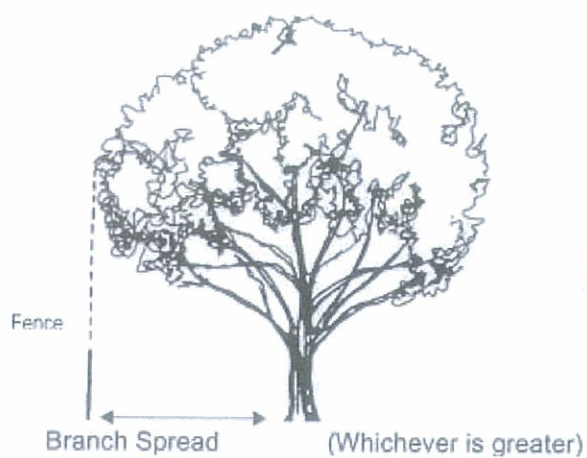
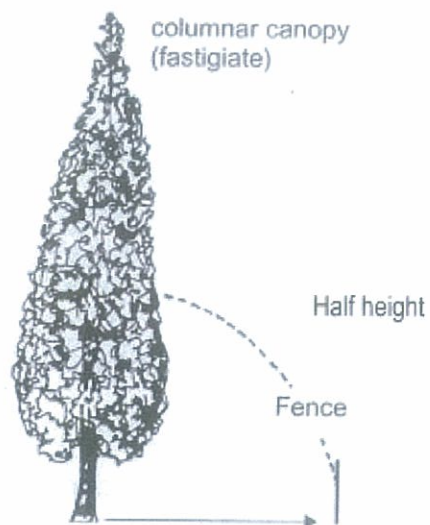
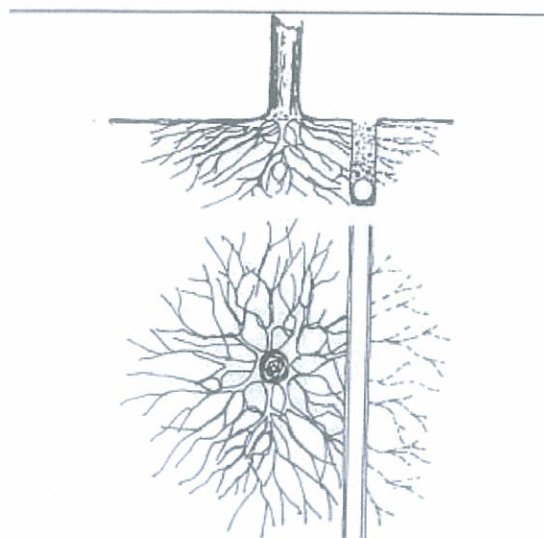


spreading canopy

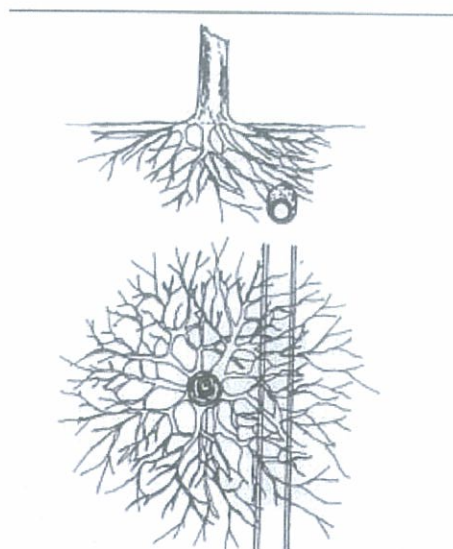


columnar canopy (fastigate)

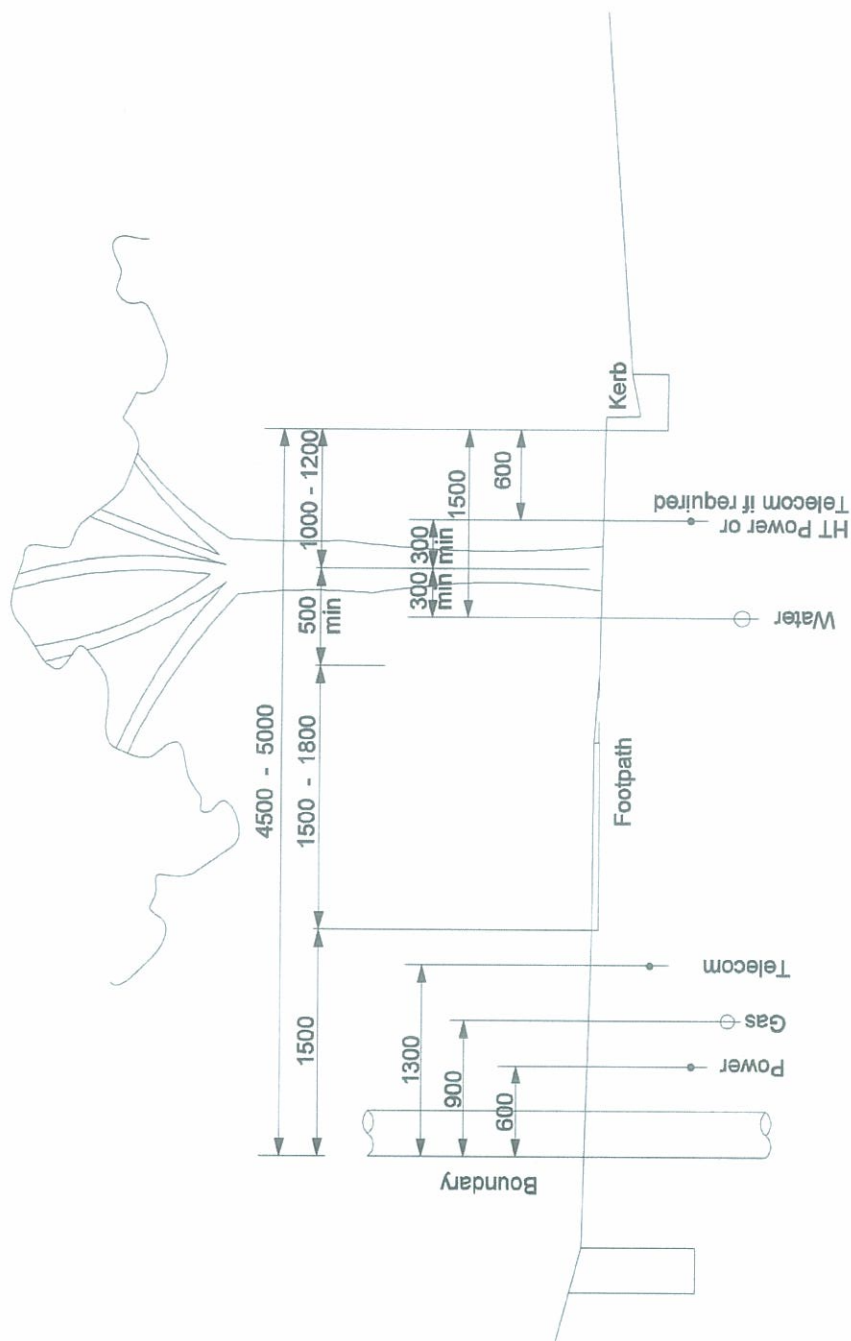




Trenching causes major damage to the root systems



Thrusting minimises damage to the root systems



NOTE:

This diagram is for the typical situation i.e. excludes 17a and 18a standard drawings

With a full complement of utilities, the minimum berm width required for street tree planting is 4150 mm.

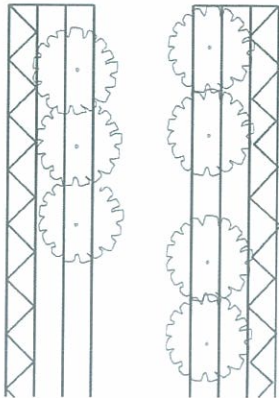
Without the HT Power or Telecom, the minimum berm width for street tree planting is 3850mm. If the footpath is wider than normal at 1800 mm, the required berm widths are increased to 4700mm and 4400mm respectively with and without HT Power or Telecom Utilities

If these minima cannot be met, Clause 7.3.2.2 applies (i.e. Trees provided in alternative locations).

Arterial roads ONLY

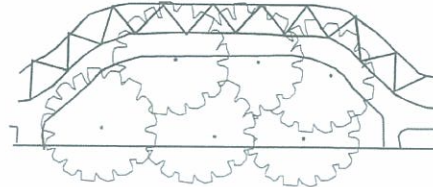
A. STANDARD DESIGN

- carriageway in centre of street reserve



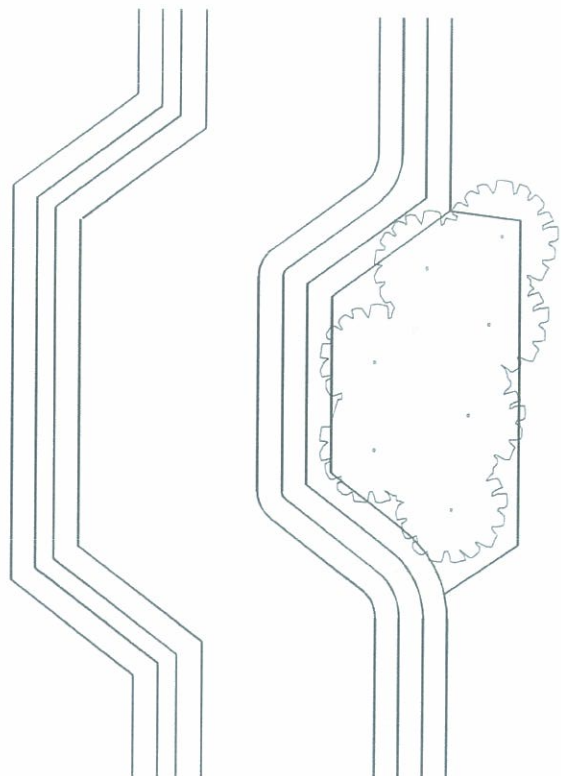
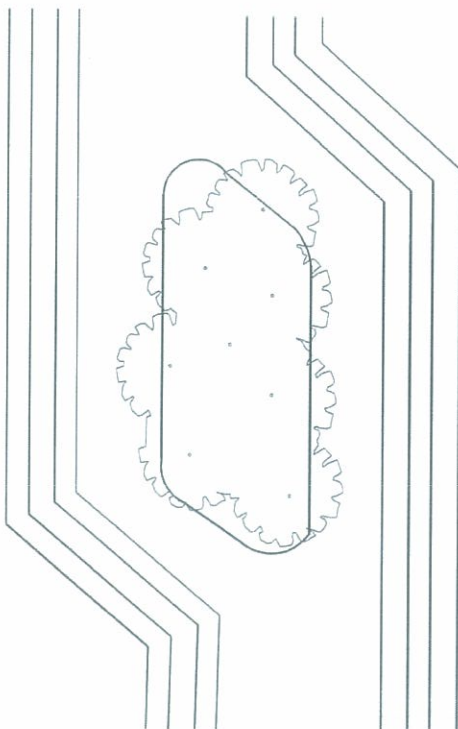
B. RESERVE WITH VARIATION

- at intersection increase in area may allow significant trees which give visual emphasis to the intersection, close views to houses, screening them from headlights



C. RESERVE WIDTH VARIATION

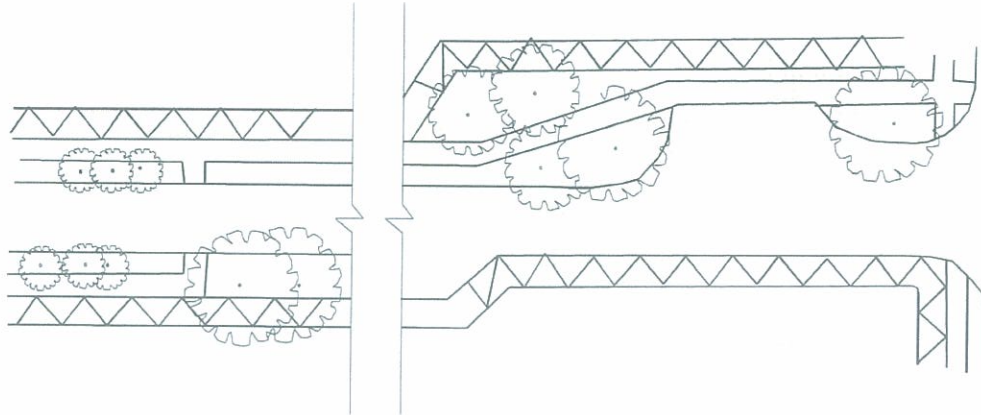
- increase in area may protect significant trees or remnant bush



A. FOOTPATH, CARRIAGEWAY AND RESERVE VARIATION

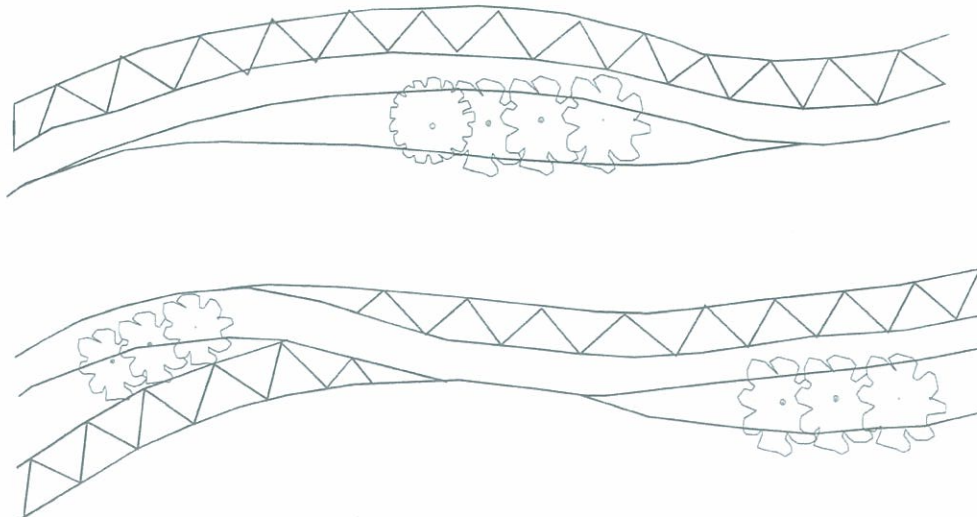
- for speed restriction, parking provision and more intimate street scale. Small radius curve at street entry and narrowed area act as speed control devices

Version 1

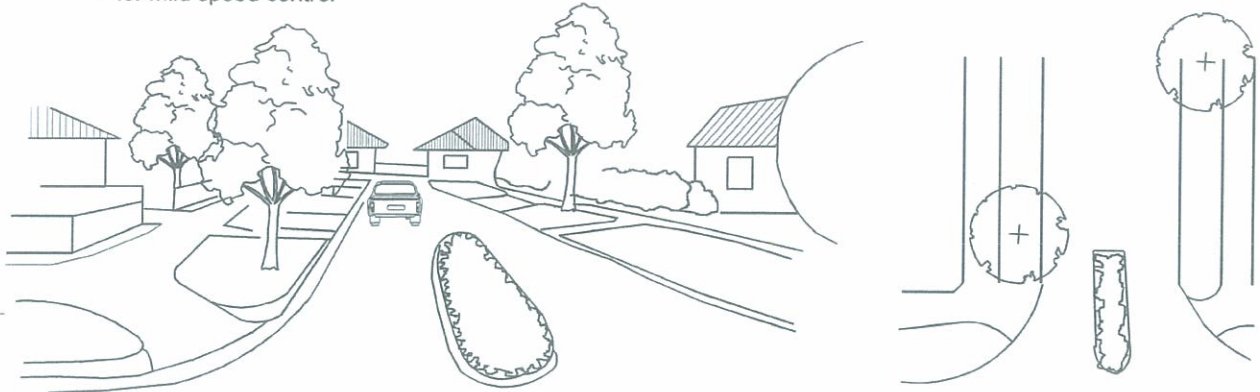


B. FOOTPATH AND CARRIAGEWAY VARIATION

- to discourage high speeds and vary the driver's experience of streetscape in an informal manner. Boundary planting links with private planting service strip can be located relative to boundary lines or footpath. Location adjacent to boundary extends the useable lawn-garden area. Location adjacent to outside edge of footpath provides pedestrian buffer zone

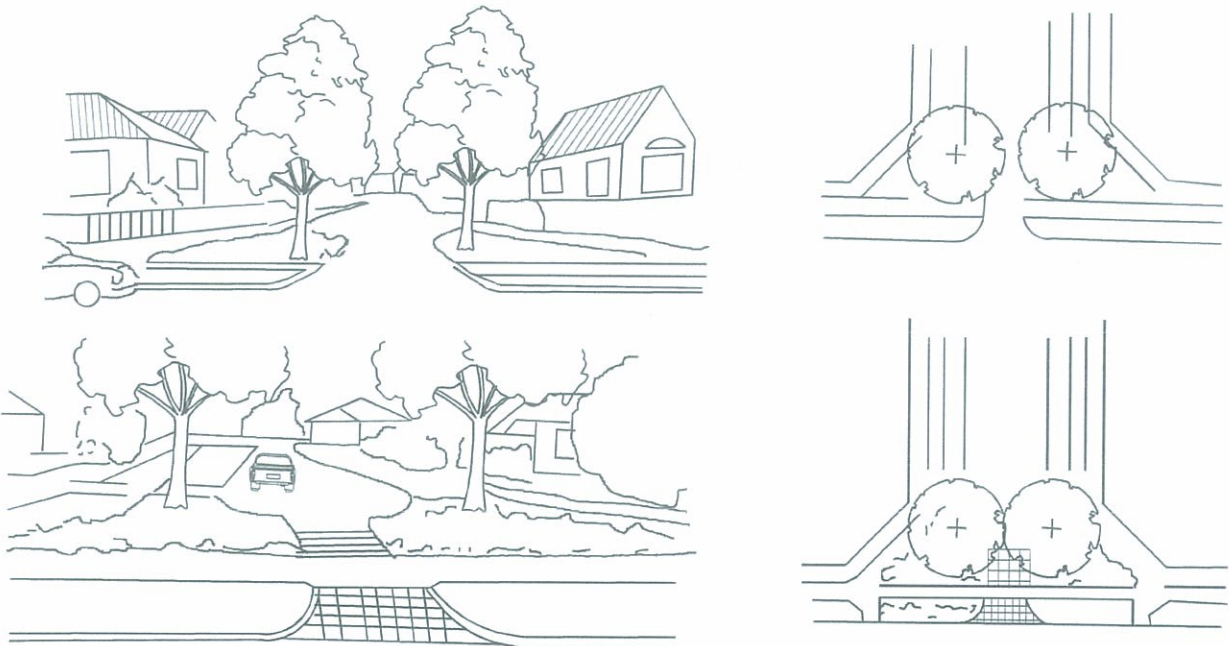


A. CARRIAGEWAY VARIATION - SPLITTER ISLAND
- for mild speed control



B. CARRIAGEWAY VARIATION - THRESHOLDS

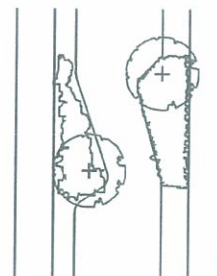
- Narrowing the entrance to a street, incorporating planting for reinforcement signifies a more pedestrian-orientated environment. Introduction of paving materials or incorporation of footpaths to improve speed control further reinforces the 'traffic route' vs 'residential zone' distinction



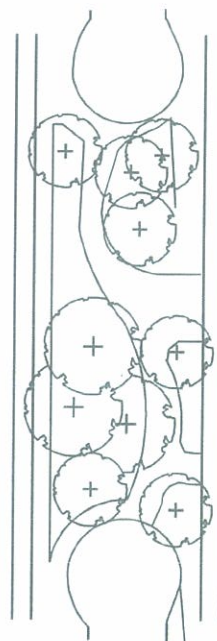
C. CARRIAGEWAY VARIATION - CHANGE OF ALIGNMENT AT INTERSECTION
- for mild speed control



A. CARRIAGEWAY VARIATION - ONE LANED ANGLED SLOW POINT
- for strong speed control



B. CARRIAGEWAY VARIATION - MEANDERING RESTRAINT ZONE
- for very strong speed control



C. CARRIAGEWAY VARIATION - TWO LANED ANGLED SLOW POINT
- for moderate speed control

