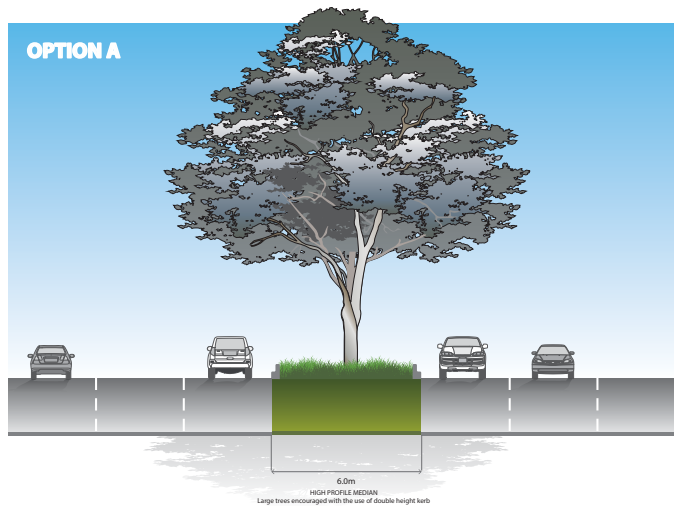
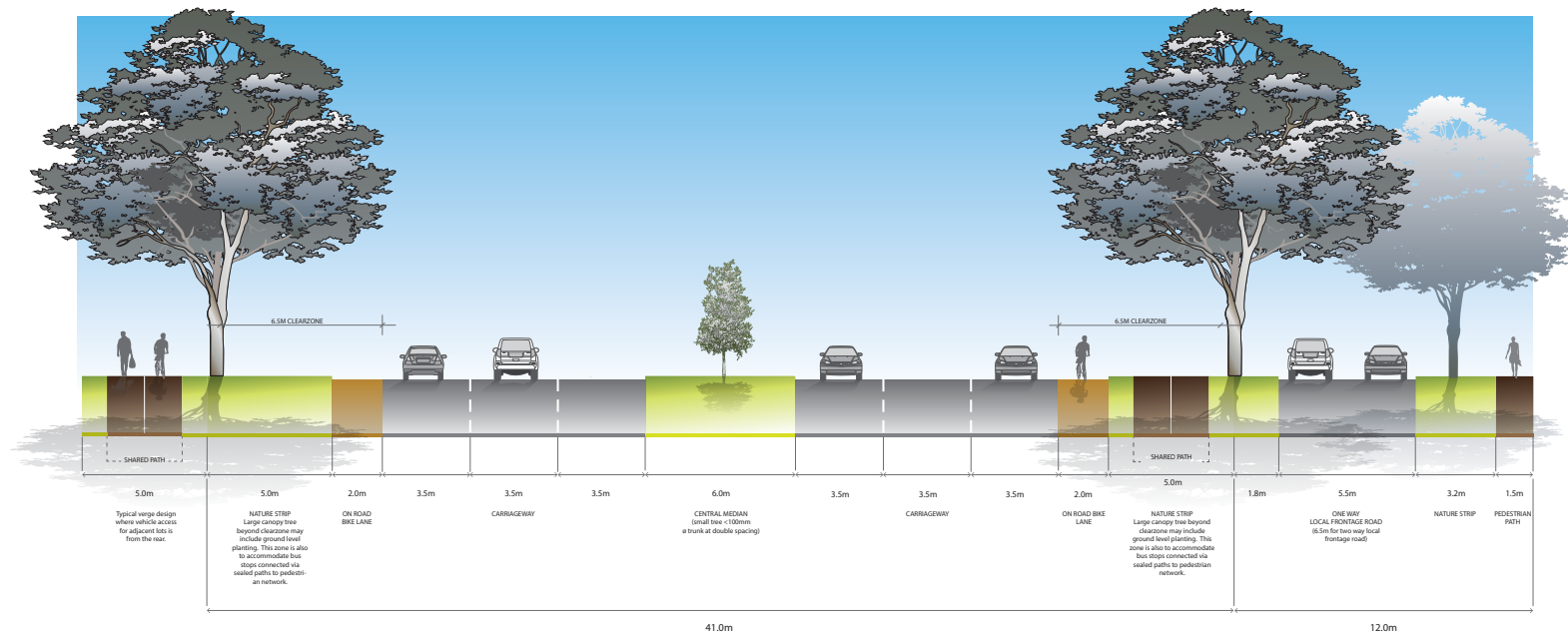
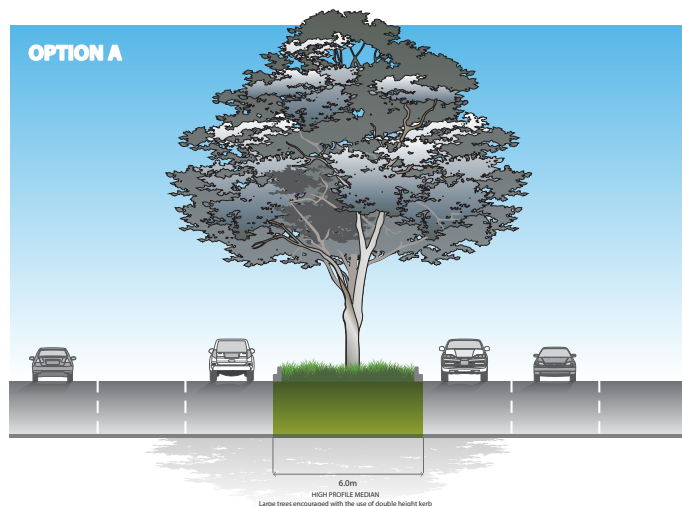
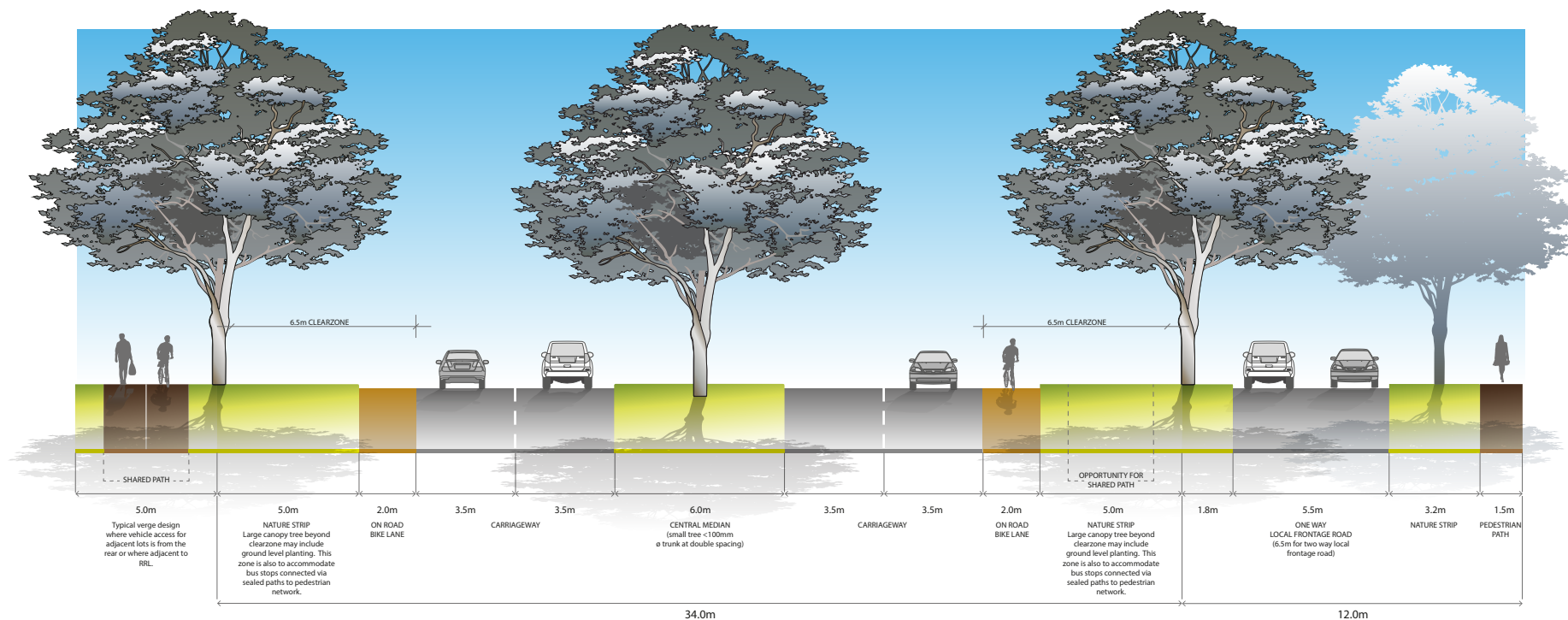


Appendix B: Street cross sections (standard)



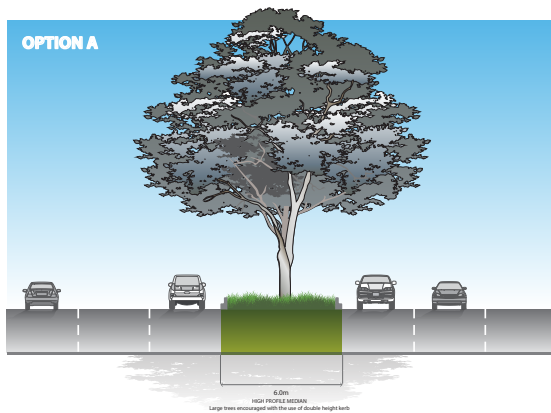
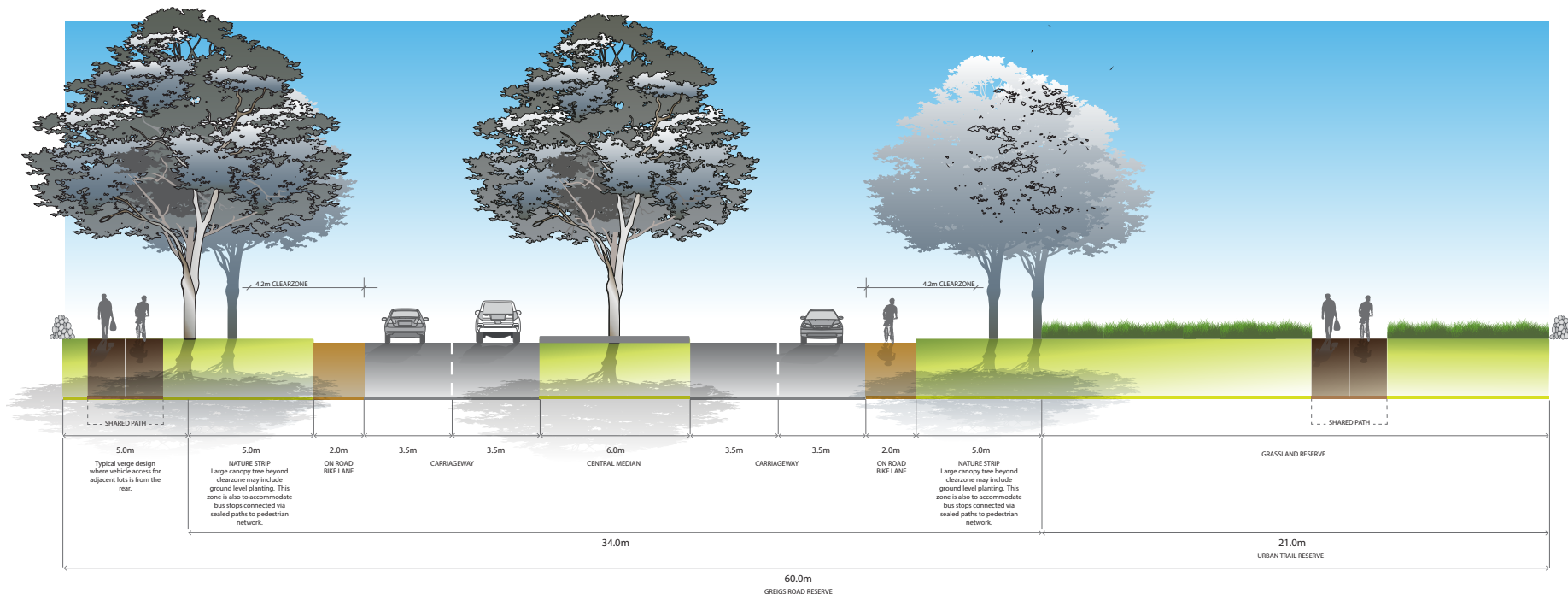
NOTES:

- Street tree size at maturity in accordance with relevant Council landscaping policy
- Includes typical residential interface both sides
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 6.5m clearzone assumes 80km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines
- Option A (60km/hr) – opportunity for high profile barrier kerb in strategic locations such as adjacent town centres or significant parkland, to enable large canopy tree planting
- Frontage road widths may vary subject to detailed design



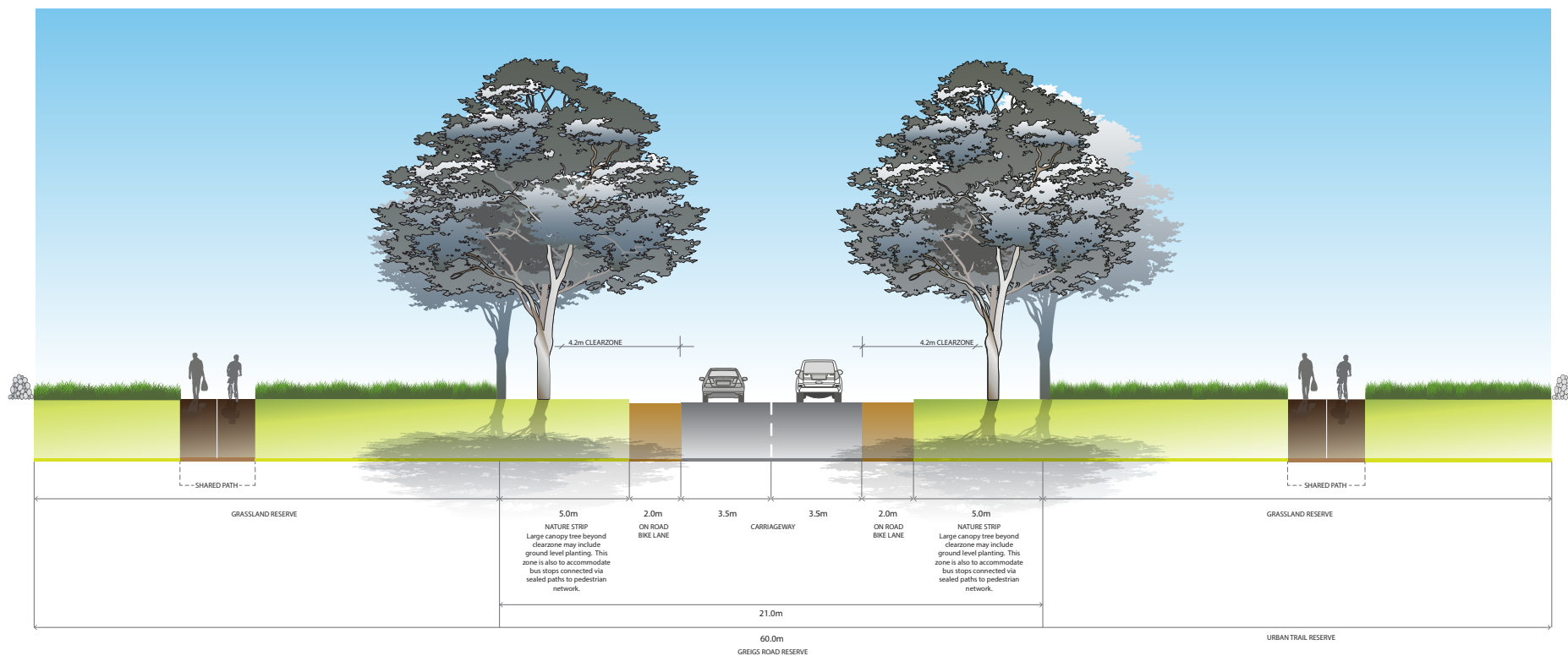
NOTES:

- Street tree size at maturity in accordance with relevant Council landscaping policy
- Includes typical residential interface both sides
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 6.5m clearzone assumes 80km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines
- Option A (60km/hr) – opportunity for high profile barrier kerb in strategic locations



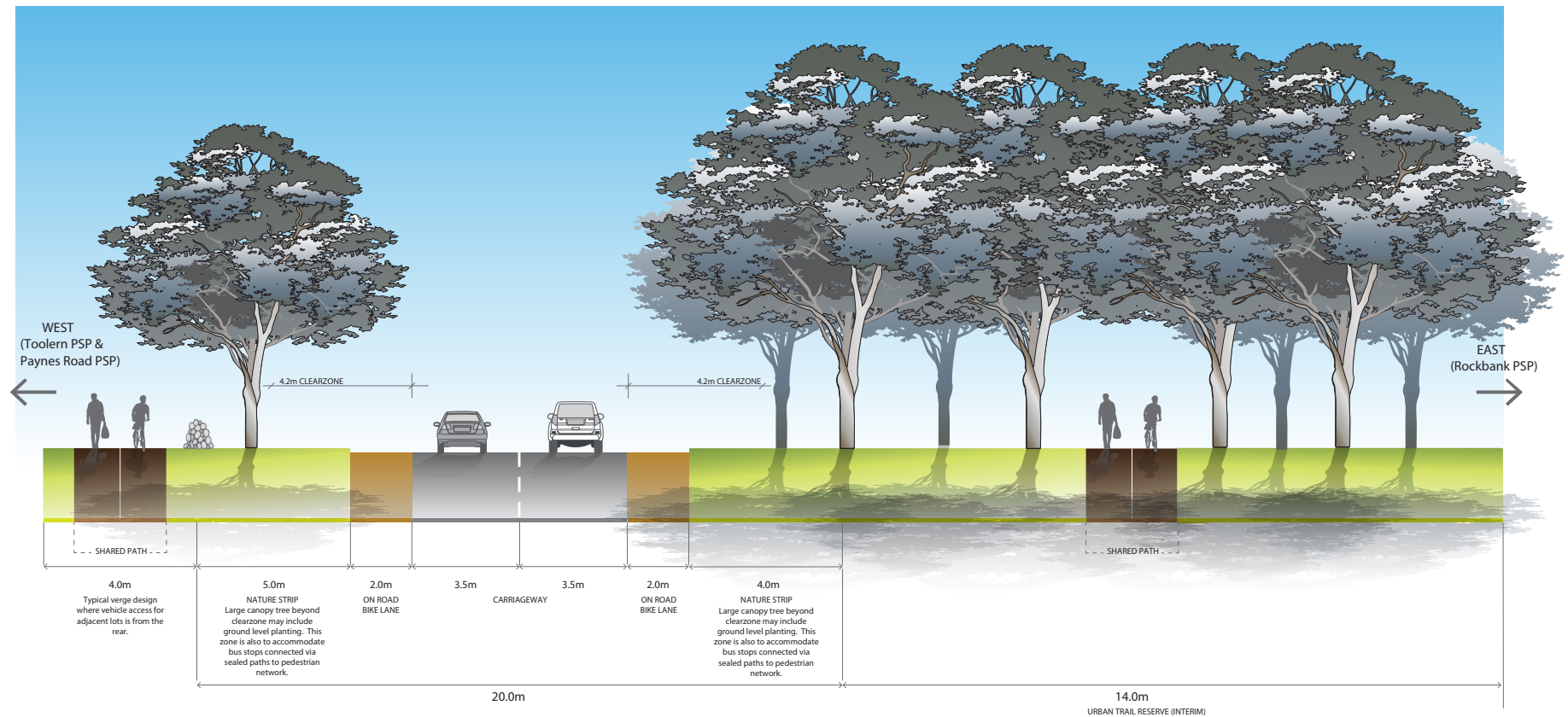
NOTES:

- Street tree size at maturity in accordance with relevant Council landscaping policy
- Includes typical residential interface both sides
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 4.2m clearzone assumes 60km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines
- Option A (60km/hr) – opportunity for high profile barrier kerb in strategic locations



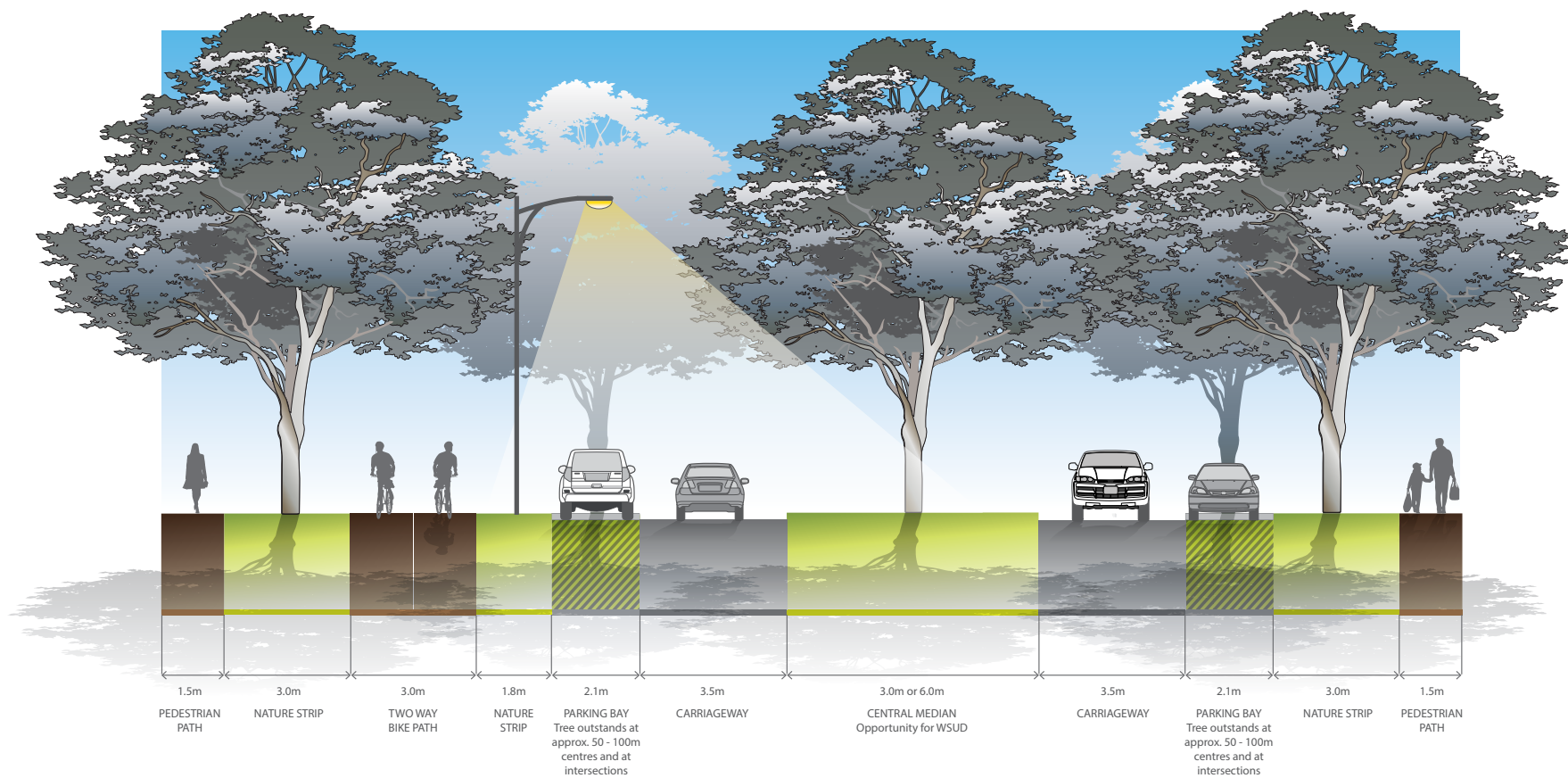
NOTES:

- Street tree size at maturity in accordance with relevant Council landscaping policy
- Includes typical residential interface both sides
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 4.2m clearzone assumes 60km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines



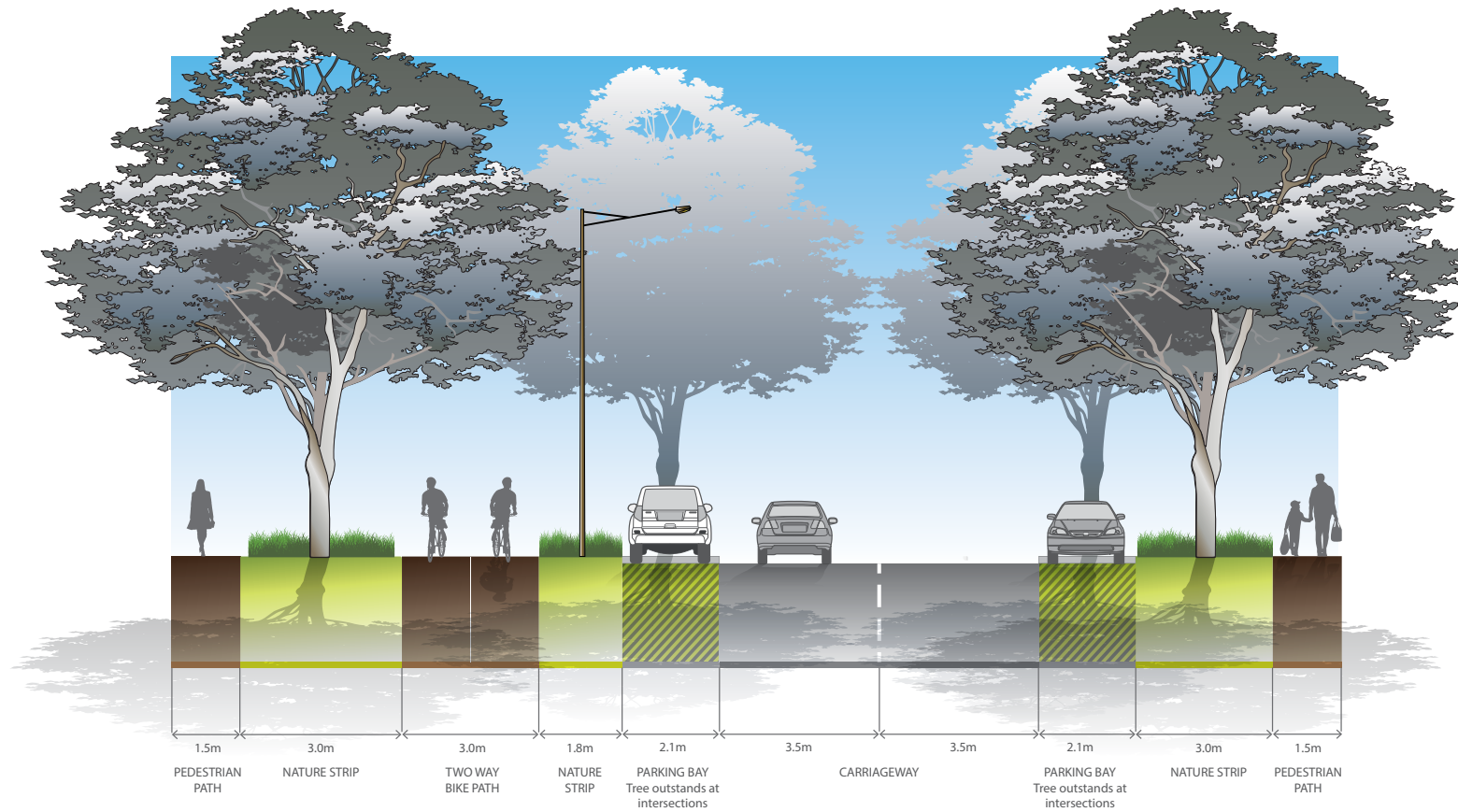
NOTES:

- Street tree size at maturity in accordance with relevant Council landscaping policy
- Includes typical residential interface both sides
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 4.2m clearzone assumes 60km/hr speed limit - where required clearzones are to be consistent with VicRoads guidelines



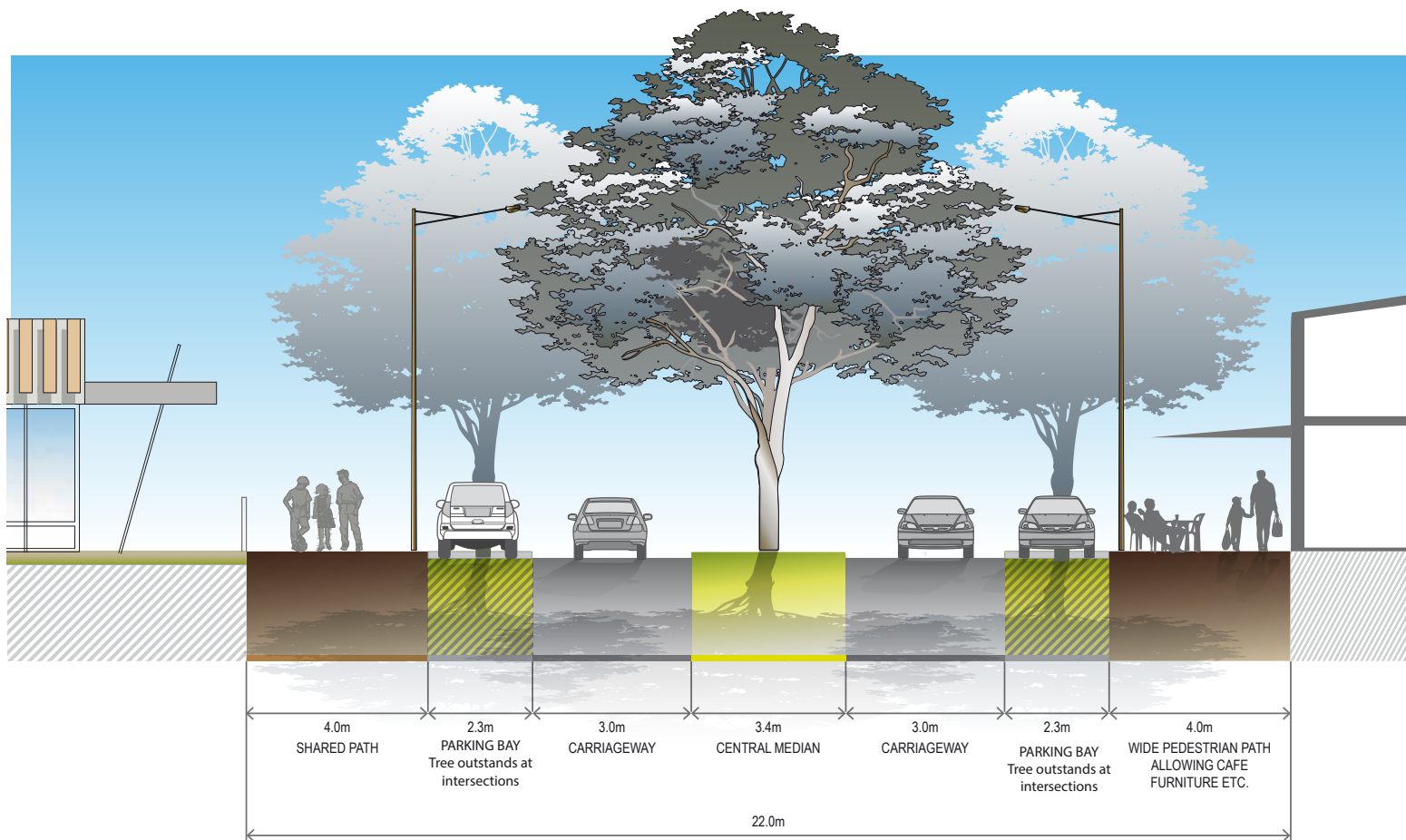
NOTES:

- Include a central median with large canopy trees to create a boulevard effect. Trees are to be centrally planted in median.
- Topsoil used in central medians is to be sandy loam, with a minimum depth of 200mm. The surface of medians is to be free-draining with a minimum cross fall of 2%, and is to be planted with warm season grasses.
- In areas where high pedestrian volumes are expected (e.g. around schools and town centres), central medians should be paved with harder wearing surfaces such as granitic sand or other pavements.
- Any garden beds in central medians are to be offset 1.5m from back of kerb.
- Kerb to central median is to be SM2 Semi-mountable kerb.
- Depending on the location of breaks in the median, provide intermediate pedestrian crossing points to accommodate mid-block crossings
- An alternative boulevard treatment can be achieved through a wider verge on one side capable of accommodating a double row of canopy trees.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



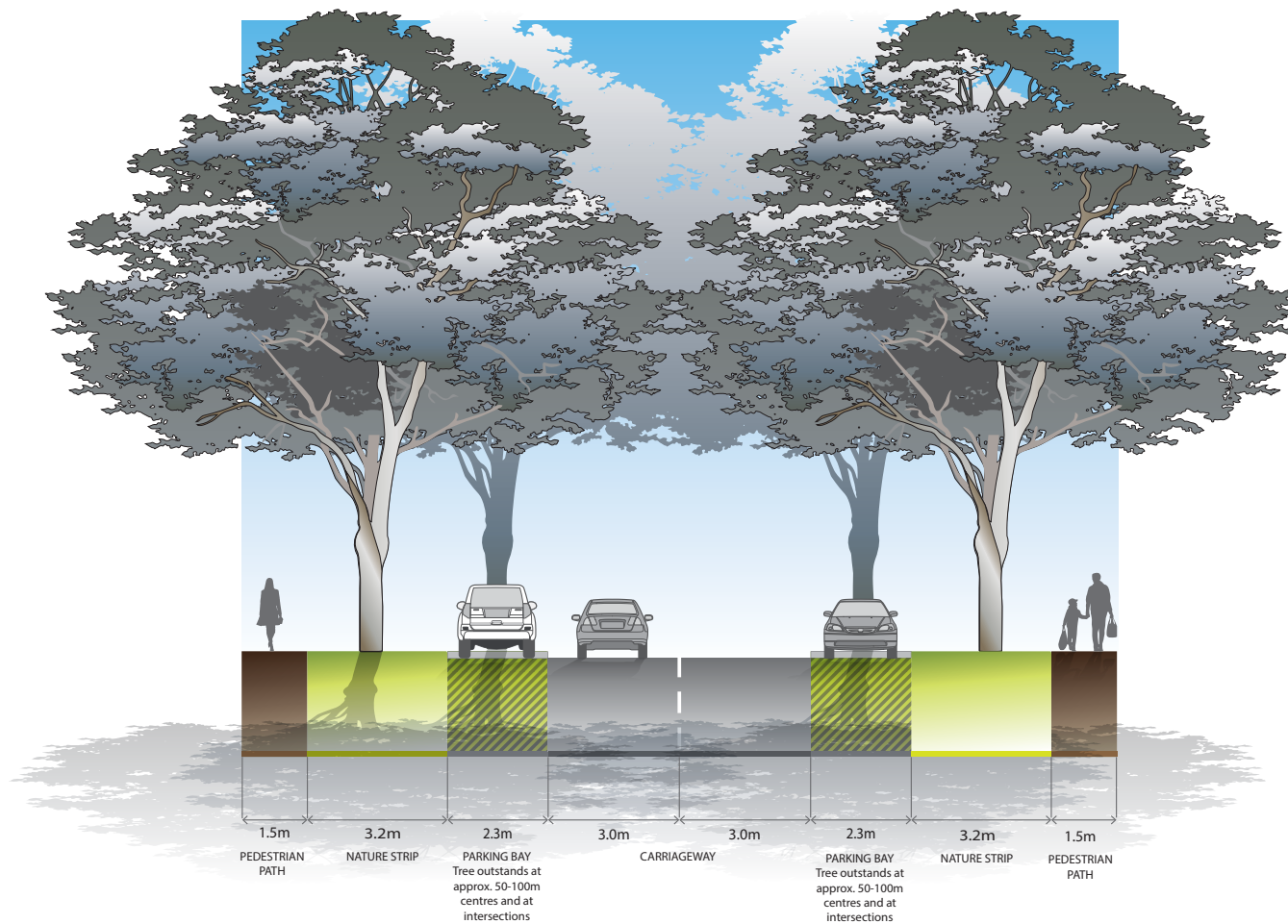
NOTES:

- Street tree size at maturity in accordance with relevant Council landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas.
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement.
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



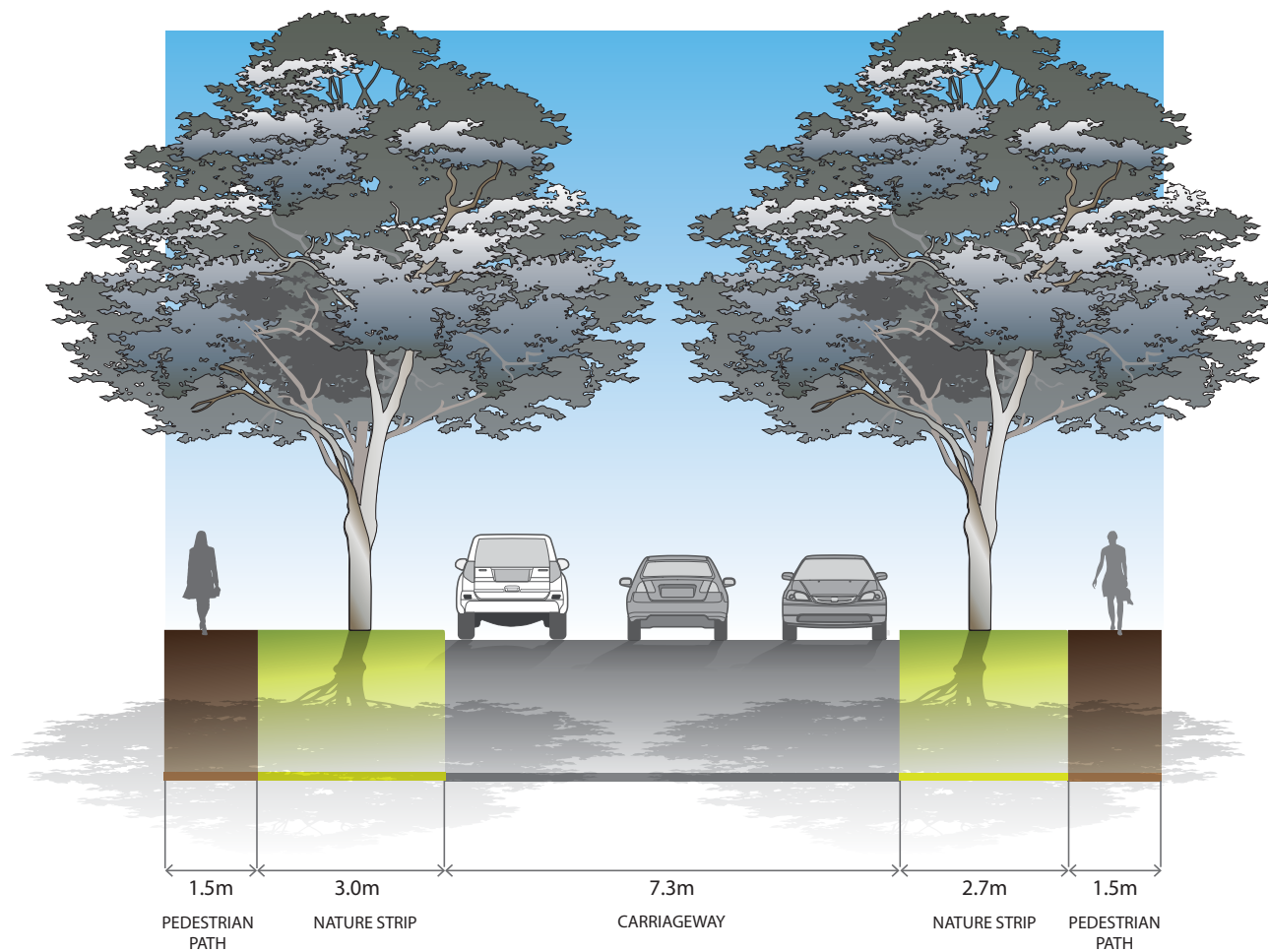
NOTES:

- Street tree size at maturity in accordance with relevant Council landscaping policy
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Where roads abut school drop-off zones and thoroughfares, grassed nature strip should be replaced with pavement. Canopy tree planting must be incorporated into any additional pavement
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority
- Road to be designed with traffic calming devices, including raised pedestrian crossings and roundabouts to achieve a speed limit of 30km/h to allow safe on road cycling



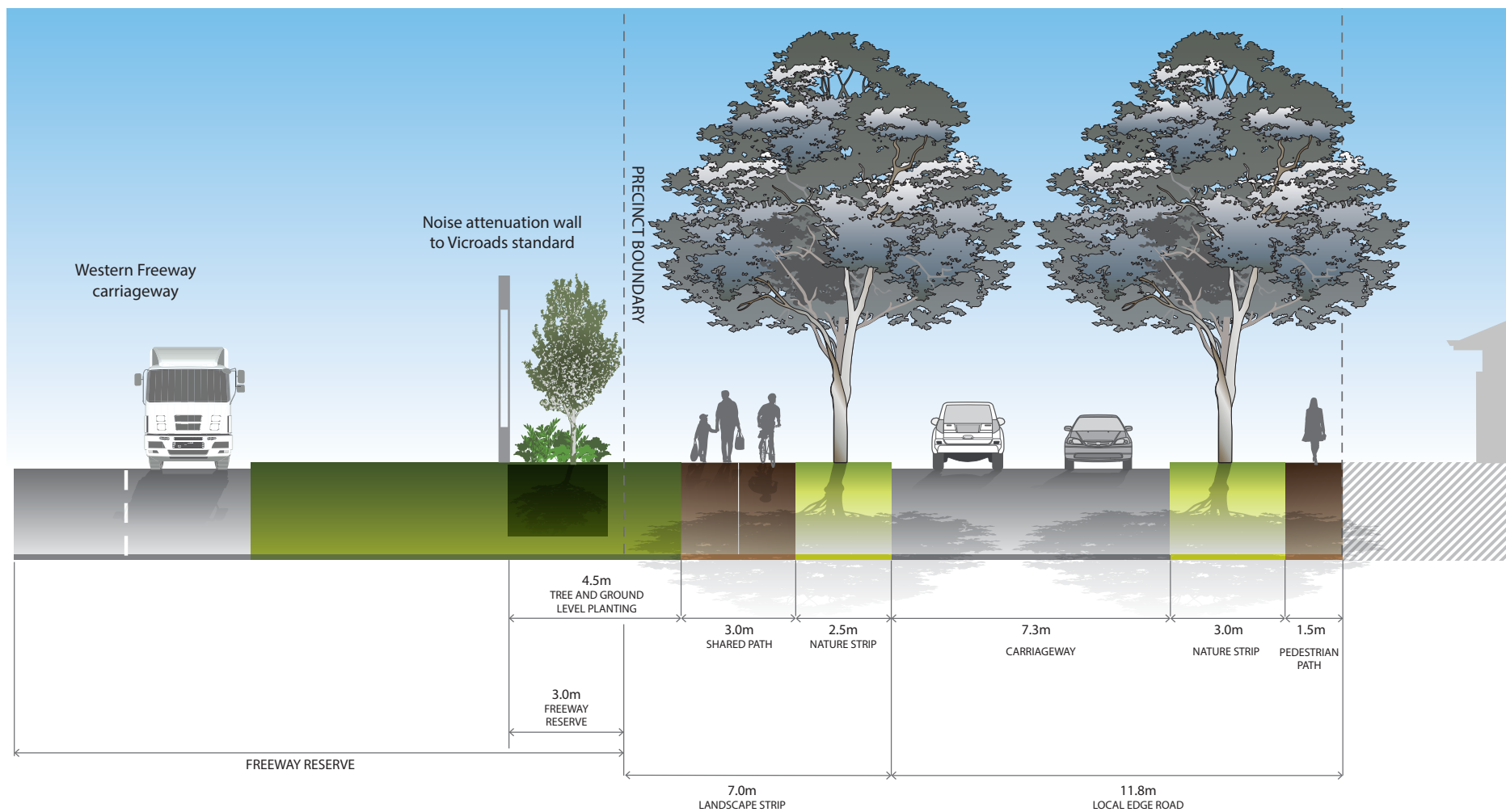
NOTES:

- Street tree size at maturity in accordance with relevant Council landscaping policy
- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



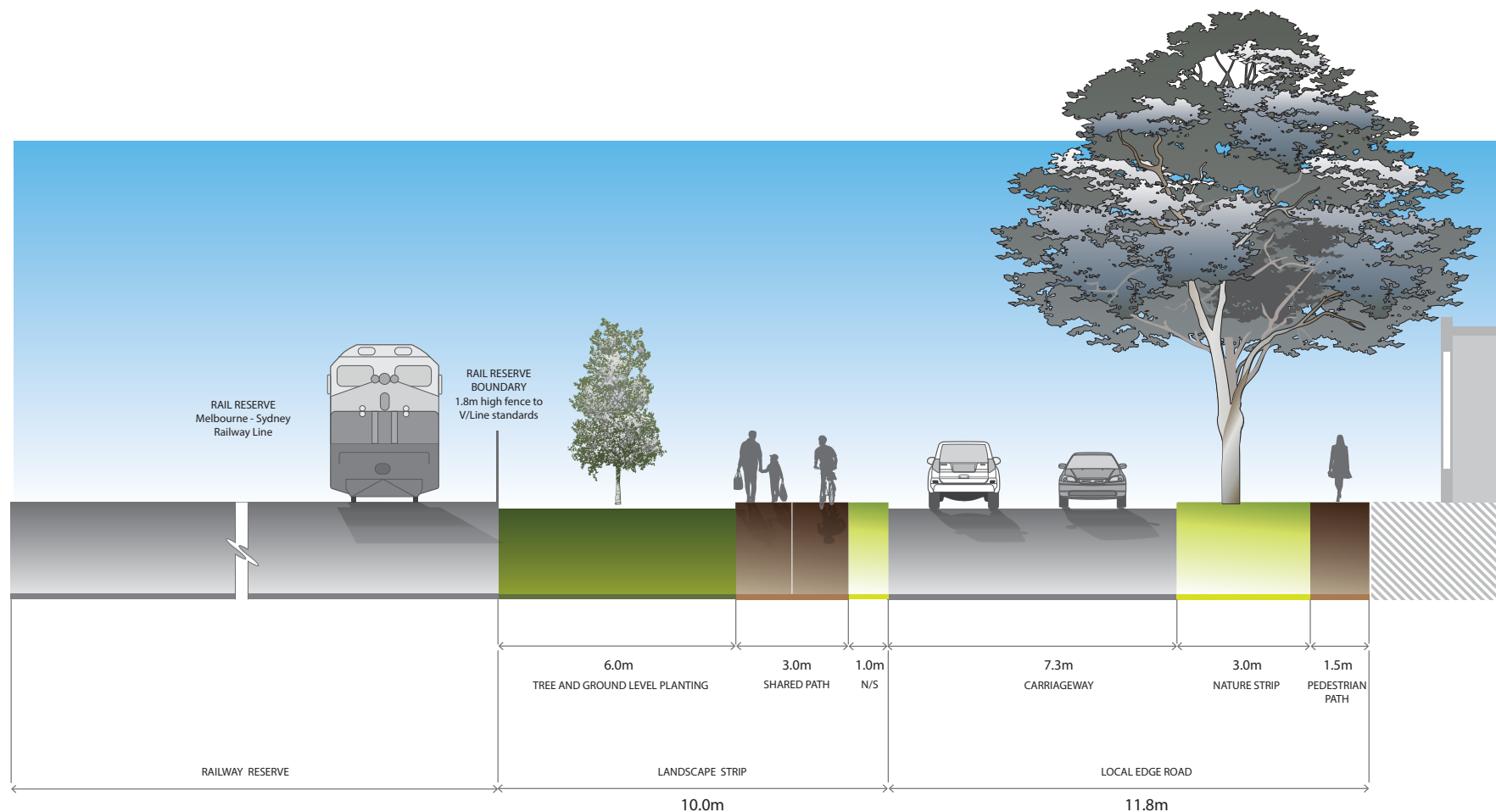
NOTES:

- Street tree size at maturity in accordance with relevant Council landscaping policy
- Minimum street tree mature height 12 metres
- All kerbs are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.



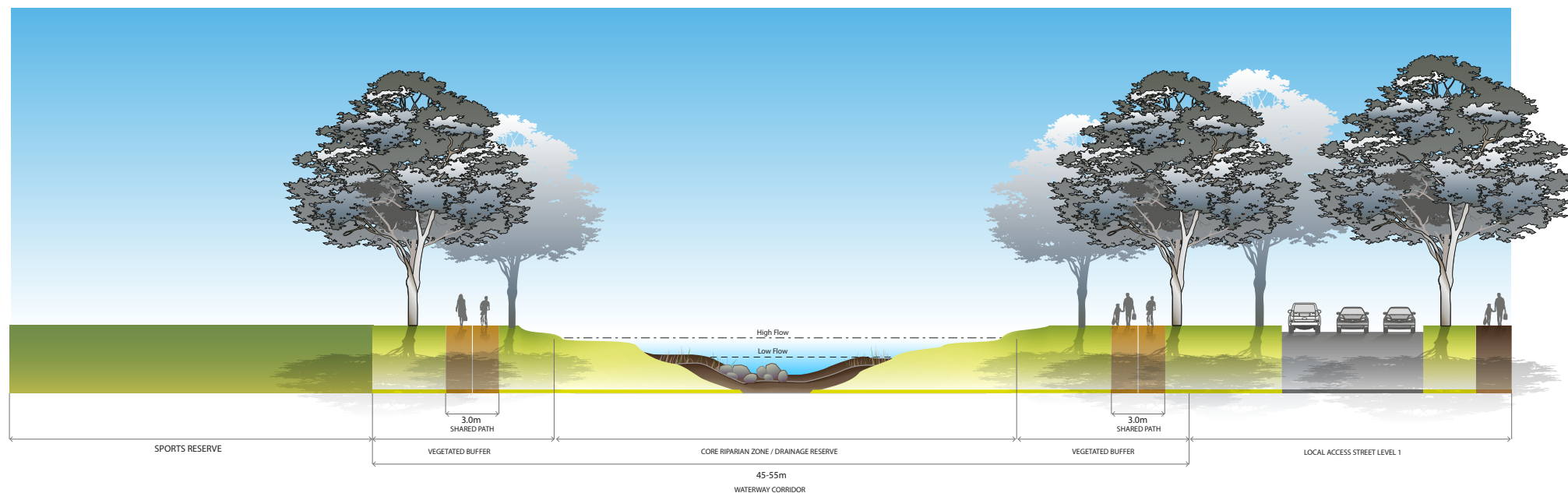
NOTES:

- Street tree size at maturity in accordance with relevant Council landscaping policy
- The shared path is to be located outside of the freeway reserve, unless a proposal to locate the path within the freeway reserve is approved in writing by VicRoads



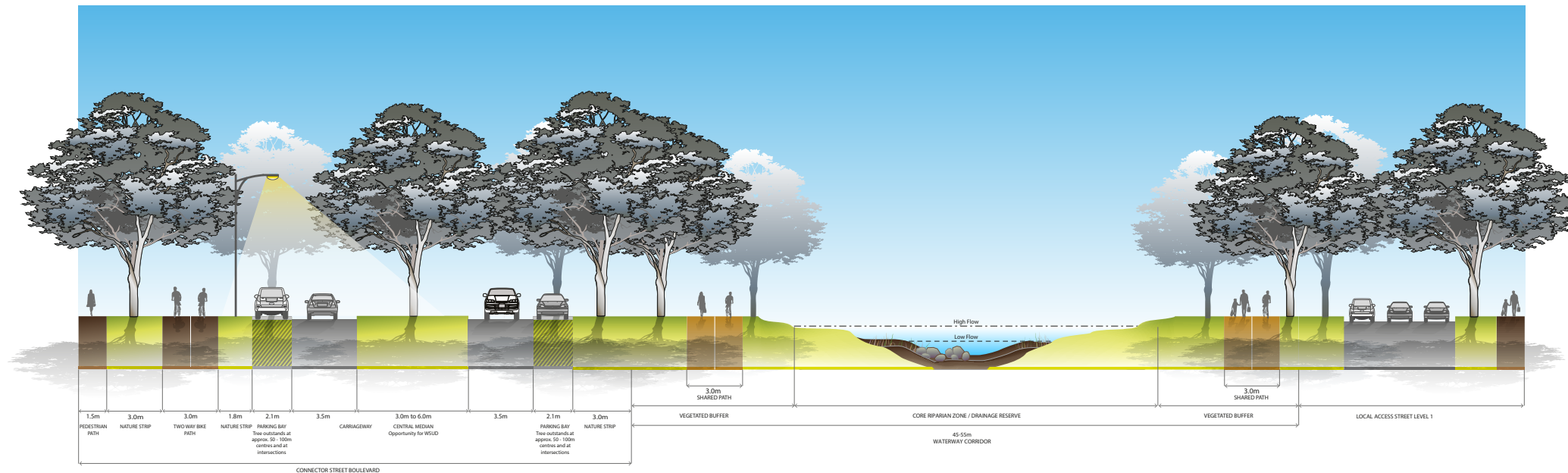
NOTES:

- Street tree size at maturity in accordance with relevant Council landscaping policy
- A shared path is to be provided along the Melbourne-Ballarat rail corridor reserve where shown on Plan 9
- The shared path is to be located outside of the rail reserve, unless a proposal to locate the path within the rail reserve is approved in writing by VicTrack



NOTES:

- Waterway widths are to be consistent with Plan 10 and subject to Melbourne Water approval
- Shared path placement is shown for both sports field and local access street interfaces for indicative purposes. The shared path network is shown on Plan 9.
- Indicative open space and road cross section shown abutting waterway.



NOTES:

- Waterway widths are to be consistent with Plan 10 and subject to Melbourne Water approval