

**Service Laneway (adjacent to Campbelltown Road)
- Indicative Section**

The residential laneway is integrated into the landscape zone along Campbelltown Road, allowing for limited, low-speed vehicular access.

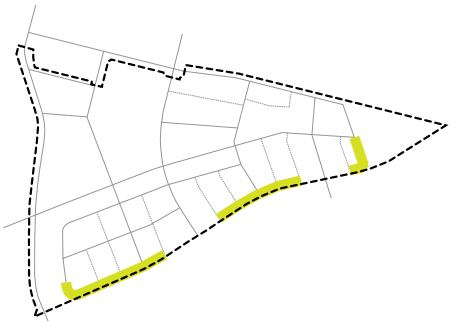
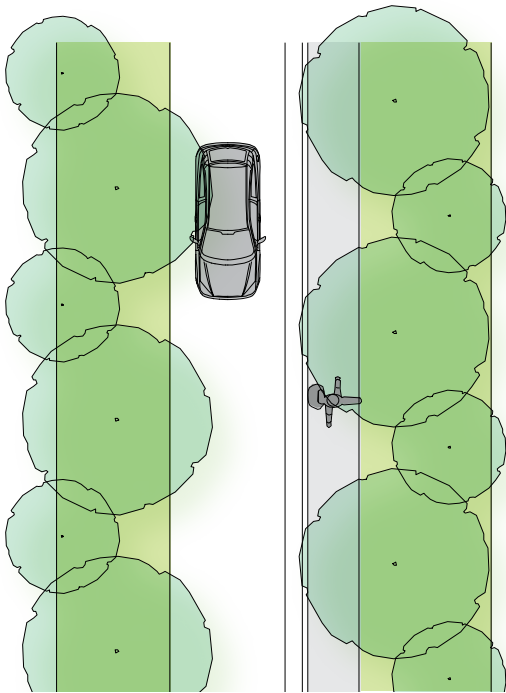
It is a single one-way lane, with a footpath along its northern edge.

Generous planting provides a visual and acoustic screen between residential buildings and Campbelltown Road.



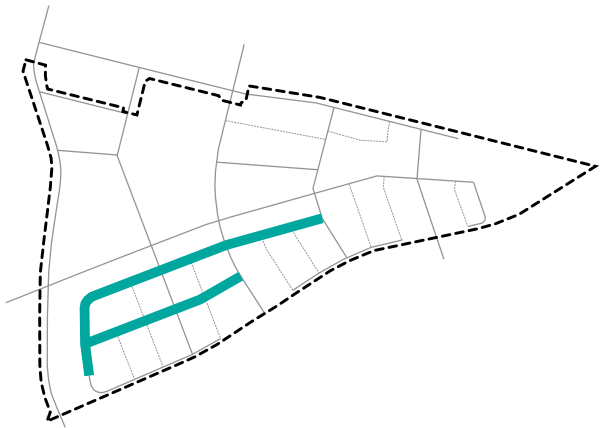
3.0	3.5	1.5	3.0
Landscape	One-way lane	Footpath	Landscape

**11.0m
Road Reserve**
(May vary along the length of the street)



Key Plan

Local Streets



Colour palette

Verges shall be comprised of an understorey of crisp greens, and a mixed palette of flowering purple and white species.

Flowering trees will bring a mixed palette of pinks, purple and yellows.

Planting

The southern edge of Local Streets shall be planted with a mixed palette of textural grasses at various heights.

To the north, tree surrounds shall be planted with native trees and compact grass species.

Materiality

Materials along the these streets shall be simple and robust, including: in situ concrete pavements and LED street lights.

Recommended Tree Planting



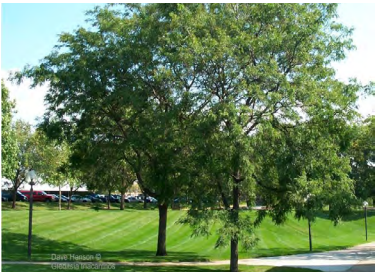
Lophostemon confertus



Cupaniopsis anarcardiodes



Waterhousia floribunda



Gleditsia triacanthos 'Shademaster'



Eucalyptus sideroxylon



Tristaniopsis laurina

Recommended Understory Planting



Calocephalus lacteus



Derwentia perfoliata



Dianella caerulea



Dianella longifolia



Dianella tasmanica 'Little Devil'



Lomandra longifolia



Lomandra longifolia Verday



Myoporum parvifolium



Patersonia occidentalis



Pratia pedunculata

Recommended Landscape Finishes



Standard white in-situ concrete pedestrian paths

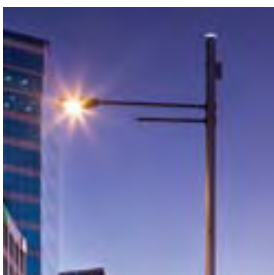


In-situ concrete pedestrian paths



In-situ concrete pedestrian paths with exposed aggregate

Lighting



LED street light

Note: The planting, lighting and finishes are not restricted only to the recommendations identified in this plan and may be expanded as the detailed design process progresses

Local Street Indicative Section

Local streets provide connectivity within residential neighbourhoods.

These streets will be heavily planted with footpaths protected by dappled shade from colourful native street tree planting.

Planting to these streets is asymmetrical. Planting mixes will be composed of native street trees and compact grasses.



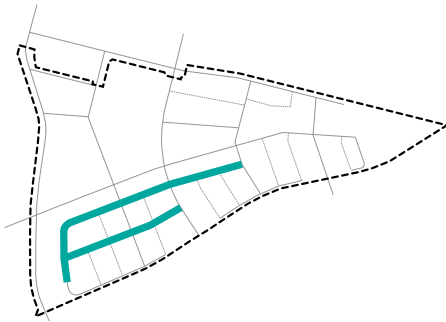
0.6	1.5	2.9	3.0	3.0	1.4	1.0	0.6
Services	Footpath	Landscape	1 lane	1 lane	Landscape	Footpath	Services
5.0			6.0		3.0		
Verge			Carriageway		Verge		

**14.0m
Road Reserve A**
(May vary along the length of the street)

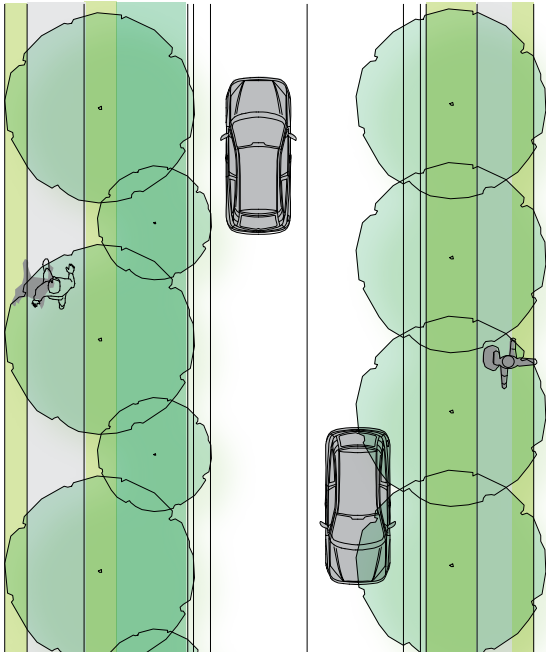
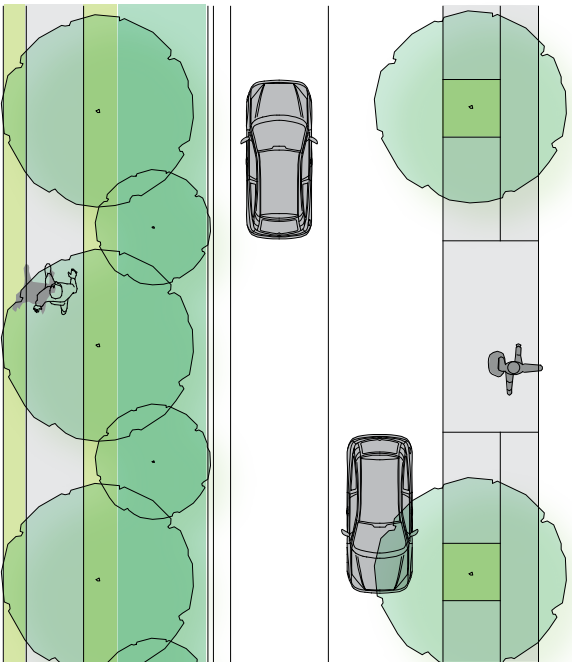


0.6	1.5	2.9	3.0	3.0	1.4	1.0	0.6
Services	Footpath	Landscape	1 lane	1 lane	Landscape	Footpath	Services
5.0			6.0		3.0		
Verge			Carriageway		Verge		

**14.0m
Road Reserve B**
(May vary along the length of the street)



Key Plan



Picturesque Mews



Colour palette

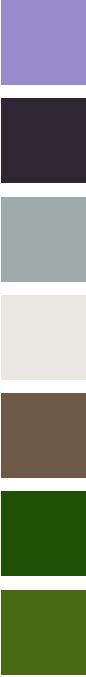
Mews shall be divided into Village Character zones, each with their own unique palette of colours, materials and planting. Colour palettes shall range from playful pinks/purples, to rich reds /oranges and fresh yellow/whites.

Planting

- _ Small groups of trees planted as a tiny woodland, contrasted against low growing dense foliage
- _ Curving, undulating lawns, paths and trees planted in groups
- _ On-street parking and access is configured in order to maximise the area of tree planting
- _ Colourful feature tree species shall provide interest
- _ Deciduous species provide summer shade and winter sun

Materiality

While planting palettes of the mews shall vary across precincts, materials of the mews shall be consistent, refined and considered. Materials along shall be robust and hard wearing - including trafficable surfaces and LED light fittings.



Recommended Tree Planting



Magnolia grandiflora 'Greenback'



Catalpa bignonioides 'Nana'



Lagerstroemia indica x L. fauriei 'Natches White'



Lagerstroemia indica x L. fauriei 'Sioux'



Zelkova serrata 'Green Vase'



Magnolia x soulangeana



Robinia pseudo 'Umbraculifera'

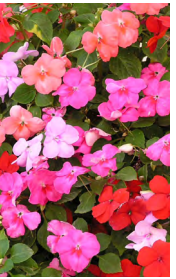
Recommended Understory Planting



Lavandula angustifolia



Gardenia augusta 'Radicans'



Impatiens sultanii



Begonia semperflorens



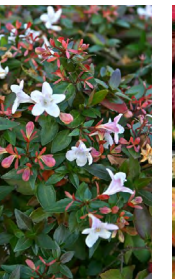
Salvia farnacea



Agapanthus orientalis



Hydrangea



Abelia x grandiflora



Fittionia sp.



Convolvulus sabatius

Recommended Landscape Finishes



Trafficable pavement sets



Trafficable pavement sets

Recommended Lighting



Shared zone pole light

**Picturesque Mews
Indicative Section**

The mews are shared neighbourhood spaces, allowing for limited, low speed vehicle movement, parking for residential visitors, trees and landscaped areas.

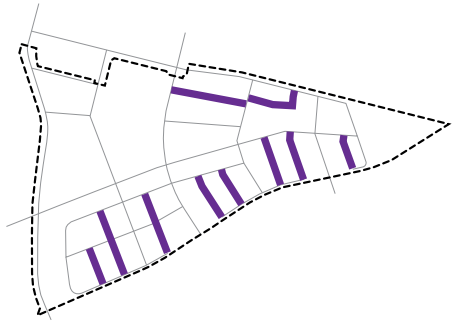
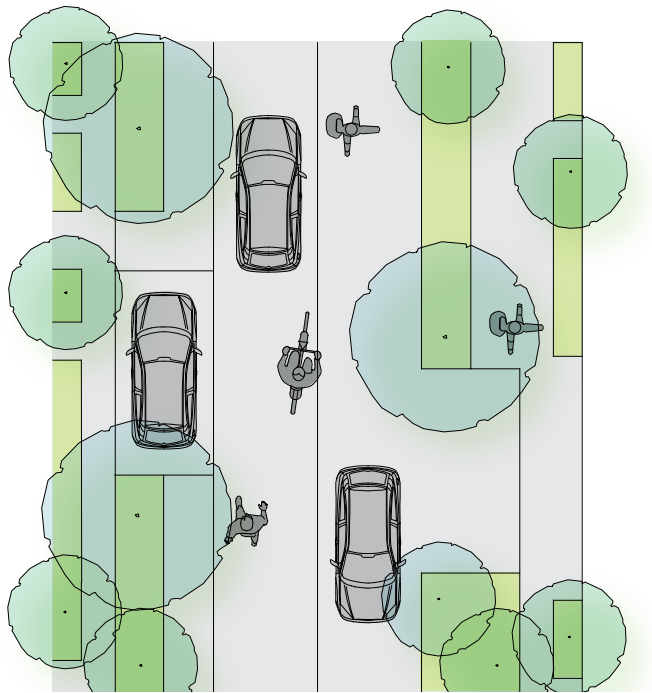
The mews are an extension of private open spaces into shared, pedestrian prioritised spaces where people are able to interact and children can play safely within the confines of their local home environment.

This space will have flush kerb lines, with landscape and paving delineating different areas for vehicular movement and parking.



1.95	2.3	5.5	2.3	1.95
Footpath	Parking/ Landscape	Shared zone	Parking/ Landscape	Footpath
1.65	6.0			1.65
Verge	Carriageway			Verge

**14.0m
Road Reserve**
(May vary along the length of the street)



Key Plan

Street Geometry Study: Radii and Sightlines

Summary

Street intersections along the nominated service vehicle routes are to be designed to accommodate service vehicles (10.5m length) such as the Council garbage truck and a removalist van.

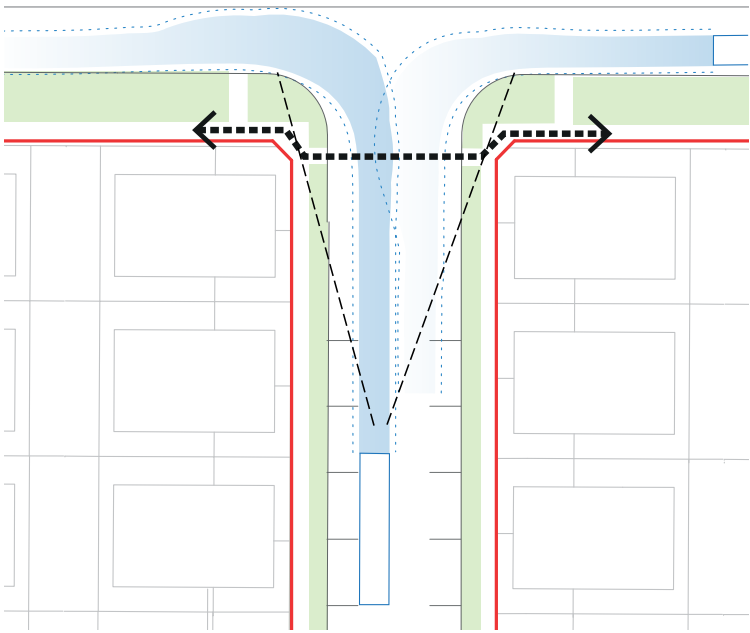
Where possible, street intersections will be designed to encourage a slow-speed environment, while prioritising pedestrians and cyclists. Traffic calming devices, such as landscaped blister treatments, and paved surfaces will exist to help create a walkable environment.

Large kerb radii are undesirable as they discourage vehicles from significantly slowing down to turn the corner and impact on the direct line of pedestrian movement. Large kerb radii and lot splays will be minimised where possible.

A number of intersection types have been developed for Edmondson Park Frasers Town Centre each with the aim of minimising the kerb radii, or increasing landscaped treatments to create a comfortable, and attractive public domain for residents and visitors, while facilitating the appropriate turning circles and drive sightlines.



Kelvin Grove, Brisbane

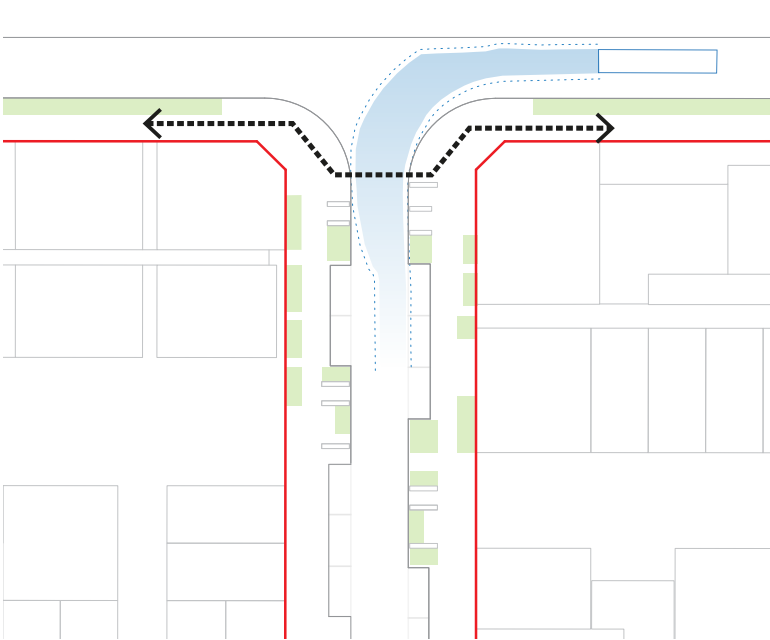


Intersection Type 1 Example

The desire of pedestrians is to take the shortest possible route between two points, particularly for the visually impaired. Large kerb radii impact on the direct line of pedestrian movement lengthening the time taken to cross and increasing the risk of dangerous crossing by pedestrians.

Relocating the kerb line to the outer edge of on-street car parking allows for a smaller kerb radii. Reduced kerb radii help to slow vehicles turning the corner. The direct line of travel for pedestrians across the intersection is also improved. Pedestrian safety and convenience is therefore enhanced with this intersection typology.

Minimum lot splays are preferable (providing adequate driver sight lines are maintained, adequate setback from the kerb line is achieved, and services can be accommodated).



Intersection Type 2 Example

Alternatively, the kerb line could extend to the inner line of on-street car parking to create landscaped blister treatments at the intersection and at nominated intervals along the length of the street. Although this creates a larger kerb radii, the landscape treatment will denote a slower speed environment, encouraging vehicles to slow down as they turn the corner.

This intersection typology has the added benefit or reducing the area of hard surface, moderating the micro-climatic condition with soft, landscaped areas, while creating a more attractive public domain.

Minimum lot splays are preferable (providing adequate driver sight lines are maintained, adequate setback from the kerb line is achieved, and services can be accommodated).



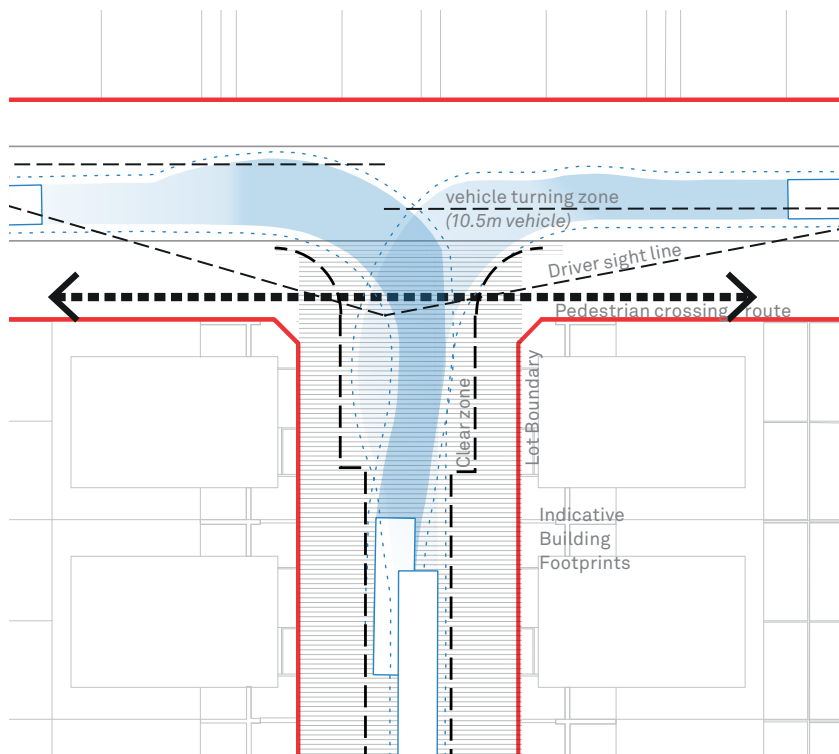
Stokehold Mews, Docklands, Victoria (googlemaps.com)



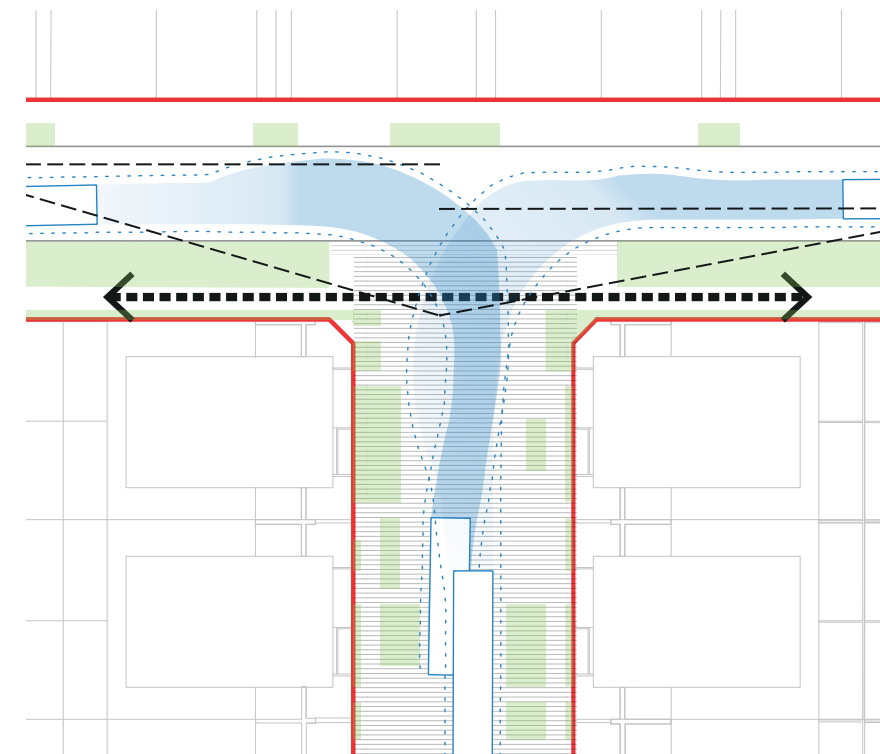
Japanese shared street (courtyardhousing.org)



Dutch woonerf (courtyardhousing.org)



Figure_1.1. Intersection Diagram (3.1)



Figure_1.2. Intersection Diagram (3.2)

Intersection Type 3 Example

The transformation of quiet residential streets into Mews are proposed in the residential precinct between the townhome typologies (where appropriate).

Characteristics of the Mews are:

- _pedestrian prioritised
- _driveway type entry onto raised pavement surface
- _shared neighbourhood spaces, allowing for limited, low speed vehicle movement
- _parking for residential visitors
- _generous landscaped areas
- _landscaping, paving and flush kerb lines delineate different areas for vehicular movement and parking
- _an extension of private open spaces into shared, pedestrian-prioritised spaces where people are able to interact and children can play safely within the confines of their home environment.

The intersection typology is designed to accommodate the 10.5m vehicle's turning circle within the flush pavement treatment of the Mews. Landscape and on-street visitor parking zones will be provided outside of the turning radius zone.

The elimination of kerb radii and level change allows for a seamless transition of pedestrians across the intersection.

Minimum lot splays are preferable (providing adequate driver sight lines are maintained, adequate setback from the kerb line is achieved, and services can be accommodated).

- Legend
- Lot Boundary
 - Indicative soft landscaping zone
 - Vehicle Turning Zone (10.5m vehicle)
 - Pedestrian Route
 - Indicative Building Footprints
 - Driver Sight Line