

Table 3: Residential Streets and Road Types

Street Type	Verge Width	Street Reserve Width Avge	Kerb Type	Street Longitudinal Grade Max	Pavement Treatment	Footpath Requirement	Parking Provision within Street Reserve	Entrance Kerb Return Radius
Access Street	4.0 min	16	Layback	16%	AC, paving block or stamped or patterned concrete	No	Carriageway	5
Local Street	4.5 min	18	Layback	16%	AC	1.2m	Carriageway	6
Laneway	1 min	7	Barrier or concrete V-drain	16%	AC or concrete	No	No	5
Collector Street	4.5 min	20	Barrier	16%	AC	1.2m	Carriageway	8
Local Distributor		22	Barrier	16%	AC	1.2m or 2m cyclepath	No Parking	8

Table 3 (Part 2): Large Residential Development

Allotment Size	Gutter	Drainage	Table 3 and Table 3 (Part 2) Notes: a. Each verge must be of sufficient width to accommodate relevant services, plantings. b. The minimum street reserve widths apply after satisfying the other criteria within this table and possible future pavement widening to 5m. c. An integrated design of street and building layout is necessary for speed control and to achieve the optimum result. Appropriate considerations are required for the collection of waste. d. A minimum kerb radius is desirable for pedestrian safety and control of vehicle speeds. A threshold treatment or driveway crossing may be used at the intersection entry. e. Grades greater than 12% require special design considerations for pedestrians, cyclists, waste collection vehicles and road layout eg. Grade on curves, grade for turning vehicles at the street turning head. f. Barrier kerb may be considered for drainage purposes without reducing the carriageway width. g. Standards will be increased for medium density residential development. h. Pathway reserve width 4 metres. i. Cycleway reserve width 6 metres.					
2000 square metres	Layback kerb and gutter	Underground						
4000 square metres	Grassed table drain conc. Edge strip Grade 10% plus layback kerb	Underground						