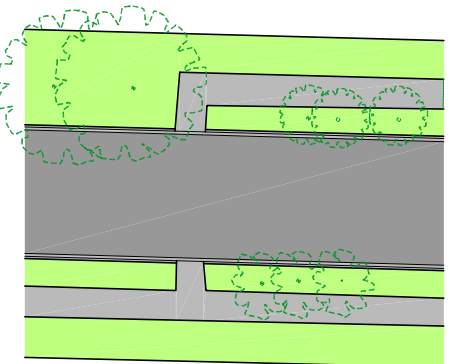


1. NORMAL LOCATION

Carriageway in centre of street reserve. Standard 4500 berm allows 1800 service strip, 1500 footpath, & 1200 verge for lamp posts & tree planting.



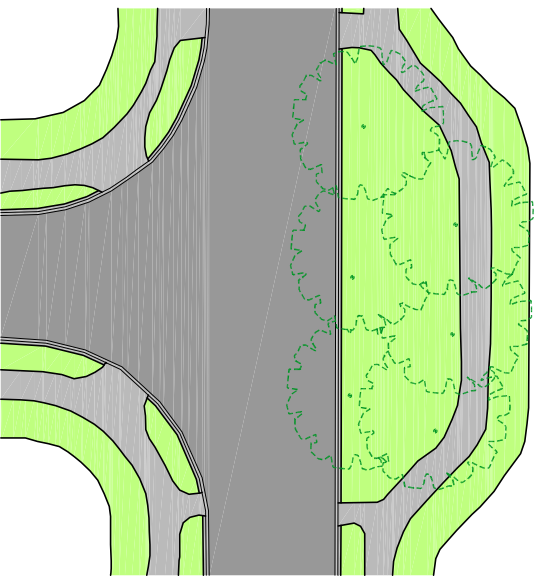
1200 verge permits only small trees pruned up as per standards.

Shrubs are unsuitable due to obstruction to vision.

Elimination of one footpath gives 2700 width for planting which allows more normal growth of medium sized trees.

3. ROAD RESERVE WIDENED

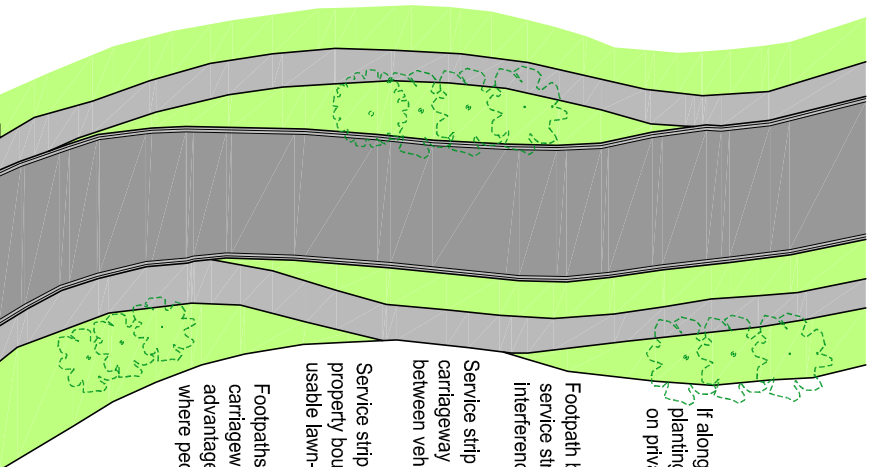
eg. at intersection



Increase in area may allow significant trees which give visual emphasis to the intersection, close view to houses beyond and screen these from headlights.

2. VARIATION OF CARRIAGEWAY LOCATION

Allows a planting area of 2500 on one side of the street.



If alongside the boundary planting may join with that on private property.

Footpath between trees & service strip reduces interference to services.

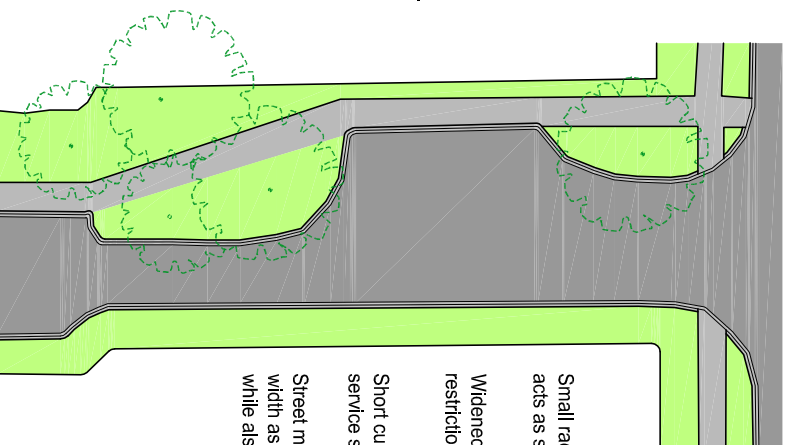
Service strip adjacent carriageway acts as buffer between vehicles & pedestrians.

Service strip alongside property boundary extends usable lawn- garden area.

Footpaths adjoining carriageway are an advantage at points where pedestrians cross.

4. VARIATION OF WIDTH OF CARRIAGEWAY

eg with short Cul-de-sac



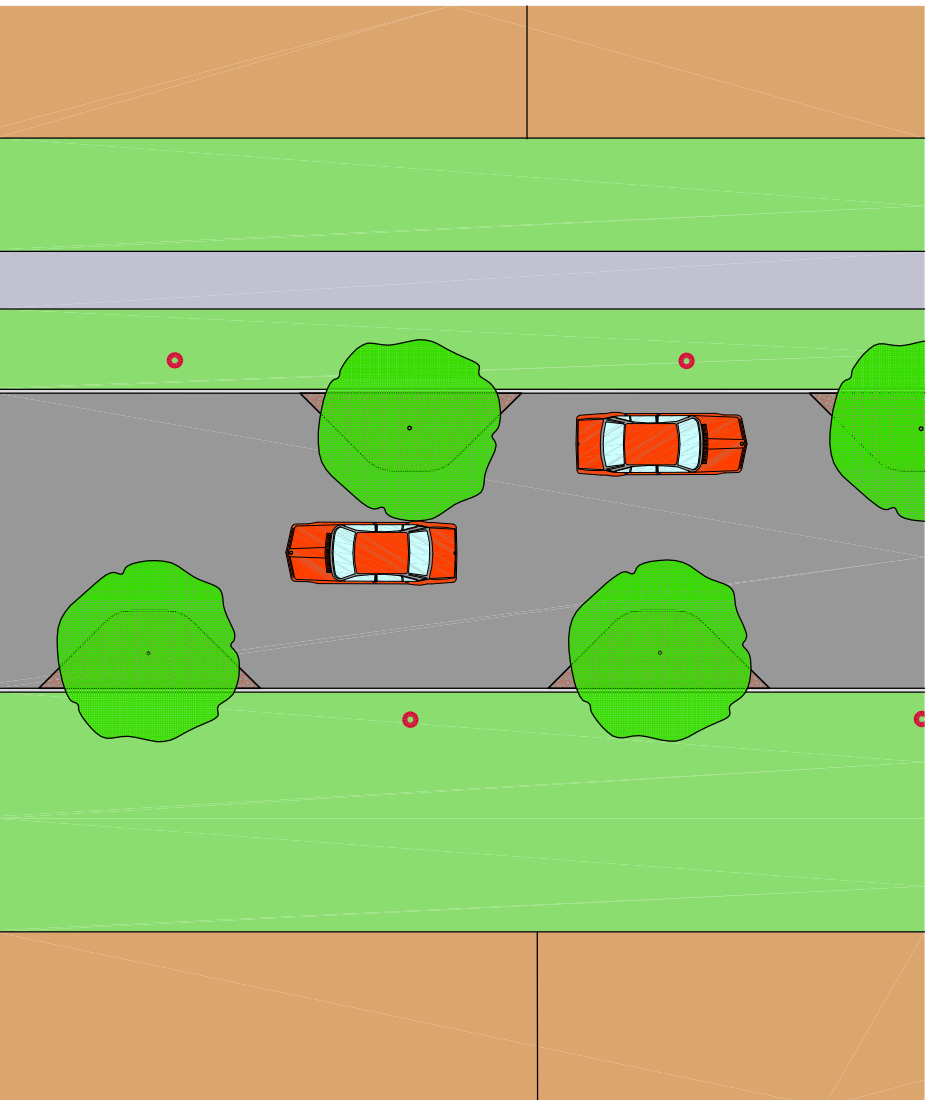
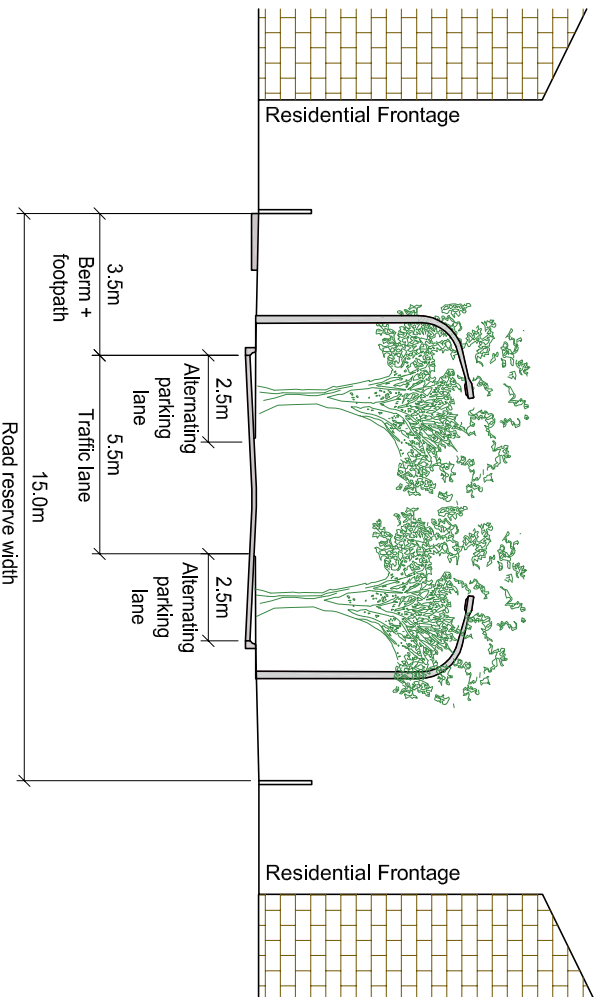
Small radius curve at entrance acts as speed restriction device.

Widened street allows parking without restriction to turning heavy traffic.

Short cul-de-sac allows single service strip and footpath.

Street may be narrowed to 3000 width as speed restricting device while also increasing planting area.





• = Streetlights to be centrally located between street trees at 600mm from kerb

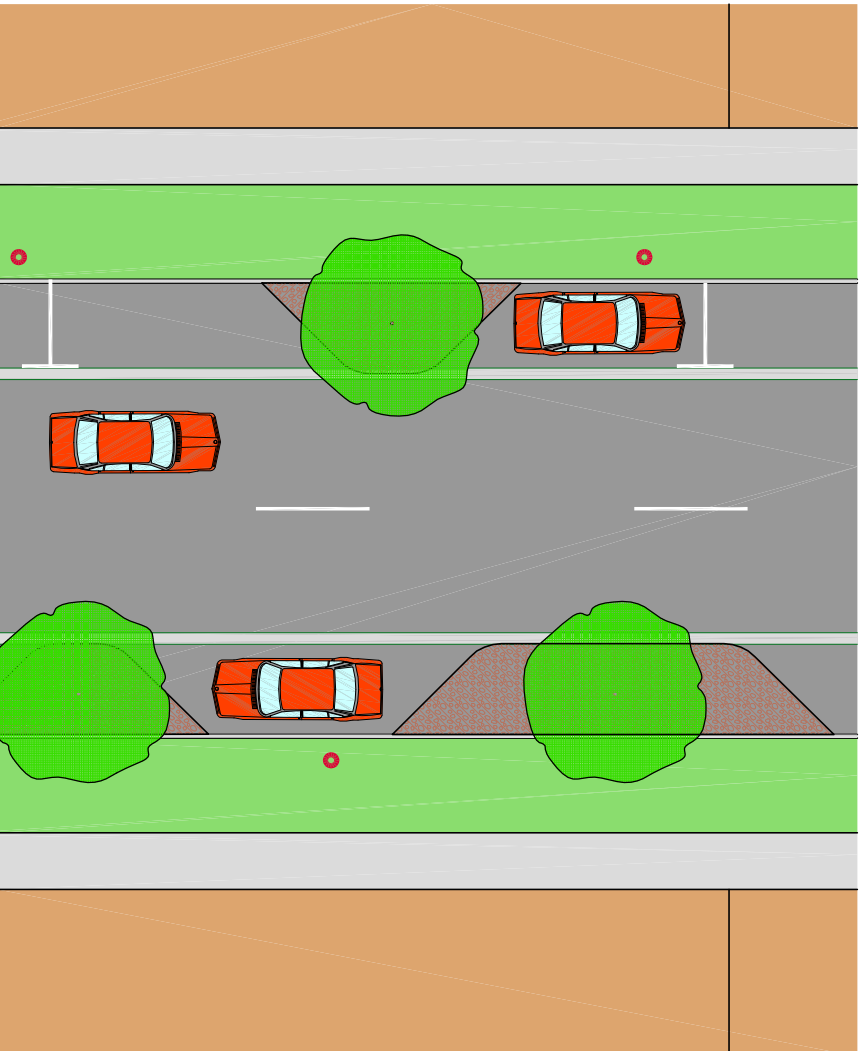
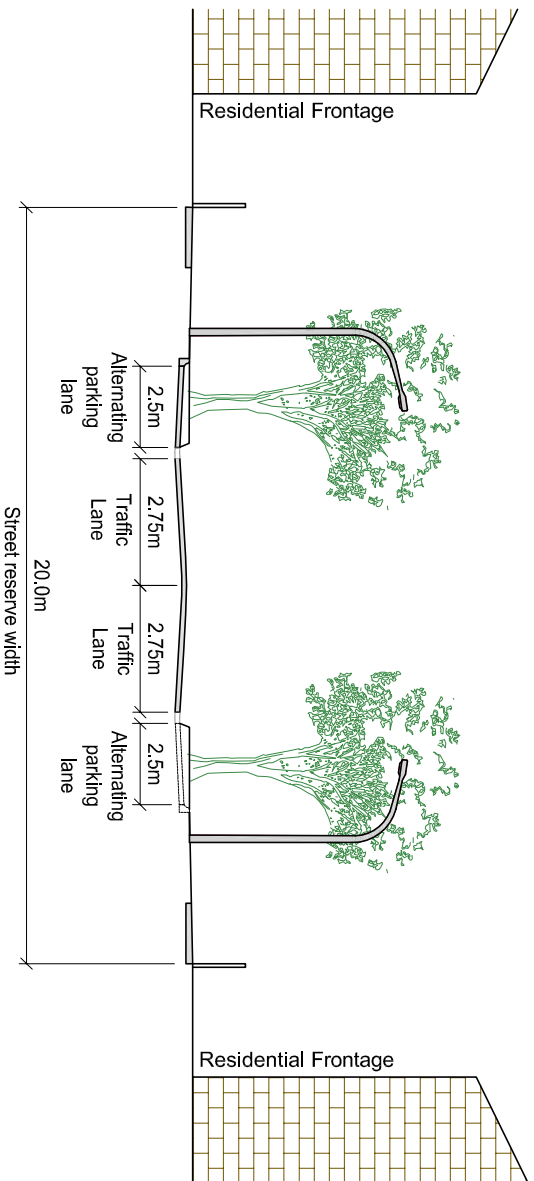
CARRIAGEWAY LOCATION & VARIATION NO 5

DEVELOPMENT CODE

W402

VERSION 1
AUG 09

1



- = Streetlights to be centrally located between street trees at 600mm from kerb
- ** Pedestrian based lighting to be addressed at time of design.

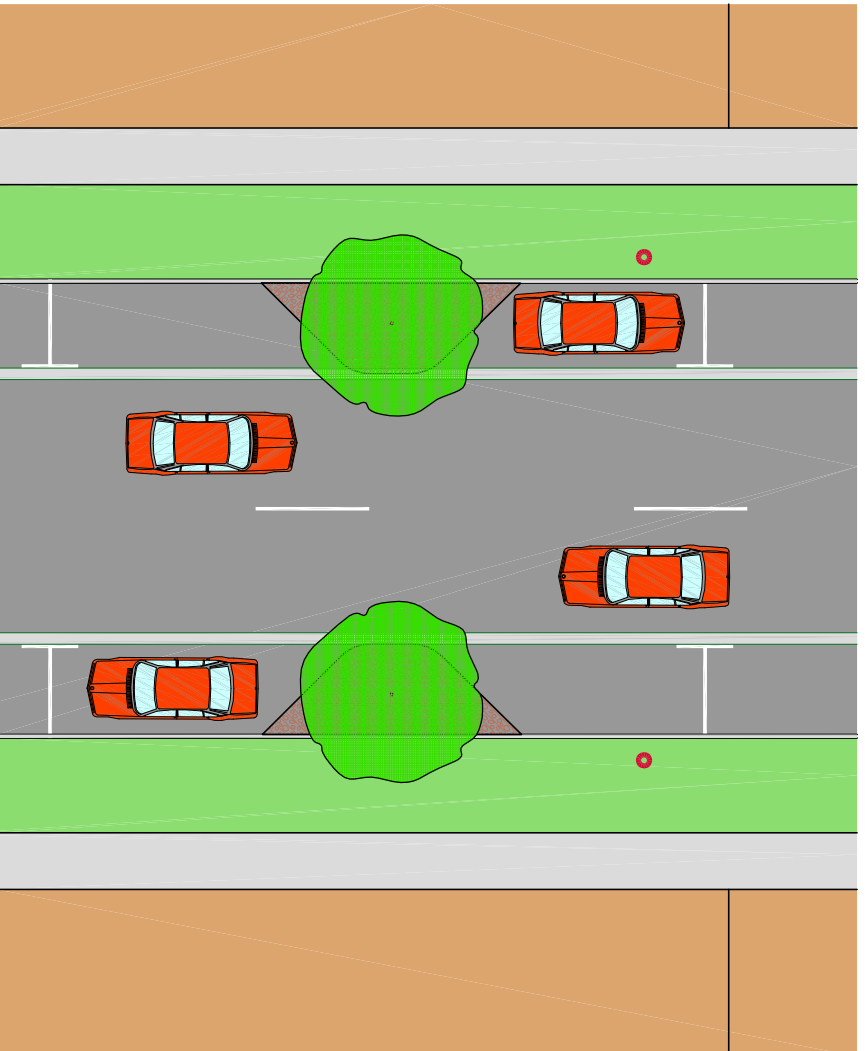
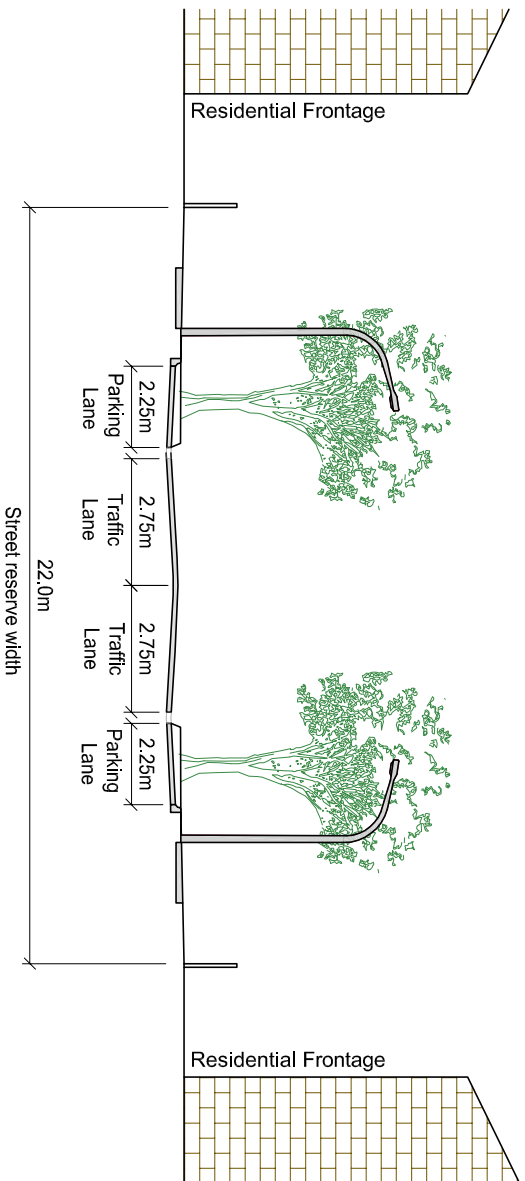
CARRIAGEWAY
LOCATION & VARIATION NO 6

W403

DEVELOPMENT CODE

VERSION 1
AUG 09

1



- = Streetlights to be centrally located between street trees at 600mm from kerb
- ** Pedestrian based lighting to be addressed at time of design.

CARRIAGEWAY
LOCATION & VARIATION NO 7

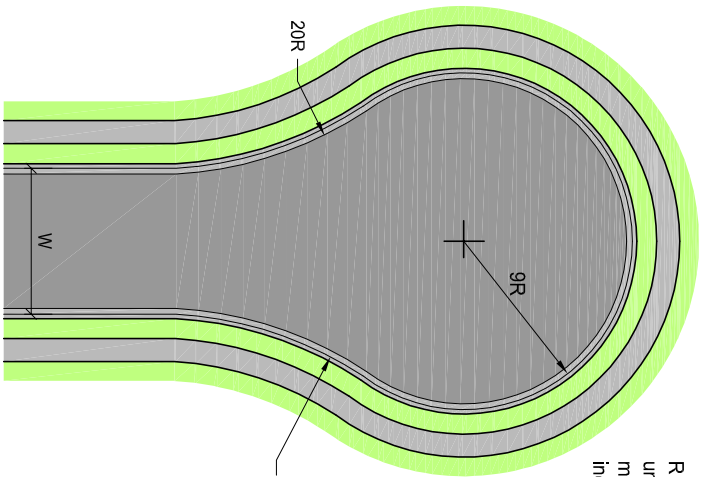
W404

DEVELOPMENT CODE

VERSION 1
AUG 09

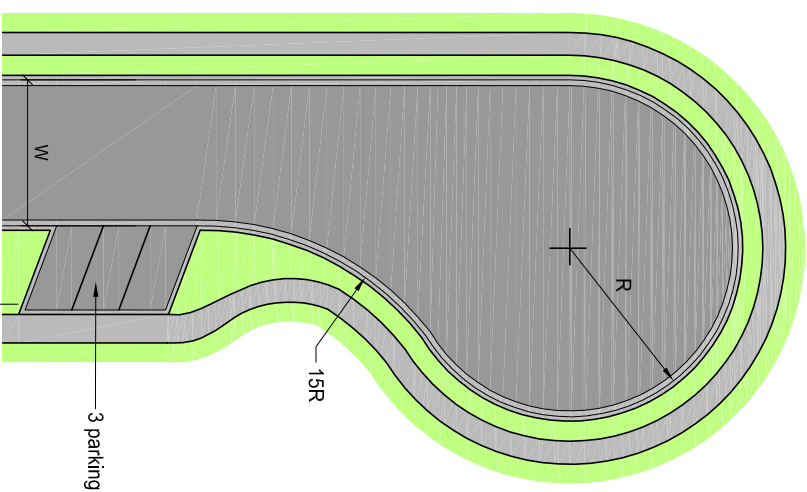
1

R = 8 to 9m if more than 15 units serviced or cul-de-sac more than 100m long including turning head



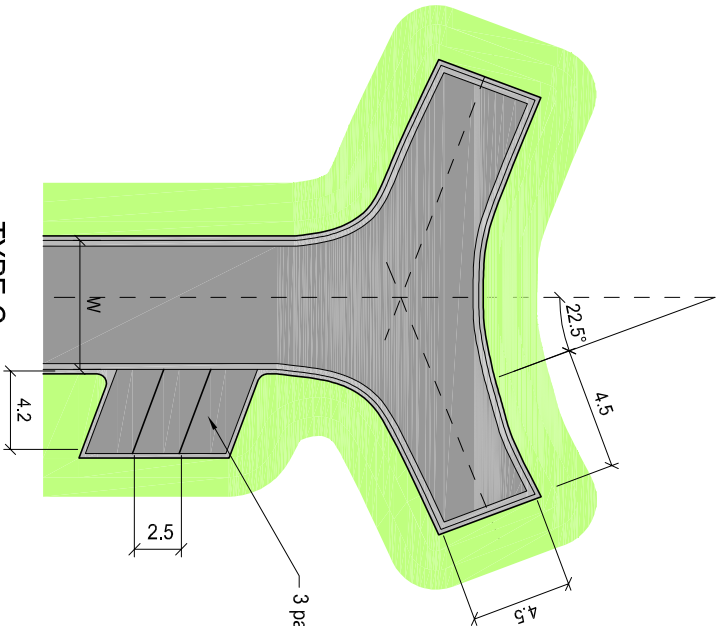
TYPE A

R = 6.5m if less than 15 units served and cul-de-sac less than 100m long plus three point turn area



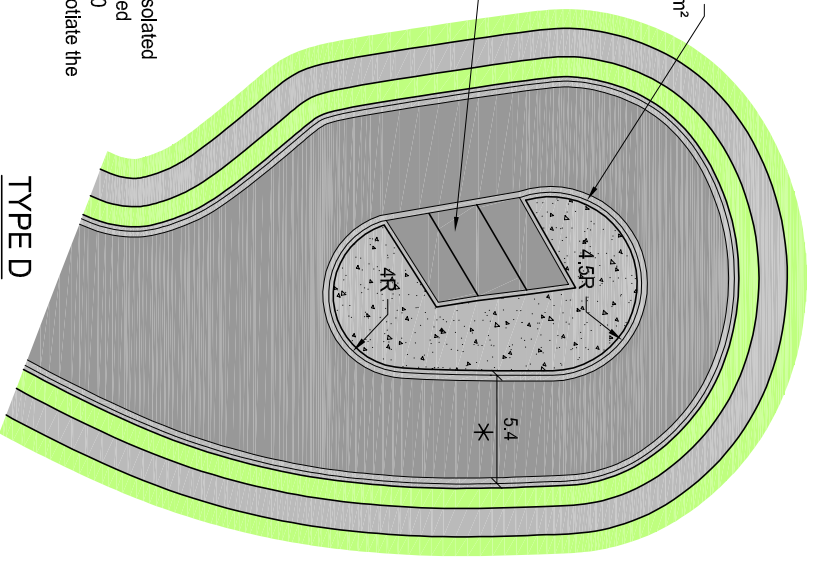
TYPE B

3 parking spac



TYPE C

W < 6.0
Maximum 12 household units on private rights of way only



TYPE D

* May be reduced to 4.0m in isolated short length clear of proposed driveways but ensure that 90 percentile truck can still negotiate the turning head

3 parking spaces

Mid island
area = 80m²

TURNING AREAS

W406

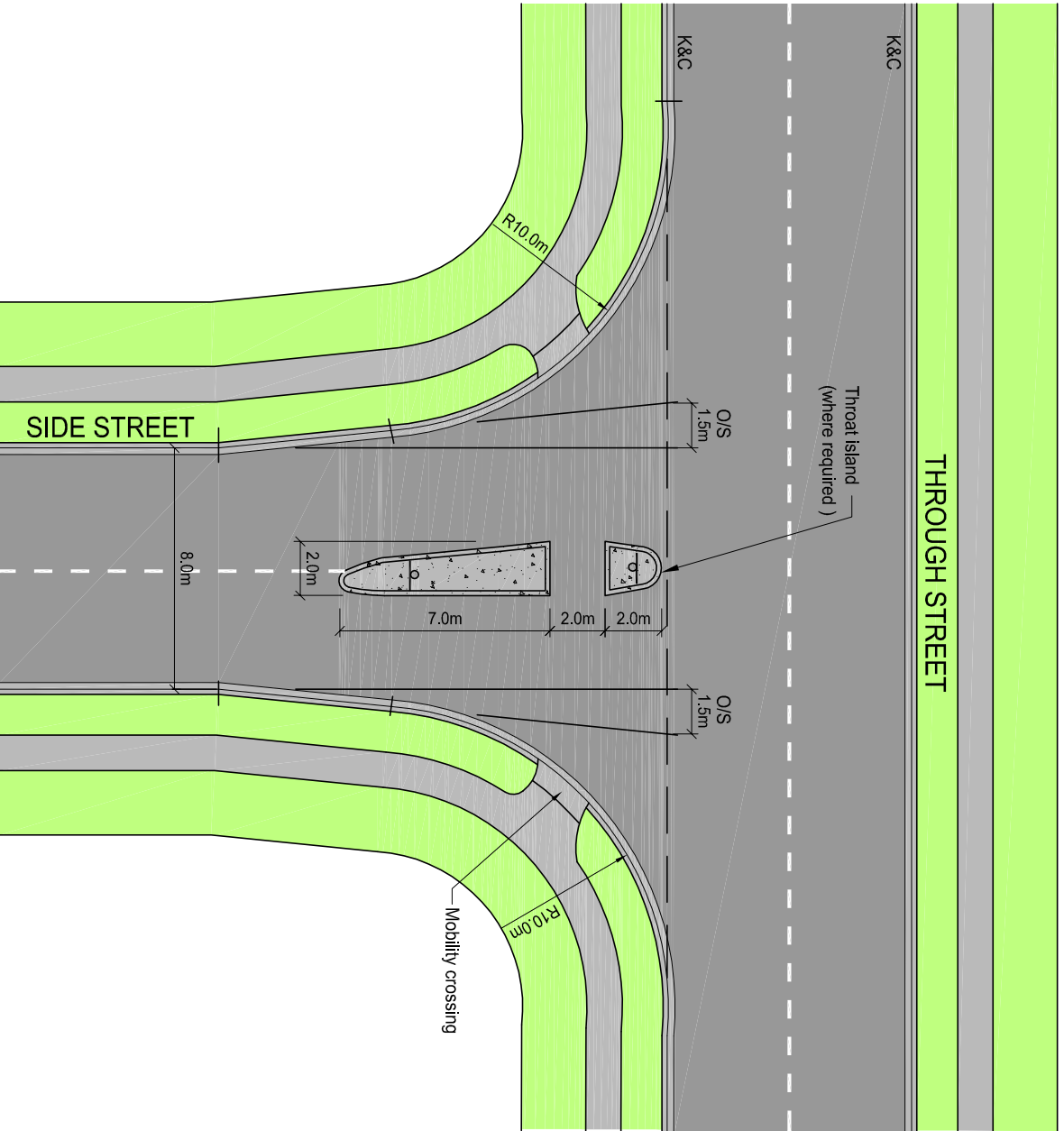
DEVELOPMENT CODE

VERSION 1
AUG 09

1

NOTES:

1. Designed for 90 percentile single axle truck.
2. Where the through street is wider than 8 metres both tangents at the corner radii shall be flared 1.5 metres.



RADIUS

10m for Carriageway width < 12.2 Residential
 12m for Carriageway width > 12.2 Industrial

T-JEE INTERSECTION DETAILS

W407

DEVELOPMENT CODE

VERSION 1
 AUG 09

1