

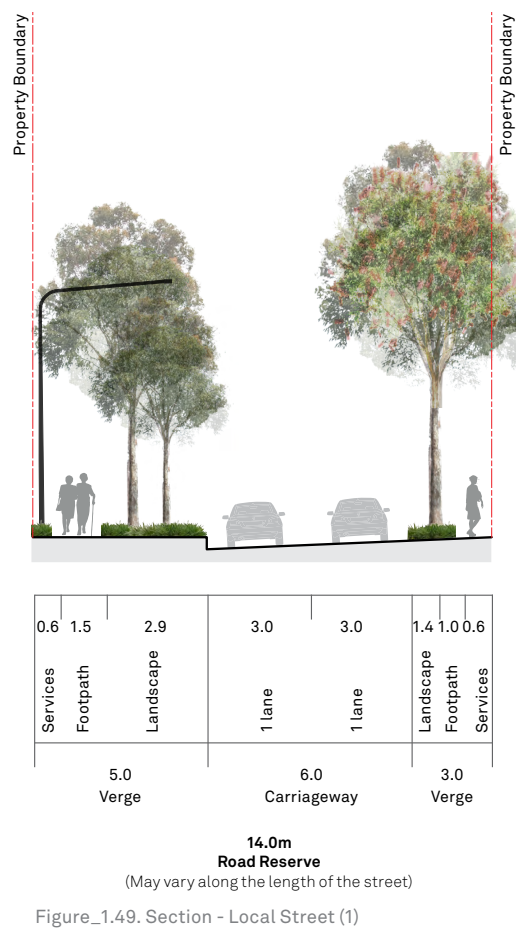
Figure_1.48. Section - Service Laneway

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.



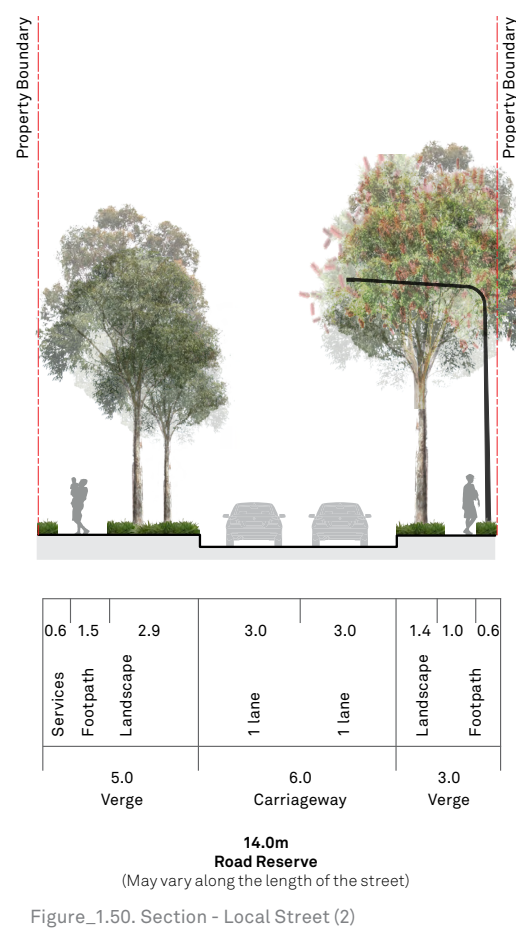
Figure_1.49. Section - Local Street (1)

Local Street - Indicative Section

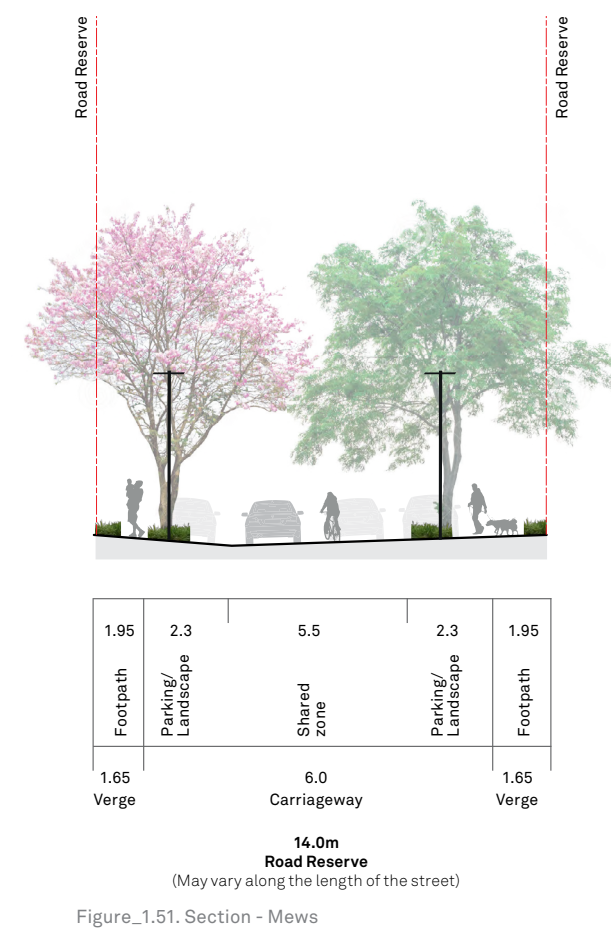
Local streets provide connectivity within residential neighbourhoods.

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

Planting to these streets is asymmetrical. The southern edge of local streets shall include raingardens for WSUD while the northern side shall be planted with native street trees and compact grasses.



Figure_1.50. Section - Local Street (2)



Figure_1.51. Section - Mews

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.

Street Geometry

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.



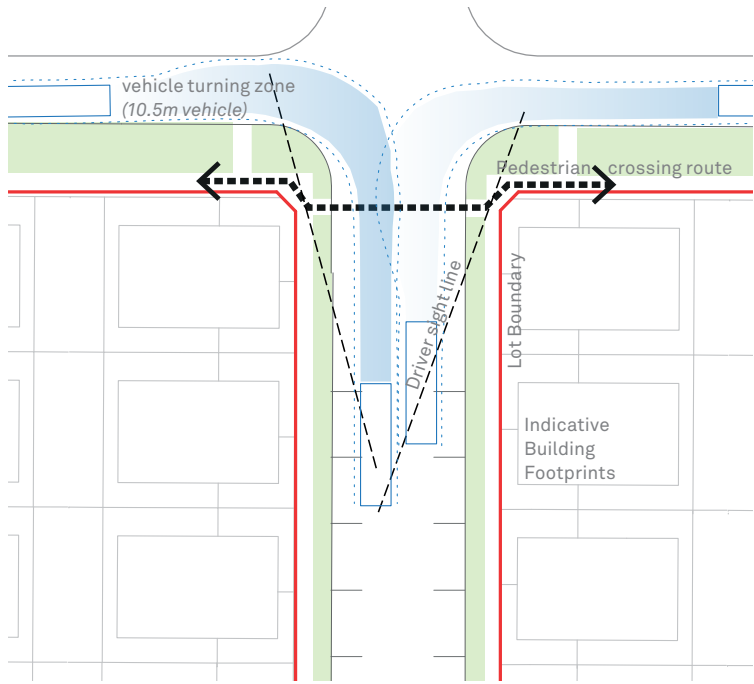
Kelvin Grove, Brisbane (googlemaps.com)



Kelvin Grove, Brisbane (realestate.com)

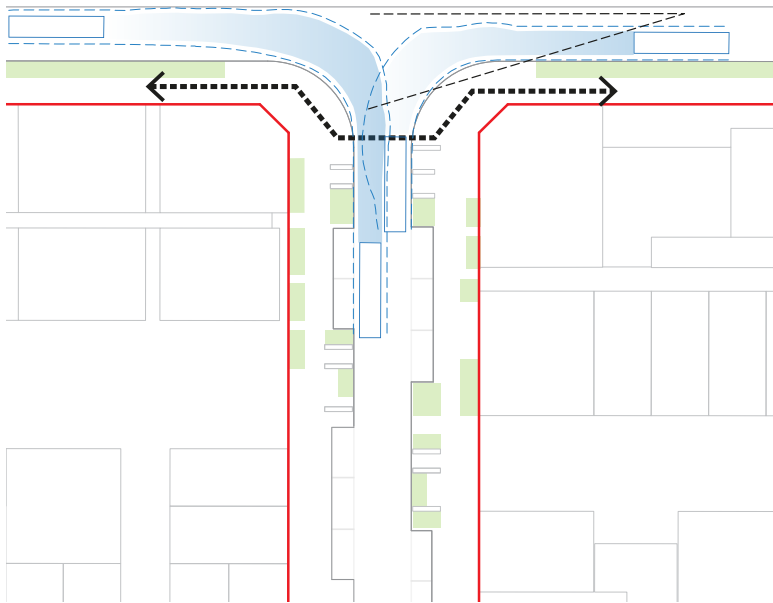


Street in Chicago, USA



Figure_1.52. Intersection Diagram (1)

- Lot Boundary
- Indicative soft landscaping zone
- Vehicle Turning Zone (10.5m vehicle)
- Pedestrian Route



Figure_1.53. Intersection Diagram (2)

- Indicative Building Footprints
- Driver Sight Line

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).



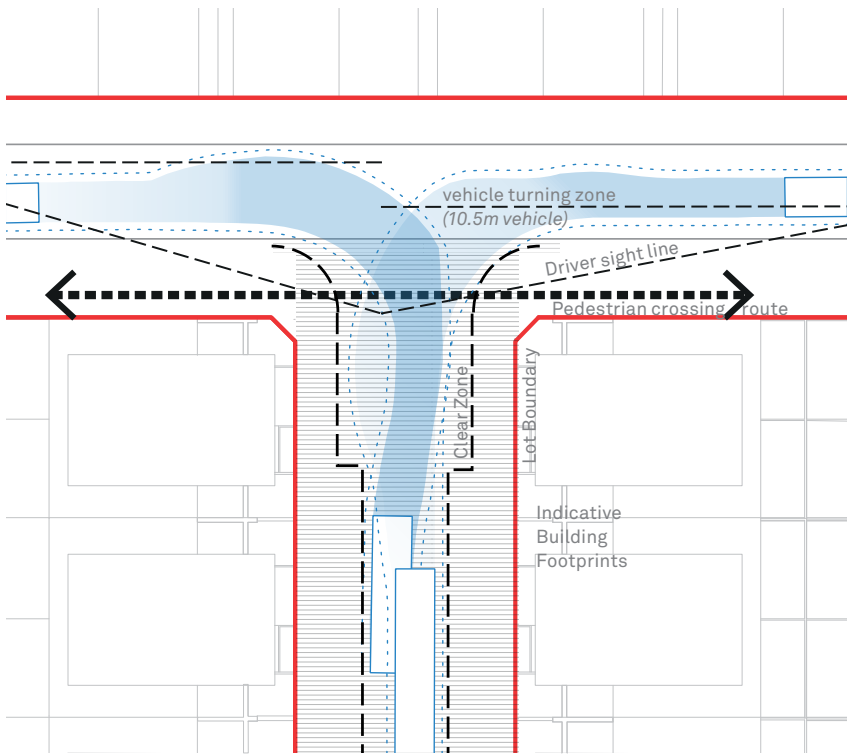
Stokehold Mews, Docklands, Victoria (googlemaps.com)



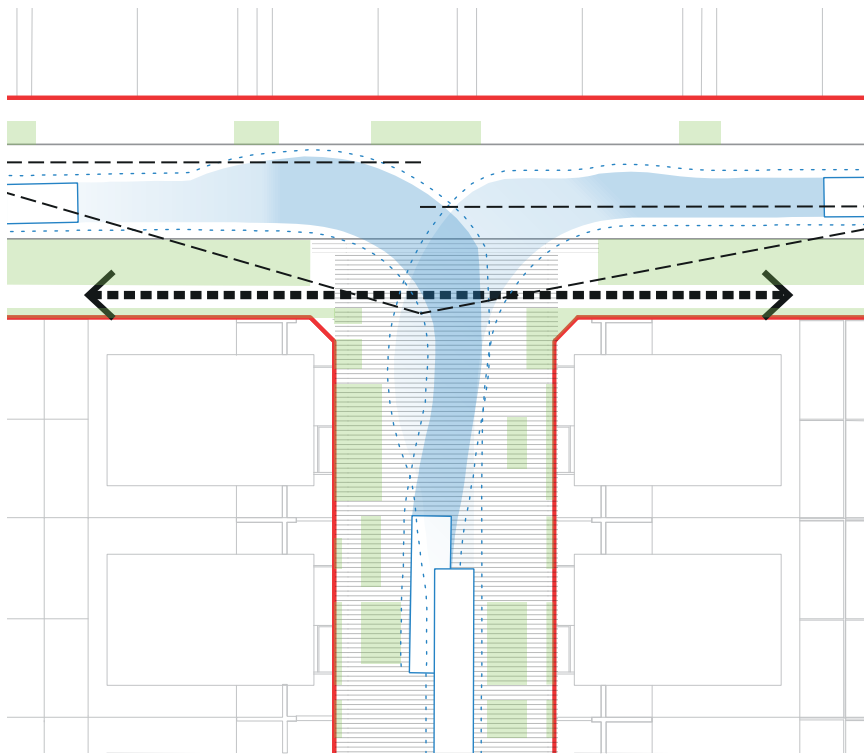
Japanese shared street (courtyardhousing.org)



Dutch woonerf (courtyardhousing.org)



Figure_1.54. Intersection Diagram (3.1)



Figure_1.55. Intersection Diagram (3.2)

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

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).



**EDMONDSON
PARK FRASERS
TOWN CENTRE_
ILLUSTRATED
MASTER PLAN**

Figure_1.56. Masterplan

- A

Edmondson Park transport (rail and bus) interchange
- B

Commuter car park with potential for future built form along Main Street
- C

Child care, fitness centre and service retail, located close to transport interchange and Main Street
- D

Main Street fronted by narrow-frontage retail and commercial spaces, with generous footpaths and street trees, with shop-top housing over for natural surveillance and activation
- E

Edmondson Park Town Square
- F

A sequence of public activities including water play area, raised turf / seating area, space for small performances and outdoor dining
- G

The Pavilion@Edmondson Park, a food and beverage destination for the whole community, including families
- H

Small-scale laneways creating a highly permeable pedestrian network, a diversity of food and entertainment opportunities and smaller spaces for personal interaction
- I

Residential apartments located within the Town Centre to generate round-the-clock usage and activation
- J

Residential apartments to the edges of the Town Centre to ensure articulated and activated façades along key streets
- K

Fresh food market showcasing the best of local and regional produce, providing a range of retail experiences and directly linked to laneways and public spaces
- L

Medical centre located for ease of access to Edmondson park residents
- M

Full-line supermarket, retail and community uses delivered early to ensure an active, safe and convenient Town Centre from day one
- N

Community centre located at the heart of the Town Centre, linking to the Main Street and Town Square
- O

Town Park, including informal sports and activity zones, and playground
- P

Club EP, adjacent to local park, including fitness equipment, playground, pool and community room for residents
- Q

The Greenway, the major east-west connector of the Town Centre, with a canopy of mature eucalypts, generous pedestrian/ cycle pathways and central median green space / ecological corridor
- R

Terrace housing with laneway studios, creating diverse and flexible housing typologies
- S

Mews-style neighbourhoods, focused around a shared zone for vehicle and people movement, informal play and generous landscape
- T

Legible and regular street network, with street tree planting, safe pedestrian and cycle facilities, and direct visual connectivity to public facilities and open spaces
- U

Regional parklands
- V

Landscape links creating pedestrian and cycle connectivity within neighbourhoods
- W

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