



Te Kaunihera o
Te Awa Kairangi ki Uta
Upper Hutt City Council

National code of practice for utilities and contractors' access to transport corridors

HUTT VALLEY LOCAL CONDITIONS



Hutt city Council

Revised – August 2026

Version 5

Hutt Valley Reasonable Conditions

Local Conditions - Hutt City Council and Upper Hutt City Council

The National Code of Practice for Utility Operators Access to Transport Corridors is a guiding document that the Council uses for all works carried out within the road corridor.

1. Definitions

Contractors

For the purposes of these Local Conditions, the definition of contractors includes any individual or business that is providing any service where that service is wholly or partially laid within the Road Corridor. This definition shall only apply to that portion of the service laid within the Road Corridor.

Corridor Manager / Road Controlling Authority (Council)

For the purposes of these Local Conditions, the definition of Corridor Manager is the Operations Corridor Manager, Roothing Inspector, or any Council officer with delegated authority from the Corridor Manager.

2. Corridor Access Request, WAP and TMP Requirements

All works in the road corridor shall meet the following requirements:

- A Works Access Permit (WAP) and Traffic Management Plan (TMP) are required for all works in the road corridor.
- No works may commence before the WAP has been issued, except where emergency works provisions apply.
- Contact the Corridor Manager for all CAR and TMP processes and requirements.
- Emergency CAR and TMP applications are to be submitted to Council a minimum of 24 hours after works have started.
- All applications are to be submitted under NZGTTM (New Zealand Guide to Temporary Traffic Management).

Information to be provided with the CAR

Unless otherwise approved by the Corridor Manager, a site-specific Traffic Management Plan is required for all works in the Hutt and Petone CBD areas. It is also required for all intersections, bridges and narrow sections of the road corridor.

Applications must include, where applicable:

- Completed A3 form (scope of works).
- All required pre-approvals from stakeholders, including Metlink, KiwiRail, night works, work hours and road closures.
- Public notification letters.
- Site plans.
- Risk assessment where the TMP is carried out under NZGTTM.
- For project works, the additional requirements in Section 4, including the NZ Forward Works Viewer requirement, must be met.

3. Timeframes for Council Review of Applications

A minimum of:

- **15 working days for project, major and event TMPs.**
- **10 working days for all other TMPs.**
- **5 working days for extensions to previously approved**

4. Major and Project Works

- All trench extensions across or along a road, regardless of length, must be covered by a Preliminary Notification with suitable plans.
- A preliminary meeting is required prior to all project works.
- All project works are to be uploaded to the NZ Forward Works Viewer: <https://forwardworks.co.nz/>

5. Participation in Liaison Meetings

In an endeavour to achieve uniformity throughout the Hutt Valley, Hutt City Council and Upper Hutt City Council will, where possible, hold joint liaison meetings with Utility Operators. There may be occasions where this is not possible, or where items for discussion apply only to one Corridor Manager area. In these circumstances, a separate meeting may be held.

6. Future Proofing

Where existing ducts have been placed by or for Council for future services they shall remain the property of the Council. The following terms shall apply for Utilities to use these ducts.

- A one off per metre payment shall be made by the utility.
- The agreement for use of the duct shall apply for the life of the duct.
- There shall be no financial liability to Council to provide for repairs to the duct or the Utility service within the duct.
- There shall be no guarantee of exclusive rights to the utility to the duct being used. This however is subject to valid technical and compatible constraints.

7. Council Notification and Network Provider Responsibilities

1. The Corridor Manager will provide information on any planned future corridor works upon request or when proposed works may affect utility assets. If the Utility Provider believes the proposed work may impact the function of its service, including access to the service, and undertakes work to ensure the service remains unaffected, all associated costs will be the responsibility of the Utility Provider.
2. If the Utility Provider takes no action after receiving notice under clause 1, Council will not be liable for any resulting loss or damage to the Utility Provider's service. Any remedial work required afterward to restore the service will be at the Utility Provider's cost.
3. The Utility Provider must ensure that any work it undertakes in response to notice under clause 1 does not interfere with or delay any Council works.

8. Traffic Management and Network Operation

Road and Lane Closures

Any road closure or lane closure requires approval from the Corridor Manager.

Traffic Flow

Between 6:00am and 7:00pm Monday to Saturday, a minimum of one lane in each direction must be maintained on roads within the following categories:

- Major and Minor District Distributor Streets – Hutt City.
- Primary Arterial – Upper Hutt City.

The schedule of streets covered for both Hutt City and Upper Hutt City is contained in the roading hierarchy sections of this document.

9. Road Corridor Hours of Work and Restricted Periods

Work hours shall be limited to those specified below unless the Corridor Manager is satisfied that:

- The proposed hours are suitable for the nature and scope of the work.
- The public benefit of alternative hours clearly outweighs any potential disadvantages.

In the absence of such approval, the default work-hour restrictions will apply to minimise disruption and maintain public safety and convenience.

Unless otherwise approved by the Corridor Manager, works on Sundays, public holidays and during Brown Out periods require prior approval.

Residential Areas

- Without prior written permission from the relevant Corridor Manager, no works are to take place between 8:00pm and 8:00am Monday to Saturday.

Central Business / Retail Areas (CBD)

- Without prior written permission from the relevant Corridor Manager, no works shall take place between 9:00am and 5:30pm Monday to Friday, or between 10:00am and 4:00pm on Saturdays.
- No works are to commence before the close of business on any late-shopping night.
- Where permission is granted, the Contractor must consult with affected business owners in accordance with Council requirements as part of the approval process.

School Areas

- Where works are near a school or other educational facility, work may only take place between 9:00am and 2:30pm Monday to Friday during school term time.

Brown Out Period (Work Moratorium Period)

Unless specific approval is given by the Corridor Manager, the following restrictions shall apply:

- Works are not prohibited in these areas during the three-week period leading up to Christmas Day unless specific approval is granted.
- through to the second week after New Year's.
- Where permission is granted, the Contractor must consult with affected business owners in accordance with Council requirements as part of the approval process.

CBD Brown Out Areas

- Hutt City / Upper Hutt City: CBD.
- Petone: Jackson Street from Cuba Street to Hutt Road.
- Suburban shopping centres: to be discussed with the Corridor Manager.
- Major and Minor District Distributor Streets – Hutt City.
- Hutt City / Upper Hutt City moratorium maps are attached below.

10. Excavation Requirements

Unless specific approval is given by the Corridor Manager, the following requirements apply to excavation openings within the road corridor.

Kerb and Channel

- No trench shall be located within 300mm of the existing kerb and channel unless specific approval is obtained from the Corridor Manager.

Carriageway

- All excavations are to be backfilled and temporarily sealed at the end of each shift.
- Carriageway excavations must comply with the permanent and temporary surfacing requirements in Section 12.
- If the excavation cannot be made safe and temporarily sealed at the end of the shift, the Contractor must contact the Corridor Manager to seek approval.

Footpaths

- Footpaths are to be either backfilled and compacted to footpath level, or backfilled and compacted to preparation height with appropriate ramps installed at both ends.
- If this cannot be achieved, the Contractor must contact the Corridor Manager to seek approval.

Berms

- All excavations are to be backfilled and seeded.
- If this cannot be achieved, the Contractor must contact the Corridor Manager to seek approval.

Open Excavations

- No excavations are to be left open over weekends, public holidays, long weekends or Brown Out periods unless approval is given by the Corridor Manager.

Trench Cutting and Excavation

- The minimum trench depth shall be in accordance with Council's minimum cover requirements as shown in Attachment II – Special Conditions.

11. Compaction Testing

Carriageway and Vehicle Crossings

- A CIV of 35 for the upper base (basecourse) layer under the carriageway will also be acceptable.
- When compaction is measured with a Scala Penetrometer, the measurement must be recorded as the number of blows per 50mm penetration of the Penetrometer.
- The following minimum results must be achieved:
- All imported basecourse: 7 blows per 50mm penetration.
- In-situ parent gravel below 500mm from surface: 7 blows per 50mm penetration.
- In-situ parent sand below 500mm from surface: 4 blows per 50mm penetration.

Footpaths

- All imported basecourse: 4 blows per 50mm penetration.
- In-situ parent gravels below 300mm from surface: 4 blows per 50mm penetration.
- In-situ parent sand below 300mm from surface: 2 blows per 50mm penetration.

Berms

- Basecourse: 2 blows per 50mm penetration.
- Clean, dry in-situ soil: 2 blows per 50mm penetration, or the same compaction at the same depth as the adjoining undisturbed in-situ soil measured with a Scala Penetrometer.

12. Corridor Reinstatement Requirements

Unless specific approval is given by the Corridor Manager, the following conditions shall apply.

General Reinstatement Requirements

- Temporary resurfacing must not be used unless permanent resurfacing is not practicable.
- Permanent resurfacing must be in place within 10 working days of completion of backfill or temporary surfacing.
- When works are undertaken within 4 years of carriageway, vehicle crossing, footpath or cycleway resurfacing or renewal, every effort shall be made to use trenchless technology, and the reinstatement standards below shall apply.

1-Metre Rule

If the edge of the final surface cut, inclusive of the excavation/trench trimming allowance, in a footpath or road carriageway is within 1 metre of a joint or existing edge of the pavement, the existing pavement must be replaced to that joint or edge as part of the surface reinstatement and cut accordingly.

Carriageway – Asphalt Reinstatement

General Surface-Type Requirements

- Low-volume residential roads: 30–40mm DG 7 or DG 7 PMB depending on traffic, particularly for small dead-end streets or small groves.
- Standard Residential Roads: 50mm DG 7.
- Standard Residential Roads with Bus Routes: 70mm DG 14.
- High-volume roads with heavy traffic and bus routes: 100mm DG 14.
- Industrial areas with mixed traffic: 100mm DG 14.
- Roundabouts or corners: 50mm SMA 10 PMB.
- High-volume roads (main roads and arterials): 100mm DG 14.
- Refer to Mobile Road at <https://mobileroad.org/> for the latest surfacing details. The wearing course / finish layer may be replaced like-for-like in accordance with Mobile Road data.

Chipseal Reinstatement

- Chipseal carriageways must be reinstated with a single coat chipseal. The chip size is to be comparable with the surrounding road surface.
- Where longitudinal trenches are present, chip sealing shall be carried out across the full width of the affected lane, including both traffic and parking lanes, for the entire length of the trench.
- Hutt City Council and Upper Hutt City Council will manage texturized chipseal and charge the Utility Operator the applicable per-square-metre rate published in the respective Council's Fees and Charges. A copy is available on the respective Council websites.

Footpath Reinstatement

- Longitudinal trenches in concrete paths: the full width shall be reinstated in all cases.
- Transverse trenches in concrete paths: the full width of the path shall be reinstated in all cases. For length reinstatement, the 1-metre rule applies.

Berm Reinstatement

- The minimum width of reinstatement for all trenches in the berm is 300mm.
- Where practical, the Contractor must reinstate berm excavations by turfing and reinstating the existing berm mat.
- For larger areas, the berm may be reinstated using imported topsoil and lawn seed.
- The minimum depth of compacted topsoil is 75mm.
- The Contractor must ensure seeded topsoil is maintained and watered until the grass mat is established.
- The Contractor must continue to maintain, water, re-seed, topsoil or fertilise the berm until a dense grass strike has been achieved.
- Stones, basecourse and other debris must be removed from the berm surface before Practical Completion.
- On confirmation that a dense grass strike has been achieved, the berm works will be practically completed.
- Where major or project works involve excavation and trenching and it has been requested as a specific requirement of scheme approval, the Contractor must carry out the first berm mowing within 1 month of practical completion. This includes trimming around newly installed above-ground service boxes.

Vehicle Crossing Reinstatement

Where works are carried out in a vehicle crossing that is less than 4 years old, the entire vehicle crossing must be replaced.

If any Council asset is damaged due to excavation of vehicle crossings, the Contractor must replace the asset.

Heavy-Duty Vehicle Crossings

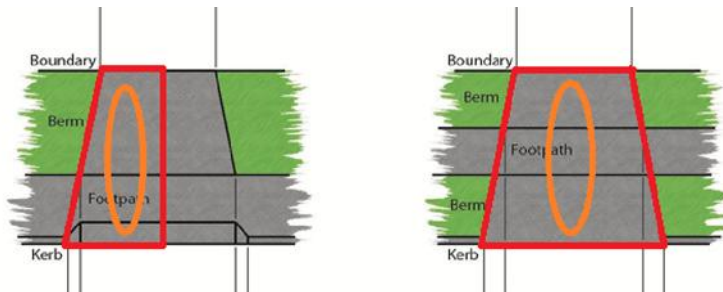
- Heavy-duty vehicle crossings shall be continuously reinforced.
- Where concrete crossings are disturbed due to surface openings, the reinstated area must meet the requirements below.
- If the distance from the kerb face to the boundary is less than 3.0 metres and the crossing width is less than 3.5 metres, the entire vehicle crossing, including the kerb and channel, must be removed and replaced.
- For larger vehicle crossings, no saw cuts or construction joints are to be placed within the wheel path.
- If an excavation occurs on either side of the vehicle crossing, that half of the crossing must be fully replaced.
- If the excavation is in the centre of the crossing, the entire vehicle crossing must be replaced.
- Steel dowels are to be drilled into the cut face of the existing concrete to ensure adequate shear strength between the new and existing sections.

Residential Vehicle Crossings Older Than 4 Years

- If an excavation occurs on either side of the vehicle crossing, that half of the crossing must be fully replaced.
- If the excavation is in the centre of the crossing, the entire vehicle crossing must be replaced.
- Where the crossing has a footpath through it and the excavation is only in the footpath section or driveway section, only that section of the footpath or crossing needs to be replaced to halfway. If the excavation is in the centre, the full width and length of the footpath or crossing section must be replaced.
- If the crossing length and/or width is 2.5 metres or less, the entire crossing shall be replaced.
- If the crossing length or width is greater than 4 metres, a partial reinstatement may be undertaken provided all applicable conditions below are satisfied.
- No saw cuts or construction joints are to be placed within the wheel path.

- If the excavation is in the centre of the crossing, the reinstatement must extend 1 metre from each edge of the excavation, with no joins in the wheel line.
- If reinstatement 1 metre from the edge of the excavation falls within 1 metre of the edge of the crossing, the 1-metre rule applies.
- If these requirements cannot be met, the entire vehicle crossing must be replaced.
-

Orange: excavation area Red: reinstatement requirement.



If the vehicle crossing requirements cannot be complied with, the Contractor must discuss the matter with the Corridor Manager.

Trenches Transverse to the Kerb / Footpath / Berm Line

Unless specific approval is given by the Corridor Manager:

- All excavation reinstatements are to meet the 1-metre rule.
- Trench resurfacing must extend at least 150mm wider on each side of the trench.
- After reinstatement, there must be no more than one joint between the edges of the crossing, and the joint must be located at least 1 metre from any edge of the crossing.
- If this cannot be achieved, the entire crossing must be replaced.

Special Paving – Amenity and Decorative Areas

- Any specialised paving that is removed must be replaced with the same specialised paving.
- Council reserves the right to nominate a specific reinstatement contractor in these areas.

13. Utility Assets and Existing Services

Maintenance of Above-Ground Utility Structures

- Where the Utility does not remove graffiti within 14 days of notification, Council will arrange for the graffiti to be removed and recover the costs from the Utility.

Locating Existing Underground Utilities

- Council requires Utility Operators and Contractors to apply the following procedure:
- Use the minimum amount of paint required when marking out.
- Use only water-based paints.
- Contractors are to remove markings from Council infrastructure, particularly footpaths, upon reinstatement/completion of works where markings remain outside the completed area of work. This is of particular concern within the CBD and other retail areas.

Signs, Lights and Street Furniture

- Any signs or street furniture that are removed must be reinstalled in their original position.
- If any Council-owned light fixtures are removed from poles, Council is to be informed, and the light fixtures are to be provided to Council's street-lighting contractor.

14. Non-Conformance Bond Clause

If a Contractor is issued three or more non-conformance notices within any six-month period, the Contractor will be required to provide a bond to Council. The bond may apply to any future works undertaken by the Contractor and/or to works that remain non-compliant.

The required security must be provided either:

- By executing a bond with a surety acceptable to Council; or
- By paying Council a cash bond for the required amount.

The bond may be released once the Contractor has:

- Completed a continuous six-month period without being issued any further non-conformance notices; and Completed all required remedial works to the standards specified in this document and to Council's satisfaction.

Where these requirements are completed at different times, the bond will remain in place until both requirements have been satisfied.

15. Corridor Manager Administration Fees

Both Hutt City Council and Upper Hutt City Council set a level of cost recovery for the administration and inspection services provided to ensure compliance with this document. These fees and charges are reviewed each year at the same time as the Annual Plan is considered and are available for public comment at that time. Once approved by Council, they shall be published on the respective Council website.

- Attachment II – Special Conditions

Minimum Cover to Utility Services

Pipe services shall be laid within the following ranges of cover unless sound engineering reasons can be provided for alternative covers in which case supporting analysis shall be provided to show special pipe standards or other protection.

Depths of Services		
Type	Cover to top of pipe barrel	
	Min [mm]	Max [mm]
Power	450	900
Telecommunication	450	750
Other information cabling	450	750
Gas	600	900
Water mains in carriageway	750	1050
Water mains in berms and footpaths	750	1050
Rider mains in carriageway	750	1050
Rider mains in footpath & service pipes in carriageway	600	900
Service pipes in berms and footpaths	400	700
Wastewater and stormwater – concrete pipes	750	
Wastewater and stormwater – flexible pipes in non - trafficked area	600	
Wastewater and stormwater – flexible pipes in trafficked area.	900	

Roading Hierarchy

Upper Hutt City – Refer to One Network Road Classification

A minimum of one lane in each direction shall be always maintained.

Hutt City – Major & Minor Distributors

Unless approved by the Corridor manager

“No works shall take place between 7.30am and 9am, nor 4pm and 6pm Monday to Friday.

At other times between 9am and 7pm Monday to Saturday, a minimum of one lane each way shall be maintained.

No.	Street	Section
1	Akatea Road	Complete
2	Anderson Grove	Complete
3	Barnes Street	Complete
4	Bell Road	Gracefield Road to Parkside Road
5	Bell south road	Complete
6	Biddle Cres	Complete
7	Britannia Street	Complete
8	Buick Street	Complete
9	Bunny Street	Complete
10	Block Road	Complete
11	Cambridge Terrace	Complete
12	Chilton Grove	Complete
13	Churton Cres	Complete
14	Clendon Street	Complete
15	Coast Road	Camp Wainui- Main Road
16	Collingwood	Complete
17	Cornwall Street	Complete
18	Connelly Street	Complete
19	Copper Street	Complete
20	Cuba Street	Complete
721	Daly Street	Complete
22	Daysh Street	Complete
23	Dowse Drive	Complete
24	Dudley Street	Complete
25	Eastern Hutt Road	Complete
26	Ewen Bridge	Complete
27	Fairway Drive	Complete
28	Fraser Street	Holland St- Davis Grove
29	Fredrick Street	Nelson Cres- Derwent Street
30	Glen road	Complete
31	George Street	Complete
32	Gear Street	Complete
33	Gordan Street	Complete
34	Grounsell Cres	Complete
35	Guthrie Street	Waiwhetu-Cambridge Tce
36	Gracefield Road	Wainuiomata Hill Road to Bell Road
37	Harcourt Werry Drive	Complete
38	Harbour View Road	Complete
39	Harrison Cres	Complete
40	Hautana Street	Complete

41	Hawkins Street	Complete
42	Hay Street	Complete
43	Hebdon Cres	Complete
44	Hill Road	Grounsell to 300 Hill road
45	Hinau Street	Complete
46	High Street (Lower Hutt)	Complete
47	Holland Street	Complete
48	Howard Road	Complete
49	Hutt Road	Complete
50	Jackson Street	Hutt Road to Cuba Street
51	Karamu Cres	Complete
52	Kairimu street	Complete
53	Kauri Street	Complete
54	Kings Crescent	Complete
55	Knights Road	Complete
56	Koro Crescent	Complete
57	Korokoro Road	Complete
58	Konini Street	Complete
59	Laings Road	Complete
60	Lees Grove	Complete
61	London Road	Complete
62	Ludlam Crescent	Complete
63	Eastern Bays Marine Drive	Seaview Road to Muritai Road
64	Macky Street	Complete
65	Margaret street	Complete
66	Martin Grove	Complete
67	Maungaraki Road	Complete
68	Manuka Ave	Complete
60	Marsden Street	Complete
70	Melling Bridge	Complete
71	Melling Link	Complete
72	Melling Road	Complete
73	Molesworth Street	Tocker - Cooper
74	Mongomery Street	38 – 46 Mongomery Street
75	Moores valley Road	Main Road – reservoir road
76	Myrtle Street	Complete
77	Naenae Road	Waiwhetu Road to Daysh Street
78	Nelson Cres	Parkway – Wise St
79	Nevis Street	Complete
80	Nikau Road	Complete
81	Norfolk Street	Complete
82	Oroua Street	Makara -Rimu Street
83	Oxford Terrace	Knights Road to Waterloo Road
84	Partridge Street	Complete
85	Park Road	Complete
86	Parkside Road	Bell Road to Seaview Road
87	Parkway	Complete
88	Penrose Street	Complete
89	Petone	Complete
90	Pharazyn Street	Complete
91	Pilcher Cres	Complete
92	Pilmuir Street	Complete
93	Port Road	Complete
94	Pomare road	Complete
95	Pretoria Street	Complete

96	Queens Drive	Complete
97	Queens Street	Complete
98	Rata Street (Wainuiomata)	Complete
99	Rata Street (Naenae)	Complete
100	Railway Avenue	Complete
101	Randwick Road	Complete
102	Reynolds Bach Drive	Complete
103	Rimu street	Complete
104	Rodney Street	Complete
105	Daly Street	Complete
106	Rutherford Street	Complete
107	Seddon Street	Complete
108	Singers Road	Complete
109	Stamford Grove	Complete
110	Stokes Valley Road	Eastern Hutt Road to George Street
111	Te Ara Raukura	Complete
112	Taita Drive	High Street to Harcourt Werry Drive
113	Tirohanga Road	Complete
114	Trafalgar Street	Complete
115	The Esplanade	Complete
116	Victoria Street, Alicetown	Cuba Street to Ewen Bridge
117	Wainuiomata Hill Road	Complete
118	Wainui Road (Waiwhetu)	Complete
119	Seaview Road	Complete
120	Waddington Drive	Complete
121	Walter Street	Complete
122	Wairere Road	Complete
123	Wainuiomata Road	Complete
124	Waione Street	Complete
125	Waiwhetu Road	Complete
126	Waterloo Road	Complete
127	Wellington Road	Complete
128	Whites Line East	Randwick Road to Wainui Road
129	Wheatley Street	Complete
130	Williams Street	High Street – North Street
131	Wingate bridge	Complete
132	Wingate Cres	Complete
133	Wilford Street	Complete
134	Willoughby Street	Complete
135	Wise Street	Complete
136	Witako Street	Complete
137	Woburn Road	Complete

Hutt City - Minor Distributor and other Streets works within the carriageway:

Unless approved by the Corridor manager

“Between 8am and 6pm Monday to Saturday, a minimum of one lane each way shall be maintained.”

No	Street	Section
	Bloomfield Terrace	Complete
	Bellevue Road	Complete
	Bowers Street	Complete
	Bridge Street	Herbert Street to Marsden Street
	Dowse Drive	Mulberry Street to State Highway 2
	Evans Street	Complete
	Everest Avenue	Complete
	Fitzherbert Road, WOA	Wellington Road to Wainuiomata Road
	Fitzherbert Street, Petone	The Esplanade to Jackson Street, Campbell Street to Regent Street
	Gregory Street	Complete
	Hardy Street	Trafalgar Square to Cressy Street
	Holland Crescent	Complete
	Holor Street	Complete
	Main Road	Fitzherbert Road to Hine Road
	Muritai Road	Marine Drive to Nikau Street
	Nelson Street, Petone	Campbell Street to Udy Street
	Normandale Road	Bridge Street to Miromiro Road
	Peterkin Street	Complete
138	Queensgate Road	Complete (To close 1998)
139	Regent Street	Hutt Road to Nelson Street
140	Rimu Street, Eastbourne	Marine Parade to Muritai Road
141	Stokes Valley Road	Evans Street to Bowers Street
142	Sydney Street	The Esplanade to Jackson Street, Campbell Street to Regent Street
143	Taine Street	Complete
144	The Strand	Complete
145	Tocker Street	Complete
146	Trafalgar Square, Waterloo	Complete
147	Treadwell Street	Cambridge Terrace to Everest Street
148	Udy Street	Complete
149	Victoria Street, Petone	The Esplanade to Jackson Street, Campbell Street to Regent Street
150	Parliament Street	Complete
151	Pharazyn Street	Marsden Street to Bridge Street
152	Major Drive	State Highway 2 to Gurney Road
153	Naenae Road	Daysh Street to Treadwell Street
154	Vogel Street	Complete
155	Te Puni Street	The Esplanade to Jackson Street
156		

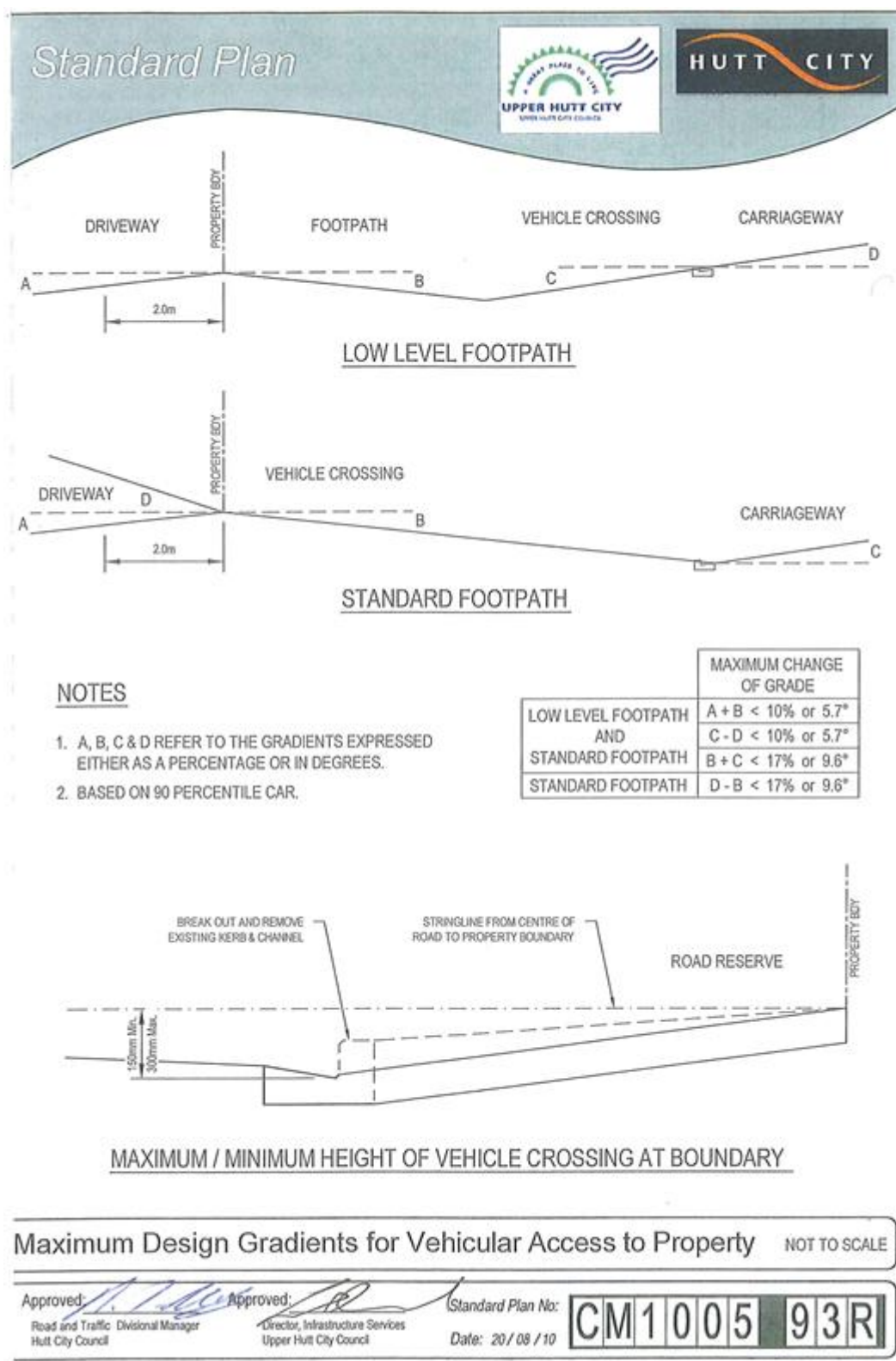
Vehicle Crossing Details

The following pages contain drawings as numbered below that shall form part of these local conditions:

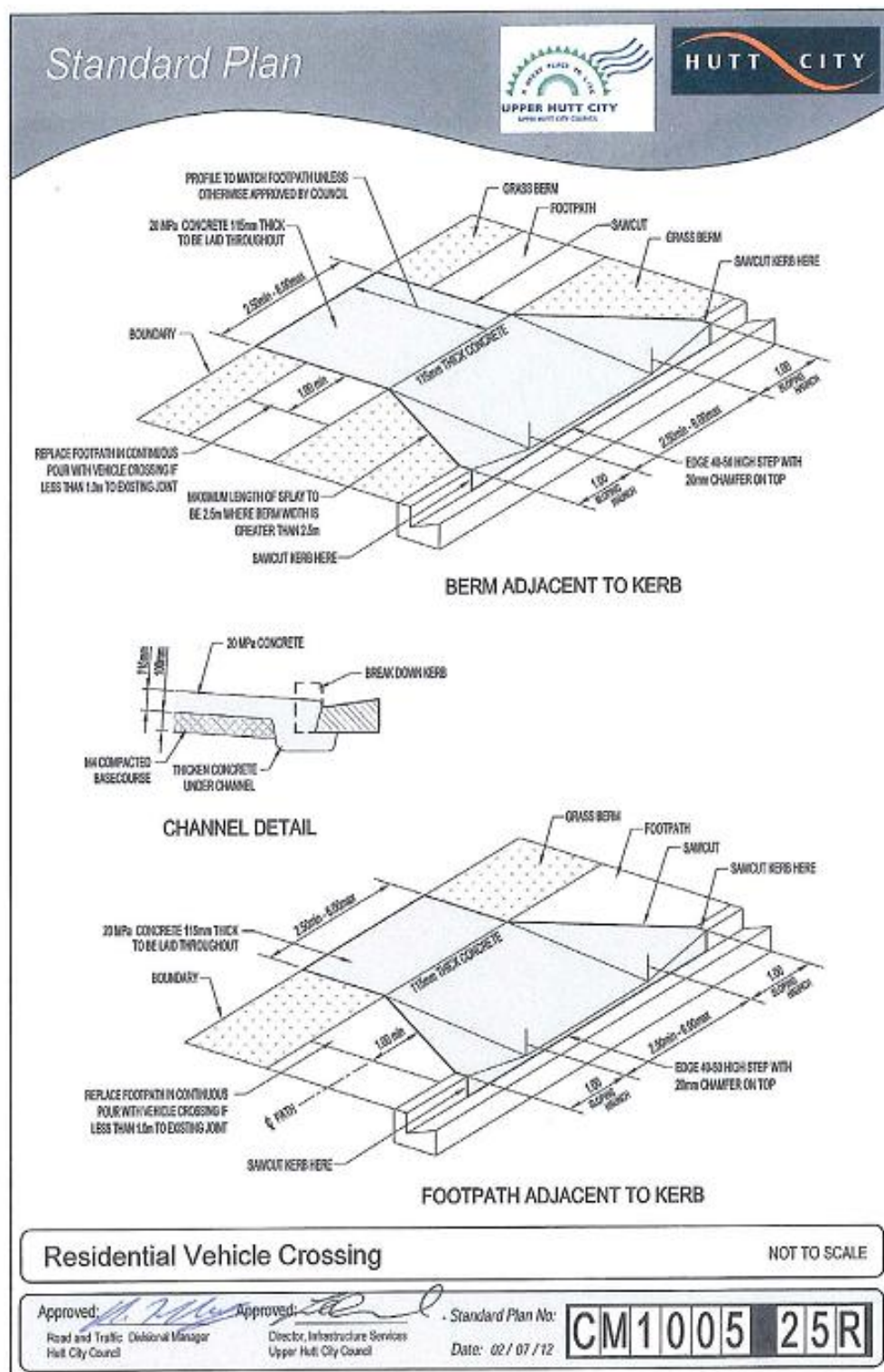
Maximum Design Gradients CM1005-93R

Residential Vehicle Crossing CM1005-25R

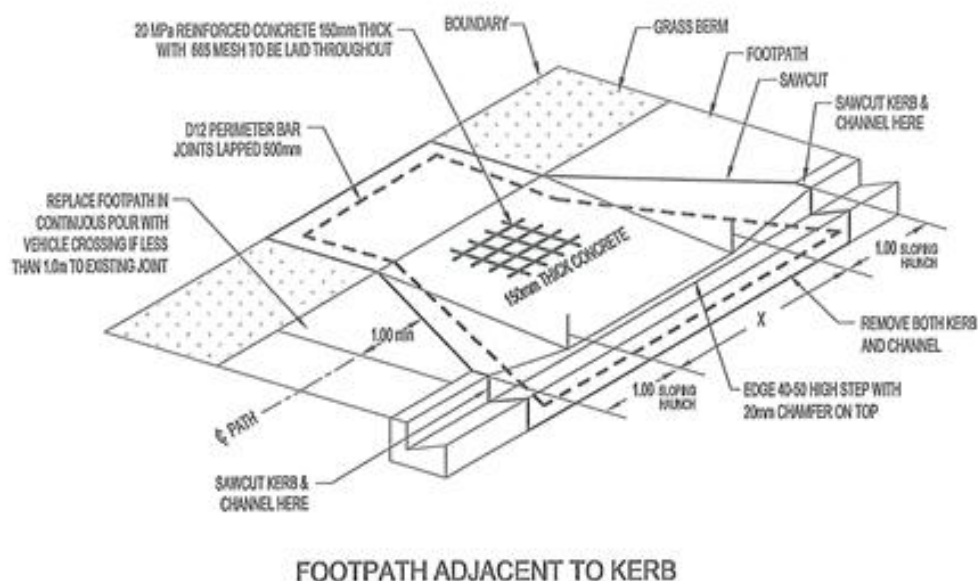
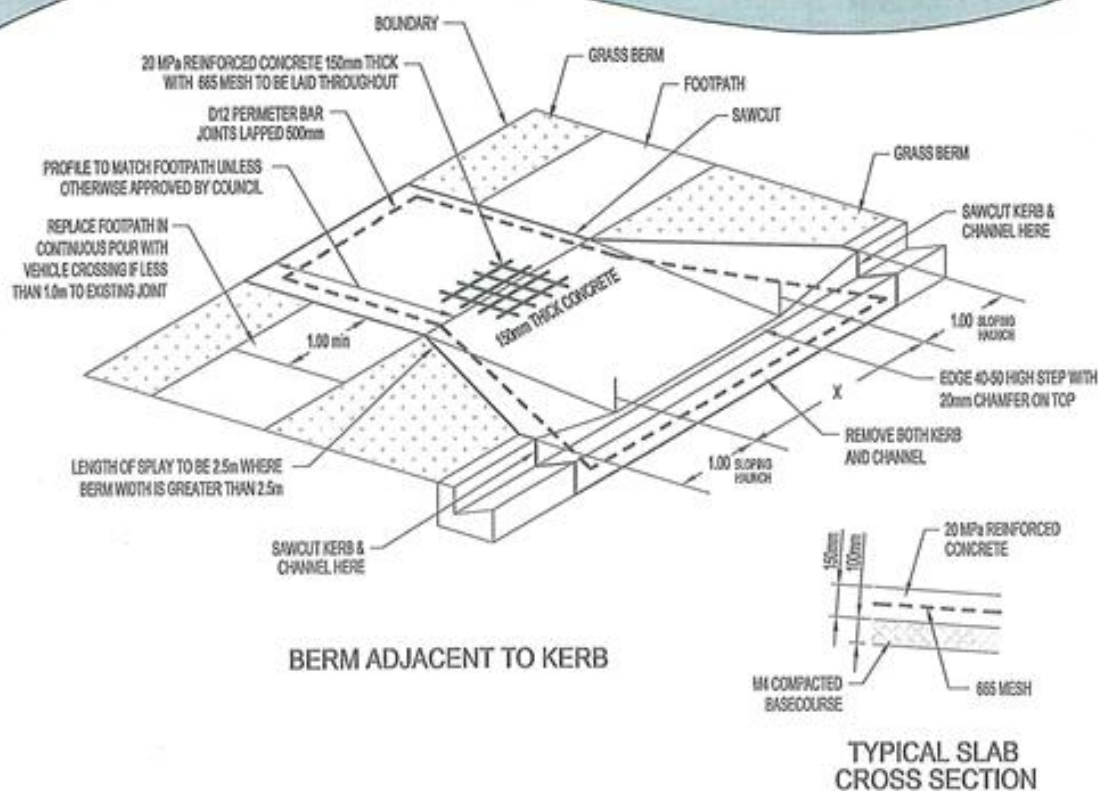
Heavy Duty Vehicle Crossing



CM1005-26R



Standard Plan



Heavy Duty Vehicle Crossing

NOT TO SCALE

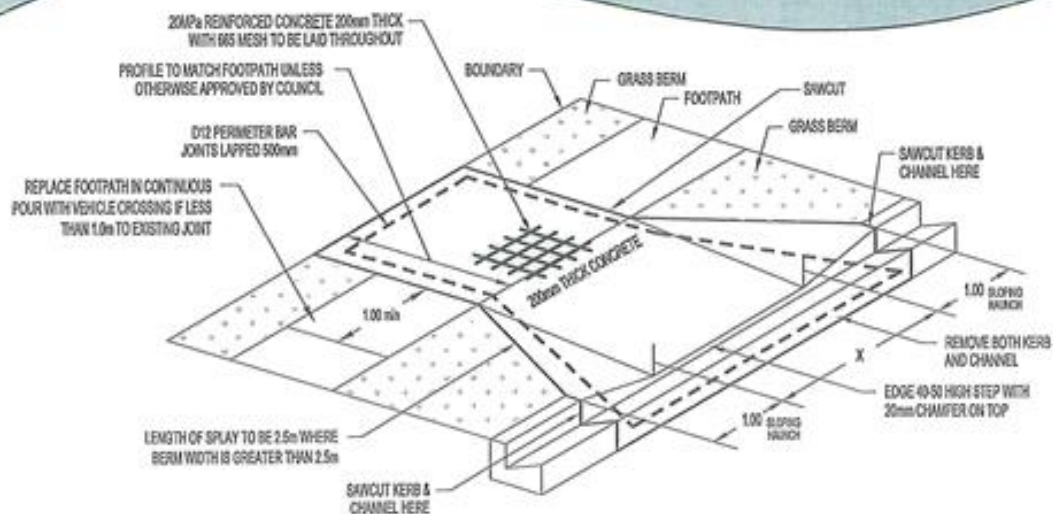
Approved: 
Road and Traffic Divisional Manager
Hutt City Council

Approved: 
Director, Infrastructure Services
Upper Hutt City Council

Standard Plan No:
Date: 19/08/10

CM1005 26R

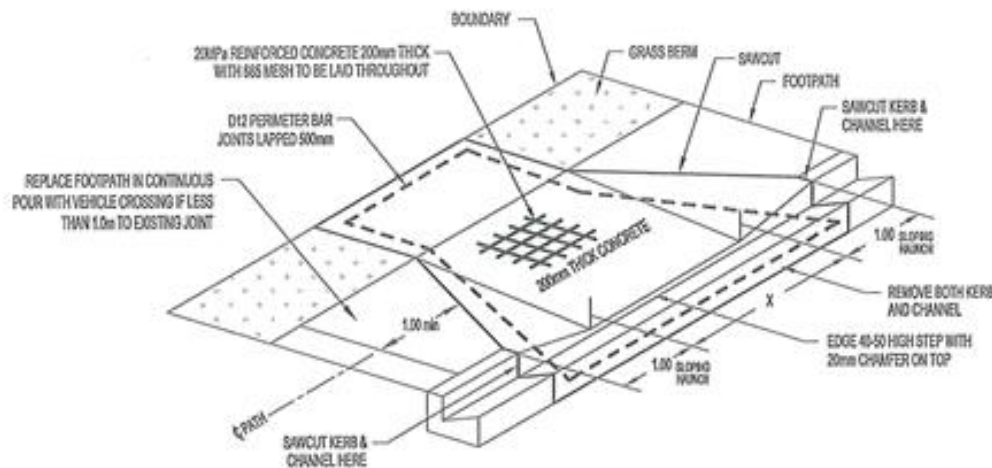
Standard Plan



BERM ADJACENT TO KERB



TYPICAL SLAB CROSS SECTION



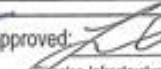
FOOTPATH ADJACENT TO KERB

Extra Heavy Duty Vehicle Crossing

This type of crossing required if regularly used by very heavy trade vehicles

NOT TO SCALE

Approved: 
Road and Traffic Divisional Manager
Hutt City Council

Approved: 
Director, Infrastructure Services
Upper Hutt City Council

Standard Plan No:

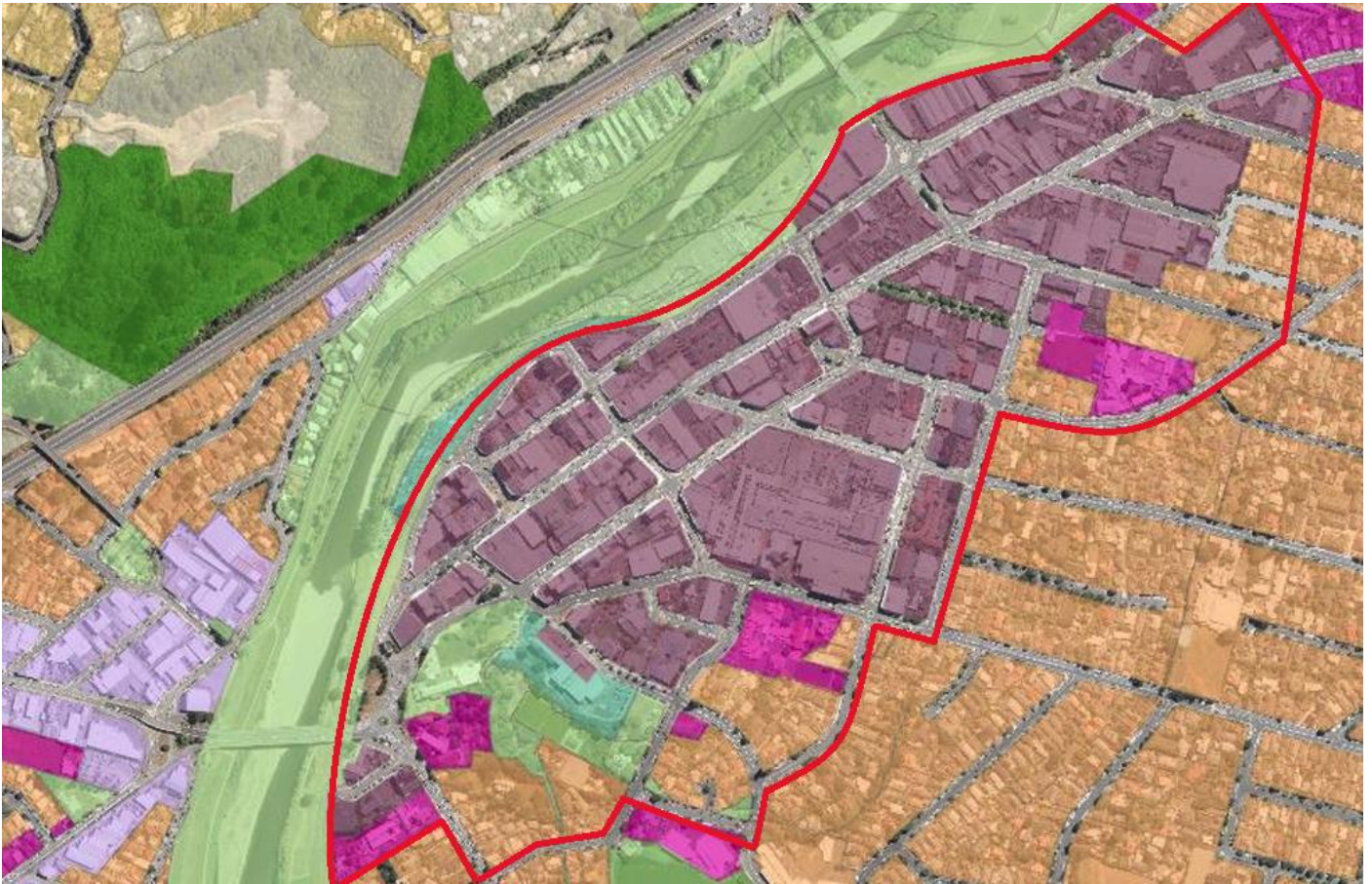
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Brownout Maps

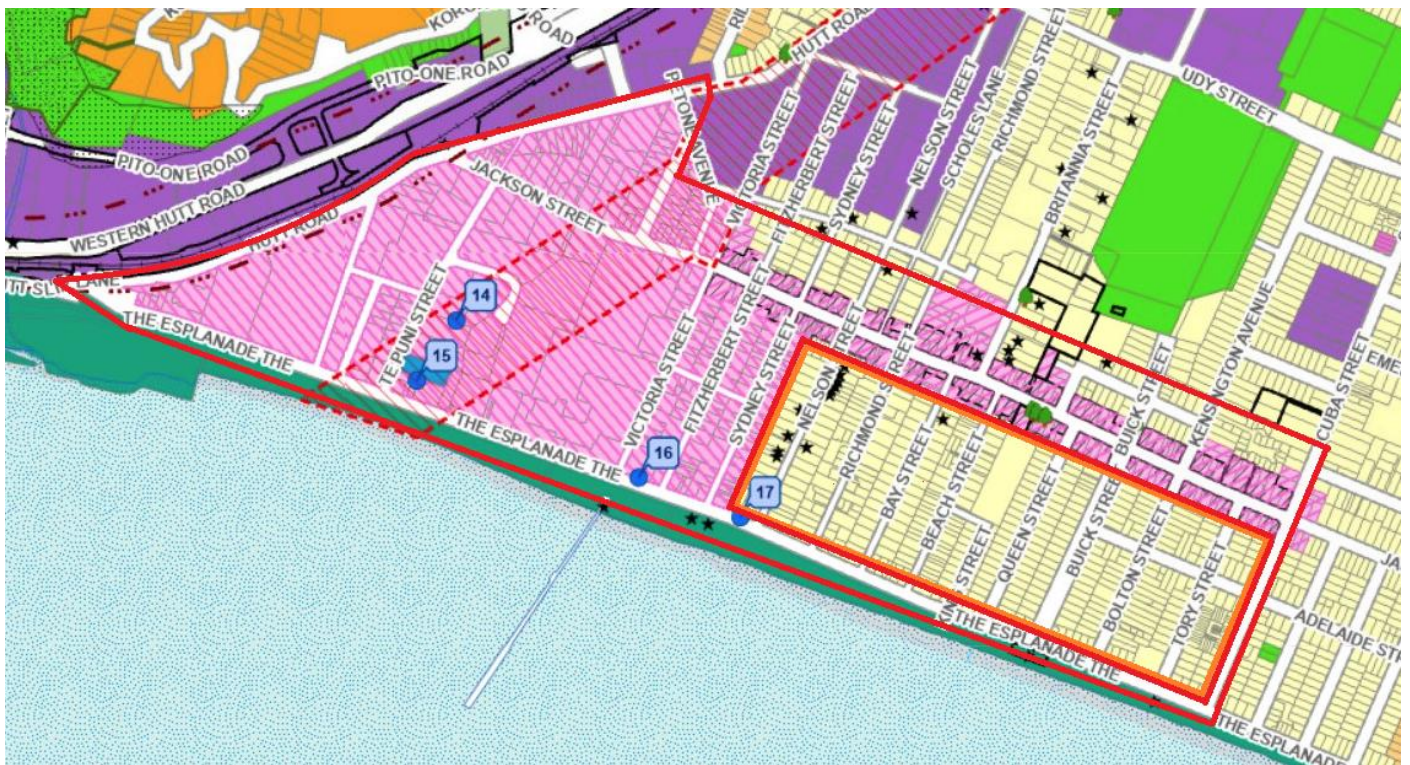
Hutt City CBD

- Inside the red line is CBD
- Discuss with the Corridor manager if works are planned close to the CBD area.



Petone

- Inside red line is Petone CBD
- Discuss with Corridor manager If works are inside the orange section



Upper Hutt City

