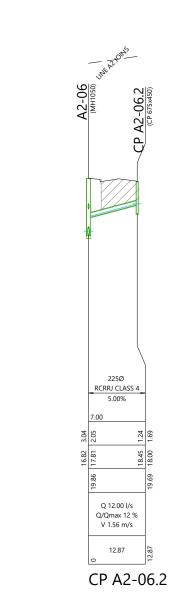
PROPOSED FINISHED SURFACE

DEPTH OF FLOW (HYDRAULIC GRADELINE)

— — — EXISTING GROUND

75-03.7 75-





A2-07	(MH1050) (MH	(CP 675x450)
78'	2250 RCRRI CLASS 4 7.00% 9.00	1.56
17.48 2.87	18.68	1
-	20.35 1	20.19 18.62
	Q 18.00 l/s Q/Qmax 15 % V 1.66 m/s	
	5.6	5.6
	CP A2-0	7.1

REVISION DETAILS		INT	DATE	SURVEYED	
3	FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	MK
4	FOR S67 RESPONSE	RO	17/07/25	DRAWN	MK
9	FOR S67 RESPONSE	RO	23/07/25	CHECKED	GW
10	FOR S67 RESPONSE	RO	15/08/25	APPROVED	CD

225Ø RCRRJ CLASS 4

O 13.00 l/s

Q/Qmax 19 %

V 1.21 m/s

16.08

CP A2-02.2

PIPE DIAMETER

PIPE GRADE

DEPTH TO INVERT

MANHOLE LID LEVEL

CHAINAGE/ LENGTH

HYDRAULIC PARAMETERS



4.18

CP A2-03.1

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12.79

CP A2-03.2



DRURY CENTRE-STAGE 2

STORMWATER LONGSECTION (SHEET 7 OF 19)

STATUS	FOR S67 RESPONSE	REV
SCALE	H 1:1000 @ A3 V 1:200 @ A3	10
COUNCIL	AUCKLAND COUNCIL	10
DWG NO P24-447-01-3506-DR		

WOODS EST-1970

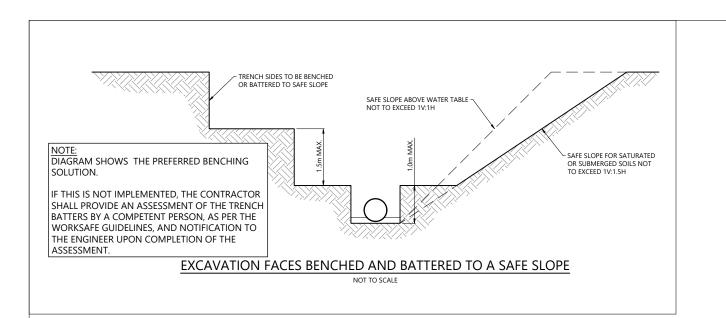
Plot Date: 5:23:20 pm,18 August 2025

:3500-DR_STORMWATER LONGSECTION.DWG

32 DRAWINGS\01 ENG\P24-447-01-3500-DF

ORURY CENTRE - STAGE 2_22140\02 DRAWINGS\01 E

27. SOLIDY CENTDE STA



- 1. PIPE LENGTHS MEASURED FROM MANHOLE CENTRE TO MANHOLE CENTRE.
- 2. VERTICAL CLEARANCES BETWEEN STORMWATER AND WASTEWATER SERVICES TO COMLPY WITH WATERCARE CODE OF PRACTICE TABLE 5.6.
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- 6. NETWORK MODELLED TO TP108 2.1CC.

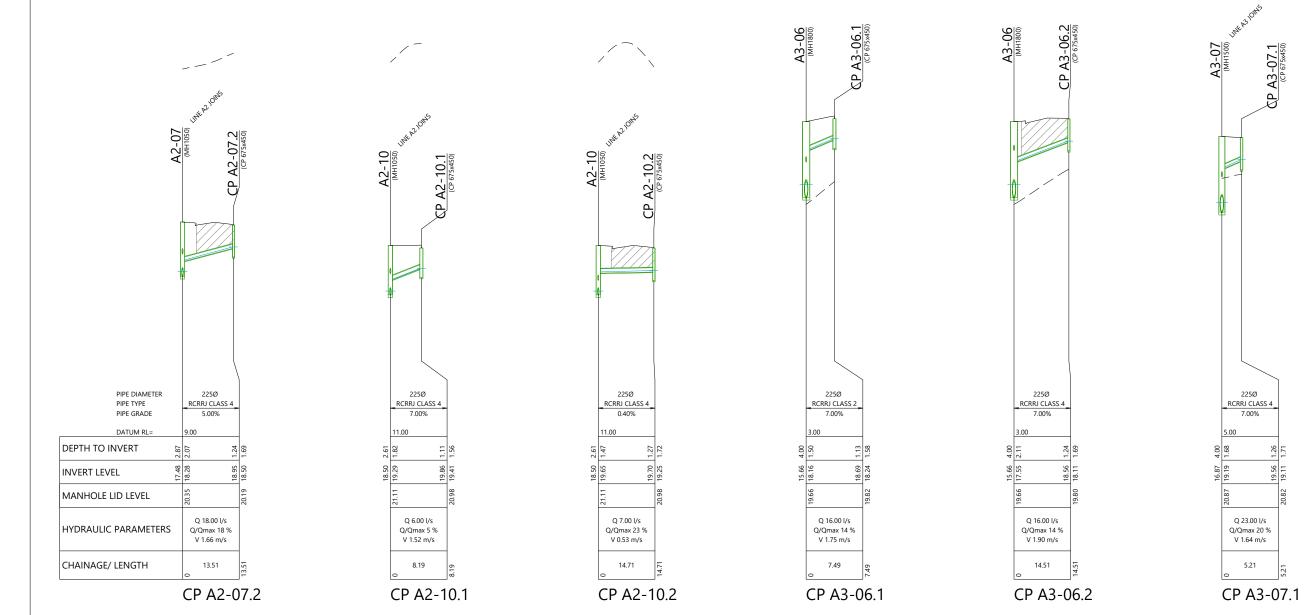
LEGEND

PROPOSED HARDFILL BACKFILL

PROPOSED FINISHED SURFACE

DEPTH OF FLOW (HYDRAULIC GRADELINE)

EXISTING GROUND



REVISION DETAILS		INT	DATE	SURVEYED	
3	FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	MK
4	FOR S67 RESPONSE	RO	17/07/25	DRAWN	MK
9	FOR S67 RESPONSE	RO	23/07/25	CHECKED	GW
10	EOD C67 DECDONICE	PO	15/09/25	∆ DDDO\/ED	CD



BUILDING B, LEVEL 1

8 NUGENT ST, GRAFTON,
AUCKLAND 1023
+64 9 308 9229

WOODS.CO.NZ



DRURY CENTRE-STAGE 2

STORMWATER LONGSECTION	(SHEET 8	8 OF	19

STATUS	FOR S67 RESPONSE	REV
SCALE	H 1:1000 @ A3 V 1:200 @ A3	10
COUNCIL AUCKLAND COUNCIL		10
DWG NO P24-447-01-3507-DR		

WOODS EST-1970

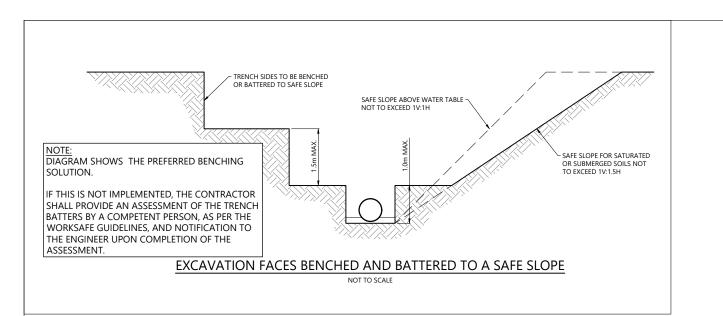
D+6: E:33:31 pm 19 August 2025

225Ø RCRRJ CLASS 4 5.00% 5.000 7 7 8 00 1 9

Q 22.00 l/s Q 27.00 l/s

Q/Qmax 22 % V 1.69 m/s

CP A3-07.2



1. PIPE LENGTHS MEASURED FROM MANHOLE CENTRE TO MANHOLE CENTRE.

(11)

WOODS

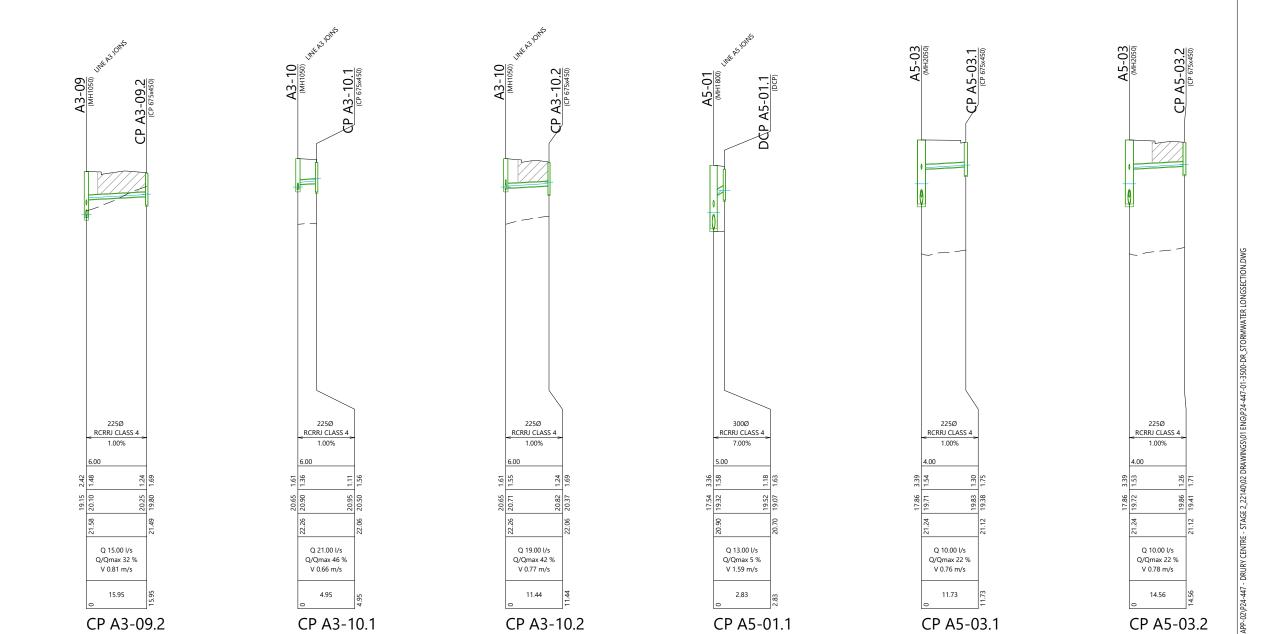
EsT-1970

- 2. VERTICAL CLEARANCES BETWEEN STORMWATER AND WASTEWATER SERVICES TO COMLPY WITH WATERCARE CODE OF PRACTICE TABLE 5.6.
- 3. VERTICAL CLEARANCES BETWEEN 500mm AND 300mm TO UTILISE HARD FILL BACKFILL BETWEEN CLASH.
- 4. IN ALL CASES, PIPES CLASHES SHOULD NOT CONCIDE WITH STORMWATER RCRRJ PIPE SOCKET ENDS.
- 5. ALL PIPES STEEPER THAN 10% GRADE TO BE INSTALLED WITH CONCRETE BEDDING PER THE STORMWATER COP.
- 6. NETWORK MODELLED TO TP108 2.1CC.

LEGEND

PROPOSED HARDFILL BACKFILL PROPOSED FINISHED SURFACE DEPTH OF FLOW (HYDRAULIC GRADELINE)

EXISTING GROUND



REVISION DETAILS INT DATE SURVEYED 3 FOR FAST TRACK CONSENT EW 21/02/25 DESIGNED MK 4 FOR S67 RESPONSE DRAWN MK RO 17/07/25 9 FOR S67 RESPONSE CHECKED GW RO 23/07/25

RO

15/08/25

APPROVED

CD

RCRRJ CLASS 4

Q 14.00 l/s

Q/Qmax 14 % V 1.64 m/s

11.16

CP A3-09.1

PIPE DIAMETER

PIPE GRADE

DATUM RL

DEPTH TO INVERT INVERT LEVEL

MANHOLE LID LEVEL

CHAINAGE/ LENGTH

10 FOR S67 RESPONSE

HYDRAULIC PARAMETERS



WOODS.CO.NZ



DRURY CENTRE-STAGE 2

STORMWATER LONGSECTION (SHEET 9 OF	10)
STORIVIVATER LONGSECTION (SHEET 9 OF	15)

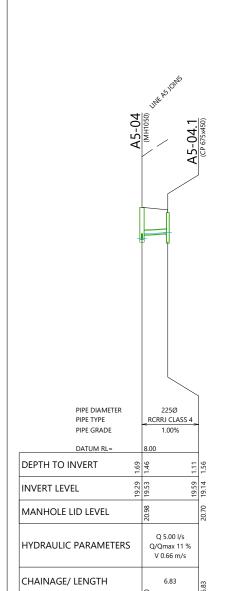
	STATUS	FOR S67 RESPONSE	REV	
	SCALE	H 1:1000 @ A3 V 1:200 @ A3	10	
	COUNCIL	AUCKLAND COUNCIL	10	
DWG NO P24-447-01-3508-DR				

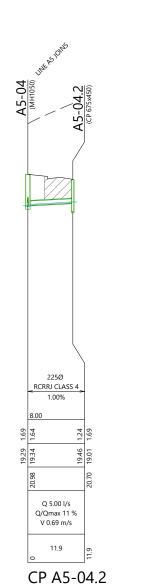
- 1. PIPE LENGTHS MEASURED FROM MANHOLE CENTRE TO MANHOLE CENTRE.
- 2. VERTICAL CLEARANCES BETWEEN STORMWATER AND WASTEWATER SERVICES TO COMLPY WITH WATERCARE CODE OF PRACTICE TABLE 5.6.
- 3. VERTICAL CLEARANCES BETWEEN 500mm AND 300mm TO UTILISE HARD FILL BACKFILL BETWEEN CLASH.
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- 6. NETWORK MODELLED TO TP108 2.1CC.

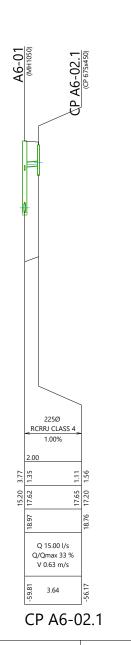
LEGEND

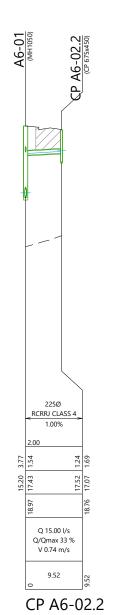
PROPOSED HARDFILL BACKFILL

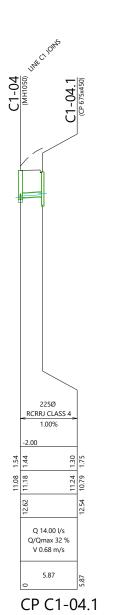
PROPOSED FINISHED SURFACE DEPTH OF FLOW (HYDRAULIC GRADELINE) **EXISTING GROUND**

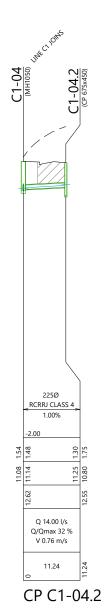


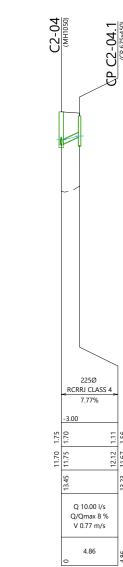












REVISION DETAILS		INT	DATE	SURVEYED	
3	FOR FAST TRACK CONSENT	EW	21/02/25	DESIGNED	MK
4	FOR S67 RESPONSE	RO	17/07/25	DRAWN	MK
9	FOR S67 RESPONSE	RO	23/07/25	CHECKED	GW
10	FOR S67 RESPONSE	RO	15/08/25	APPROVED	CD

CP A5-04.1



BUILDING B, LEVEL 1 8 NUGENT ST, GRAFTON, AUCKLAND 1023 +64 9 308 9229 WOODS.CO.NZ

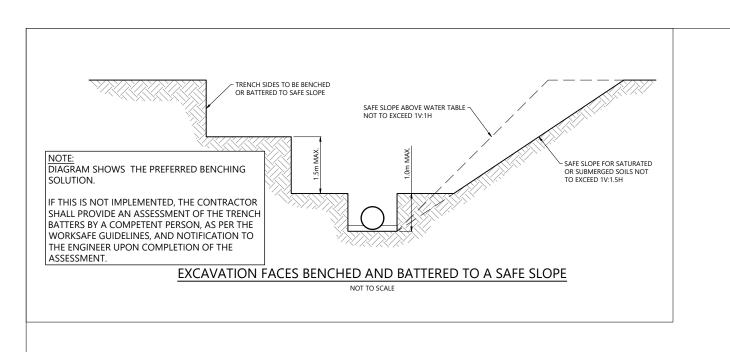


STORMWATER LONGSECTION (SHEET	10	OF	19

STATUS	FOR S67 RESPONSE	REV	
SCALE	H 1:1000 @ A3 V 1:200 @ A3	10	
COUNCIL	AUCKLAND COUNCIL	10	
DWG NO	P24-447-01-3509-DR		

CP C2-04.1

 (\mathbf{H}) WOODS EsT-1970





- 1. PIPE LENGTHS MEASURED FROM MANHOLE CENTRE TO MANHOLE CENTRE.
- 2. VERTICAL CLEARANCES BETWEEN STORMWATER AND WASTEWATER SERVICES TO COMLPY WITH WATERCARE CODE OF PRACTICE TABLE 5.6.
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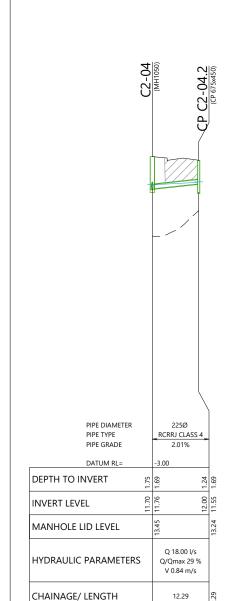
LEGEND

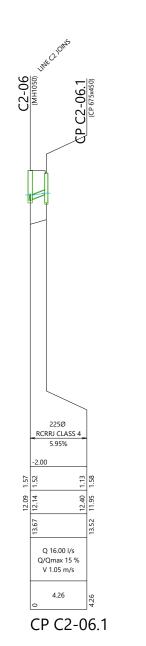
PROPOSED HARDFILL BACKFILL

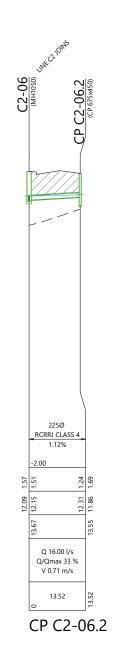
PROPOSED FINISHED SURFACE

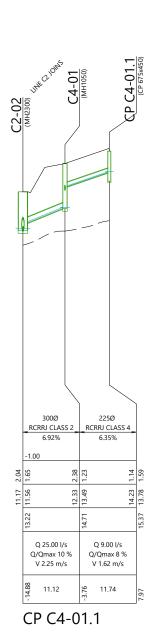
DEPTH OF FLOW (HYDRAULIC GRADELINE)

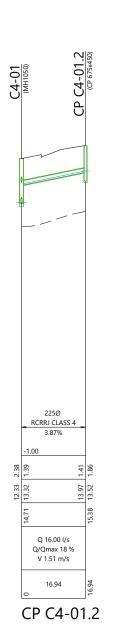
- — — EXISTING GROUND

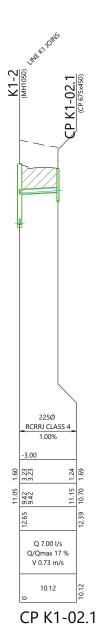


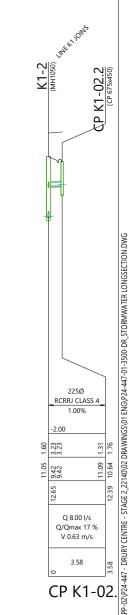












REVISION DETAILS		INT	DATE	SURVEYED	
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4	FOR S67 RESPONSE	RO	17/07/25	DRAWN	MK
9	FOR S67 RESPONSE	RO	23/07/25	CHECKED	GW
10	FOR S67 RESPONSE	RO	15/08/25	APPROVED	CD

CP C2-04.2



BUILDING B, LEVEL 1
8 NUGENT ST, GRAFTON,
AUCKLAND 1023
+64 9 308 9229

WOODS.CO.NZ



DRURY CENTRE-STAGE 2

STORMWATER LONGSECTION (SHEET 11	OF 19)

STATUS	FOR S67 RESPONSE	REV	
SCALE	H 1:1000 @ A3 V 1:200 @ A3	10	
COUNCIL	AUCKLAND COUNCIL		
DWG NO	wg NO P24-447-01-3510-DR		

WOODS Est-1970

Plot Date: 5:23:22 pm.18 August 202