



SECTION 8A

ROAD DESIGN AND CONSTRUCTION OF NEW LOCAL ROADS ADJOINING SITES LOCATED WITHIN THE RESIDENTIAL 8 ZONE

8A.1 GENERAL

The Residential 8 zone is applied to residential land close to the Central Area, adjacent to existing centres, or main transport nodes, which is located within specified growth areas. The purpose of the zone is to facilitate the outcomes of Council's adopted growth management strategy through the provision of more liberal densities than found in the other residential areas of the City.

The principal outcomes of the growth management strategy, which relate to roading design are to:

- ensure walkable neighbourhoods are designed to promote access to all users, including those with disabilities,
- foster a sense of community and strong local identity,
- promote access generally by a series of interconnected network of streets which facilitate safe, efficient and pleasant walking, cycling and driving
- promote developments, which support safe and direct access to public transport for residents.

These controls are intended to apply to small local roads created as a result of subdivision and /or development within Residential 8 zoned land. These streets are intended to have low traffic volumes i.e. less than 2000 vehicles per day, with targeted speeds less than 50km/h and serving less than 200 dwellings.

These controls are not intended to be applied to existing roads which adjoin Residential 8 zoned parcels of land.

8A.2 GEOMETRICAL DESIGN

Section 8.2 Geometrical Design shall also apply to new roads within the Residential 8 zone, with the following exception:

- Section 8.2.1 shall be amended by deleting the reference to (Appendix A) and replacing it with (Appendix B and Figure 1a,1b & 1c).

8A.3 RESIDENTIAL 8 ROAD WIDTHS

The width of roads within the Residential 8 zone shall be as set out in either Table 1 or Table 2 in Appendix B and Figure 1a, 1b & 1c below.



Appendix B: Minimum Road Width Requirements within the Residential 8 Zone

Table 1

Also see Figure 1a and 1b.

Design Speed (KPH)	No of Traffic Lanes	Minimum Traffic Lane Width (metres)	Minimum Parking lane Width (metres)	Minimum Carriageway Width (metres)³	Minimum Verge Width (metres)⁴	Minimum Reserve Width (metres)⁵
20	2	2.8	-	5.6m	2.4	10.4
30-40	2	2.8	2.0 ¹	7.6m	2.4	12.4m
30-40	2	2.8	2.5 ²	8.1m	2.4	12.9m

1. Minimum non-indented parking lane width. No planting or protrusions are to be located within the non-indented parking lane.
2. Minimum indented parking lane width. Refer Table 2 Note 2 below for further details of requirements.
3. Minimum carriageway width includes the minimum traffic lane(s) and minimum parking lane(s) widths
4. Verges on both sides of the road are required. A verge is comprised of a footpath & berm, and a berm is usually comprised of permeable surfaces i.e. grass and/or landscaping. The minimum footpath width shall be 1.5 metres.
5. A 10.4m reserve width should only be used when a road is between 60 - 100m long and serves less than 30 dwellings. This restriction is due to the limited supply of on street parking that can be supplied.

Table 2

Also see Figure 1c.

Design Speed (KPH)	Minimum No of Traffic Lanes	Minimum Traffic Lane Width (metres)	No of Parking Lanes¹	Minimum Indented Parking lane Width (metres)²	Minimum Carriageway Width (metres)	Minimum Footpath Width (metres)³	Minimum Reserve Width (metres)
30	2	2.8m	2	2.5m	10.6m	1.5m	13.6m

1. Parking on both sides of the road is required.
2. Parking lanes shall be constructed of permeable materials i.e. gobi blocks, permeable pavers and shall contain landscaping (with a 2m² minimum area) capable of containing a specimen tree, in



order to provide amenity and character to the streetscape. These landscaping areas shall occur at 15 metre intervals within the parking lanes.

3. Footpaths on both sides of the road are required. Landscaped berms are not required as appropriately designed parking lanes with landscaping can replicate the amenity provided by berms.

8A.4 OTHER REQUIREMENTS

Sections 8.4 Cyclists to Section 8.13 Private Ways of Section 8 Road Design and Construction shall also apply to new roads within the Residential 8 zone, with the following exceptions:

- Section 8.7.1 Footpaths and Crossing, this shall be amended to read as follows:

Footpaths shall be provided on both sides of the street and shall be constructed in accordance with the Standard Drawings. The footpath gradient shall be less than 20% in all situations.

- The last sentence of Section 8.12.2 Parking Bays / Pedestrian Footpaths shall be amended to read as follows:

Pedestrian circulation should occur in the public realm (i.e. streets), as such pedestrian accessways should be avoided, however where they are provided they shall have a minimum width equal to the adjoining road reserve width of which a minimum width of 1.5 metres shall be paved.

8A.5 CUL-DE-SACS

Cul-de-sacs are not permitted in the Residential 8 zone as they do not provide good connectivity or contribute to energy efficiency. Connected streets should be provided to give a choice of direct routes for vehicles and avoid the need for unsafe pedestrian only walkways.

Refer to section 11.5.3 of the District Plan Subdivision access requirements to rear sites.

8A.6 JUNCTIONS

Where a collector or arterial road enters into a new local road within the Residential 8 zone the minimum kerb radii required is 10 metres.

Where an existing local road enters into a new local road within the Residential 8 zone the minimum kerb radii required is 6 metres, the design of the new road should also be able to accommodate an 8 metre long rigid vehicle.

8A.7 ELECTRICAL AND TELECOMMUNICATIONS SERVICES

In order to minimise the disruption caused by works in the street all electrical, gas and telecommunications services shall be provided for in a shared trench within the grass berm.



Figure 1a - Parking on one side of road - one traffic lane

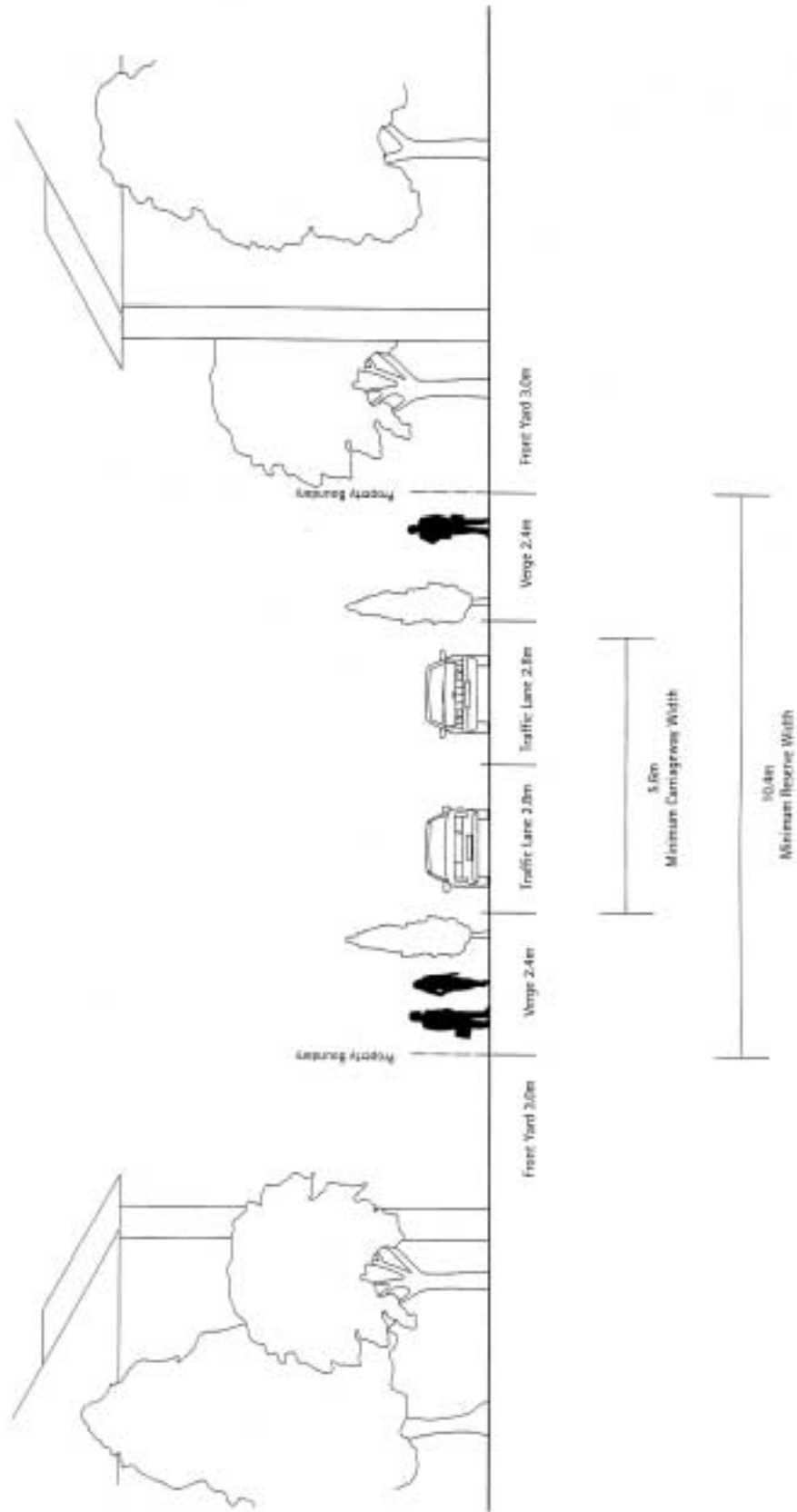




Figure 1b - Parking on one side of road - two traffic lanes

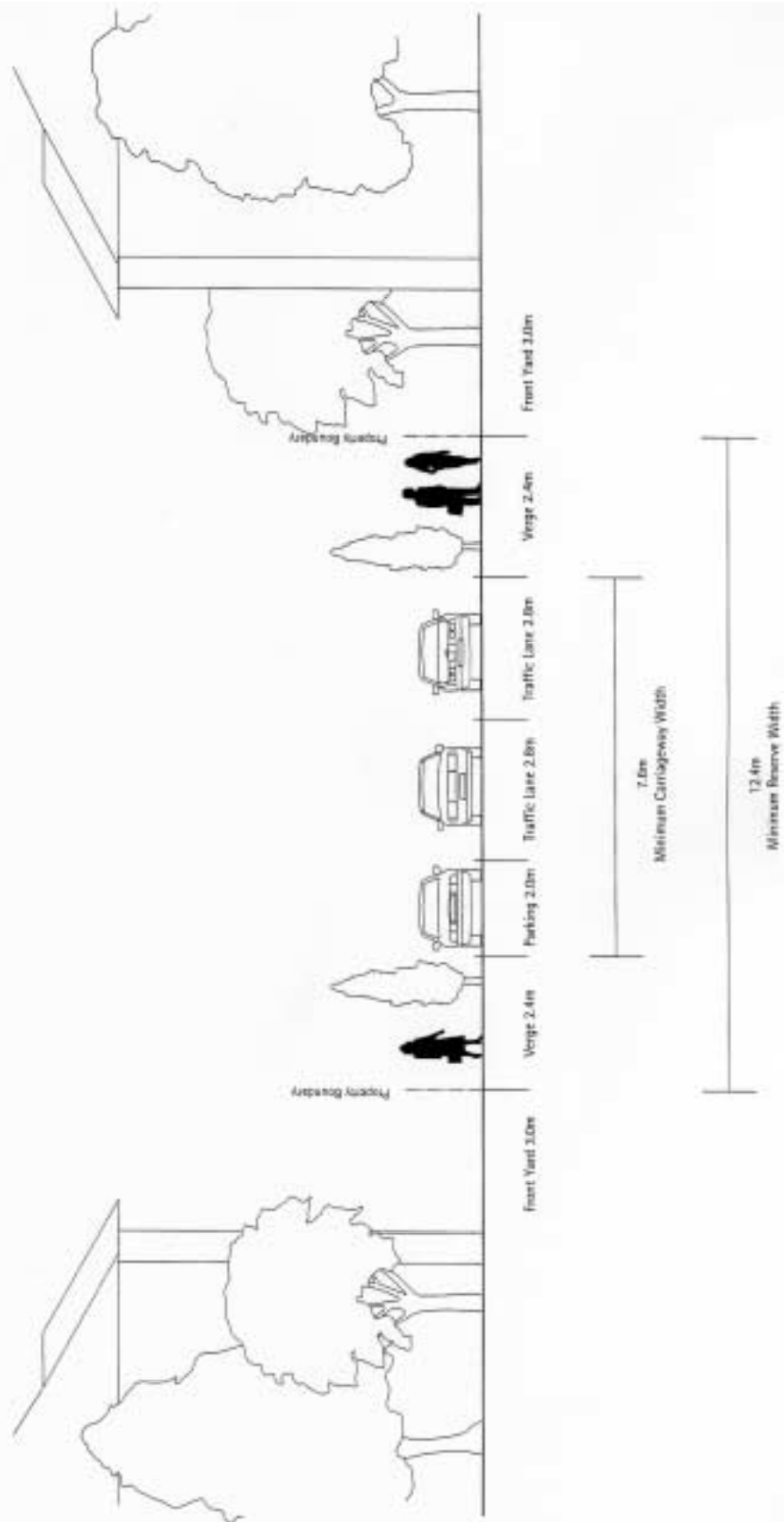




Figure 1c - Parking on both sides of road - two traffic lanes

