APPENDIX C  Road cross sections

NOTES:
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure C06 in Engineering Design and Construction Manual for Subdivisions in Growth Areas (April 2011)
**Section 2**

Secondary Arterial Road (35.0m)

Residential Interface with Dry Stone Walls

**NOTES:**
- 1.5m Clearzone assumes 60km/hr speed limit
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be R2 Barrier Kerb as per Figure C03 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
Section 3
Secondary Arterial Road (34.0m)
Conservation Area 7 - Conservation Area Interface
Section 4
Secondary Arterial Road (34.0m)
Conservation Area B - Conservation Area Interface
### Section 5

**Secondary Arterial Road 4 lane (34.0m)**

Inside 60m Reserve (Greigs Road)

---

**NOTES:**
- Includes typical residential interface
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be SU2 Barrier Kerb as per Figure 0038 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
NOTES:

- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 3D(i) in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- See VicRoads Tree Planting Policy. Large trees within the road reserve to be protected by safety barriers, else small tree <100mm trunk at double spacing)
Section 7
Arterial Road
Hopkins Road Interface with Gas Easement (Interim)

NOTES:
- Kerbs for arterial carriageways are to be SM2 Semi-Mountable Kerb, and local frontage roads are to be B2 Barrier Kerb as per Figure 026 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011).
Section 8
Connector Street (25.0m)
Standard - Residential

NOTES:

- 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.
- Verve widths may be reduced where roads abut open space with the consent of the responsible authority.
- Where road abuts open space, cross section to be delivered within open space reserve as indicated. Where road abuts Mt Atkinson Volcano Cone Reserve, street planting will be shrubs.
Section 9
Connector Street (28.0 - 31.0m)
Standard - Boulevard

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 granite 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.
Section 10

Connector Street (26.0m)
Standard - Industrial

NOTES:

- All kerbs are to be B2 Barrier Kerb as per Figure 038 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011).

- Where roads abut 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.
Section 12

Connector Street (23.6m)
Commercial Frontage – Railway Interface

NOTES:
- 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.
**Section 13**

**Local Access Street Level 2 (20.0m) Standard**

NOTES:
- 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
- Where road abuts open space, cross section to be delivered within open space reserve as indicated. When roads abuts Mt Atkinson Volcanic Core Reserve, street plantings will be shrubs
- Where road abuts school drop off zones, grass nature strip areas are to be replaced with pavement
Section 14
Local Access Street Level 2 (23.0m)
Green Link

NOTES:
- All kerbs are to be R0 Barrier Kerb as per Figure 608 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.
Section 15
Outer Metro Ring (14.3m)
Residential Frontage

NOTES:
- OMR wall should be delivered by VicRoads
- All kerbs are to be B2 Barrier Kerbs as per Figure 009 in Engineering Design and Construction Manual for Subdivision in Growth Areas
- Verge widths may be reduced where roads abut open space with the consent of the responsible authority.
Section 16
Industrial Access Street (22.0m)

NOTES:
- All kerbs are to be B2 Barrier Kerb as per Figure 006 in Engineering Design and Construction Manual for Subdivisions 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.
Section 17
Town Centre Main Street (23.1m)

NOTES:

- Kerbs for arterial carriageways are to be B2 Barrier Kerb as per Figure 008 in Engineering Design and Construction Manual for Subdivision in Growth Areas (April 2011)
- 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.
Section 18
Local Access Street Level 1 (16.0m) Standard

NOTES:

- All kerbs are to be B2 Barrier Kerb as per Figure 603 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:
1. All kerbs are to be B2 Barrier Kerbs as per Figure 008 in Engineering Design and
   Construction Manual for Subdivision in Growth Areas (April 2011)
2. Street tree planting must be indigenous to the area, and to the satisfaction of the
   responsible authority

Conservation Interface Zone:
3. Trees should not be planted within 10 metres of the conservation area boundary
4. The conservation area must be fenced appropriately to protect biodiversity values to the
   satisfaction of the Department of Environment, Land, Water & Planning
5. All necessary fire breaks must be located outside the conservation area

Section 19
Local Access Street Level 1 (16.0m)
Conservation Area 7 & 8
NOTES:

- Tree planting in varying locations in nature strip, in groups or clusters
- Minimum offset of tree trunks 0.6m from back of kerb and footpath edge
- Variations to indicative cross-section may include water sensitive urban design (WSUD) outcome. These could include but are not limited to bioretention tree planter systems and/or median bioretention swales. Such variations must be to the satisfaction of the responsible authority.
NOTES:

- Footpath in varying locations in nature strip
- Tree placement adjusts in response to footpath location
- Minimum offset of footpath 1.0m from back of kerb and 0.6m from tree trunks
- Design of meandering footpath is to consider bin placement on nature strips, access to letter boxes for mail delivery, interface with driveways, definition of front allotment boundary and accommodation of bus stops