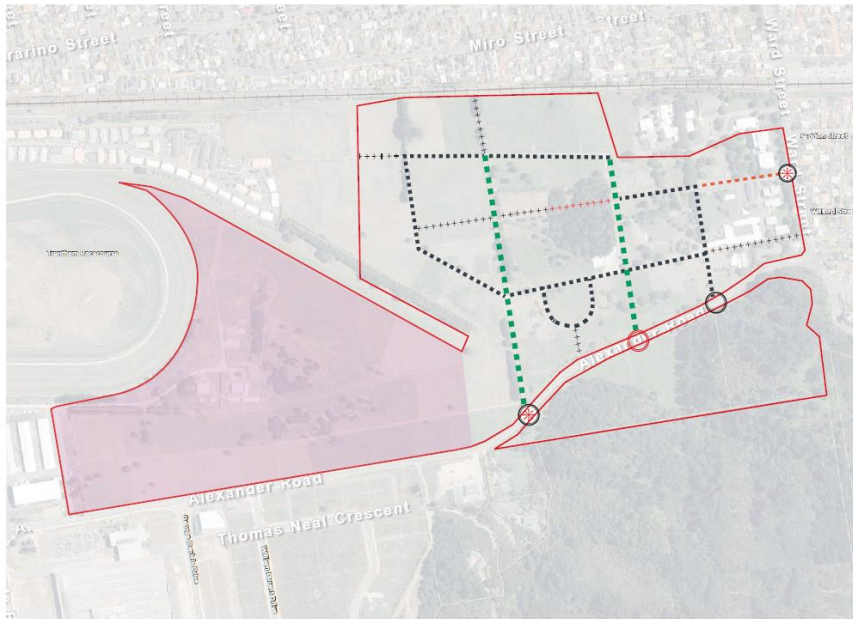


WALLACEVILLE ROAD TYPOLOGIES

INDICATIVE WALLACEVILLE 'AREA A' ROADING LAYOUT [DELETE MAP BELOW]



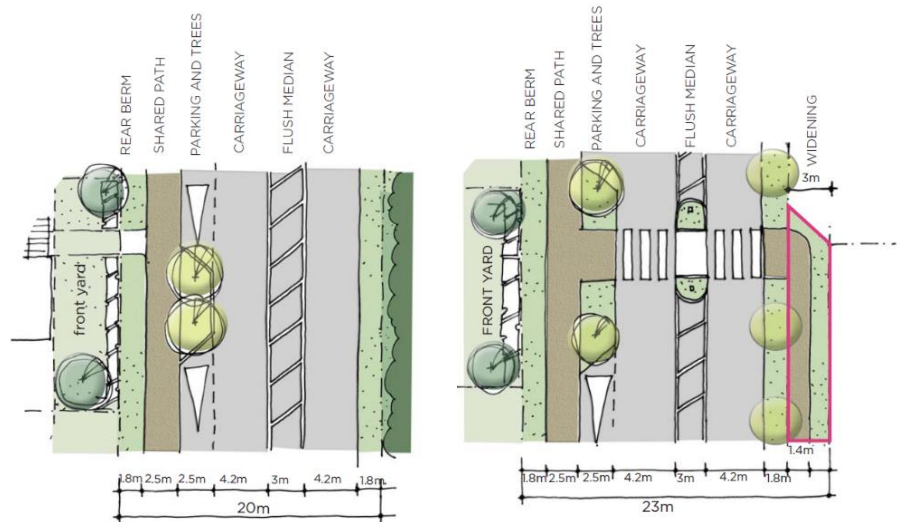
- KEY**
- Structure Plan Boundary
 - Area B
 - Boulevard Road (indicative location)
 - Key Local Road (indicative location)
 - Heritage Street
 - Pedestrian/Cycle Connection
 - Grant Bush Walkway
 - * gateway feature
 - Four way intersection
 - T-junction

ALEXANDER ROAD

Alexander Road is an arterial road which carries significant traffic volumes to and from the Upper Hutt central city. This function needs to be accommodated in the future and balanced with future development of the Wallaceville Structure Plan area. Residential amenity, pedestrian and cycle provision and visual appeal are also important outcomes that need to be balanced with traffic speed, flow and volume.

Future dwellings adjoining Alexander Road, between the Gateway feature and Ward Street intersection should front the street, with front doors and post boxes in order to ensure an attractive and safe street environment. Vehicle access can be controlled to reduce potential conflict

along the route by ensuring vehicle turning on site. The formation of Alexander Road in accordance with the road typologies and Wallaceville Structure Plan map, including the installation of two roundabouts as indicated on the map will assist in the reduction of the posted speed limit to a minimum of 60km/h. The reduction in the speed limit of Alexander Road to 60km/h will enable a higher amenity and comfort level for adjacent residential properties. Accordingly, the construction of appropriate traffic calming measures will be required prior to private vehicle access being provided from Alexander Road.



The road is proposed to accommodate two vehicle lanes of 4.2m which allow for heavy vehicles and buses as well as on-road cycling at the edge of the traffic lane. These lanes are divided by a central flush median which provides for turning lanes to assist traffic movements and intersections and prevent delays to through traffic. A parking lane and tree build outs are proposed on the north side of the road. This provides for visitor parking, street trees and also improves comfort of pedestrians and cyclists as they are separated from the moving traffic lane. A 2.5m wide shared path for pedestrians and cyclists is provided on the north side.

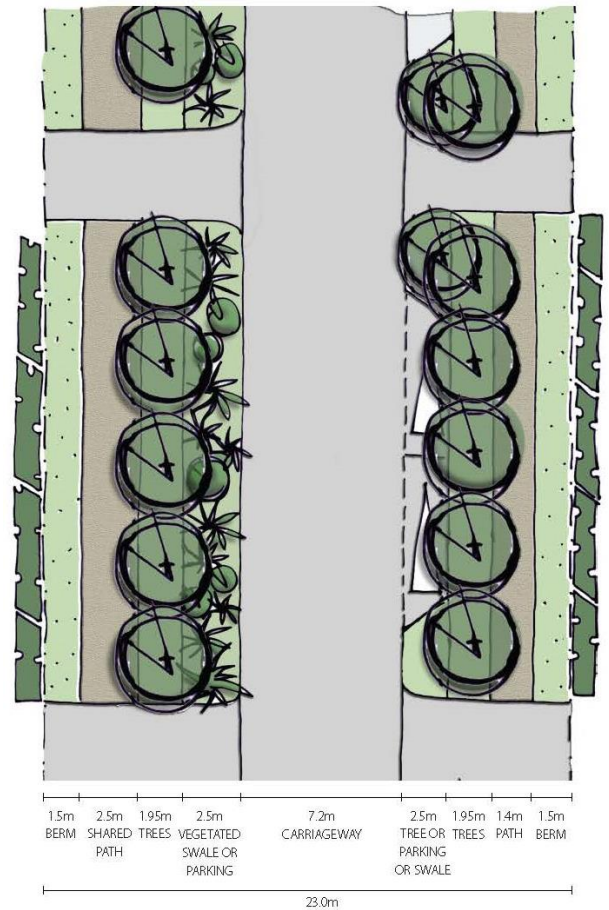
The number, form and location of crossing points and bus stops (if required) can be determined during detailed design. In order to signal the change in land use and a lower speed limit as well as help calm traffic, a gateway feature is proposed along Alexander Road at the intersection of the western boulevard road. Signage, planting and road surface changes can help to signal this change.

BOULEVARD ROADS

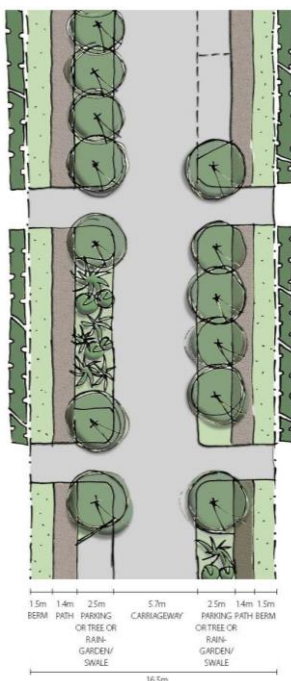
These streets are envisaged as heavily planted streets, providing green corridors which visually connect with the bush clad valley walls to the north and south. They function also as main entry points from Alexander Road and help to establish a high level of amenity upon entry.

The generous 23m reserve width enables dedicated tree berms on both sides of the road. Additional tree planting and swale planting further contributes to the green image of these streets. Swales can contribute to low impact design by treating the road runoff and attenuating stormwater. The carriageway allows for two way traffic and parking on both sides of the road, in between parking bays or street trees/swales, driveways permitting. A shared path on one side of the road provides for cycling.

Tree species can echo historic planting themes, for example totara and oaks, and reflect the native bush species of Grants Bush. Oaks function well as street trees and will change with the seasons. Totaras can be used as feature trees on corners or at gateways.

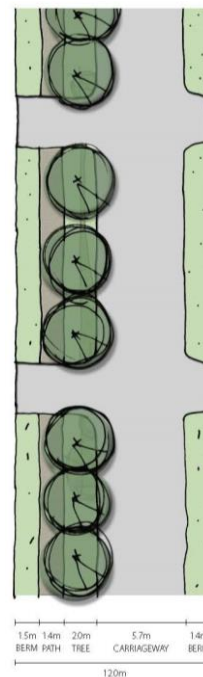


LOCAL ROADS



Key local road connections are illustrated on the Structure Plan map. These echo historic movement patterns and intended for the distribution of local traffic only. At 5.7m, the carriageway allows for informal on street parking on both sides. Street trees, swales and car parking is accommodated on both sides of the road, in between driveway crossings. Footpaths are provided on both sides of the road and together with the rear berms, make up the 16.5m reserve width.

RESIDENTIAL LANES



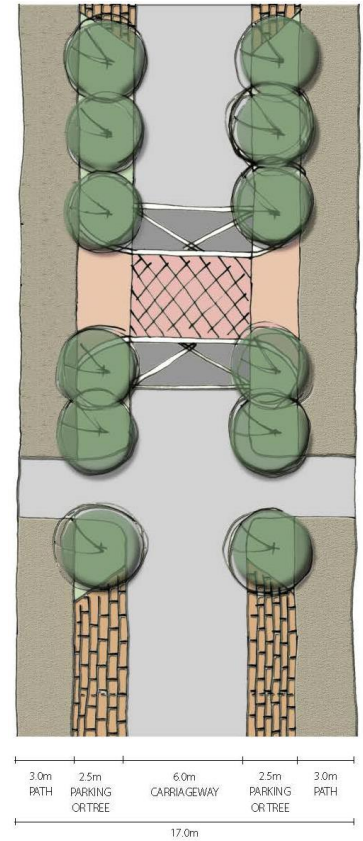
This public road has a narrow reserve width (12m) although a standard 5.7m carriageway is still provided. A tree berm is also accommodated, adjacent to a footpath on one side only. Rear berms are also provided for services.

This road typology is intended for very local use only. It is intended to be straight, short (less than 100m) and serve 20 or less dwelling units. It extends the range of road typologies, is more intimate and community focussed and helps increase residential yield.

HERITAGE STREET

The street which functions as the “front door” to the Wallaceville Structure Plan Area, passes through the Gateway Precinct and in close proximity to protected historic buildings and trees. The carriageway allows for easy movement of traffic through the precinct. Slow speeds are intended along this route, encouraged by alternative surface treatments which reference the materials of the historic buildings. It is intended that this street have high pedestrian priority, with generous crossing points and wide footpaths on both sides. Street trees and short term parking are provided on both sides of the road.

Due to the location of the historic buildings, the carriageway is likely to have a horizontal deflection which will help reduce traffic speeds and provide identity and visual interest. The street needs to be designed with a high value on “place” as well as accommodate the movement function.



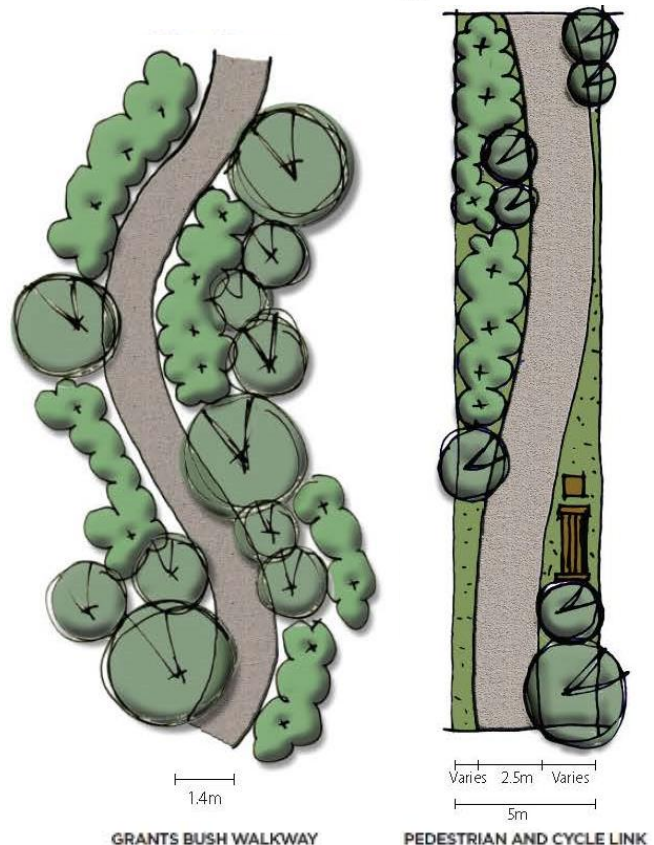
PEDESTRIAN AND CYCLING ROUTES

GRANTS BUSH WALKWAY

Grants Bush is located in the centre of the Wallaceville Structure Plan Area and will be surrounded by residential development. In order to ensure pedestrian **and cycle** connection in this area, a walkway is proposed through this native stand of bush, which connects directly to key roads and onward to the Gateway Precinct.

To protect the health and ongoing sustainability of the bush, it is important to provide for this demand and prevent informal and unmaintained tracks through it. It is also necessary to balance the movement need and the necessary removal of bush to accommodate it. **The alignment of the path will be dictated to target the removal of exotic species where required over native species and will be aligned so as to avoid opening the indigenous vegetation canopy.** The path needs to provide for pedestrians, **cyclists**, and prams. For two people to pass, a recommended path width of 1.4m is proposed. A width narrower than this will likely mean people stepping off the path to pass each other, causing damage to the bush. It is also likely that the bush may overhang the path and so this width is necessary to ensure ease of movement.

The path is proposed to have a metallised surface with timber edging **and raised boardwalks where required to minimise the impact on the existing indigenous vegetation.** No lighting is recommended as its use at night should not be encouraged. It may meander in order to avoid removal of specimen trees. It should not be fenced.



PEDESTRIAN AND CYCLE LINKS

A number of pedestrian and cycle links are included on the Structure Plan map to promote pedestrian and cycle use and connections with the wider pedestrian and cycle network. These may or may not be provided on public roads. If they are not provided on public roads, these links should follow principles of Crime Prevention Through Environmental Design (CPTED). As such, they must be of sufficient width to include landscaping and lighting. They should also be straight and short and overlooked by adjacent properties. Adjacent fencing should be limited in height to ensure surveillance.