AECOM

Claymore Urban Renewal Project

Prepared for Landcom
Project No. 60213219
25 AUGUST 2011

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Introduction

Introduction

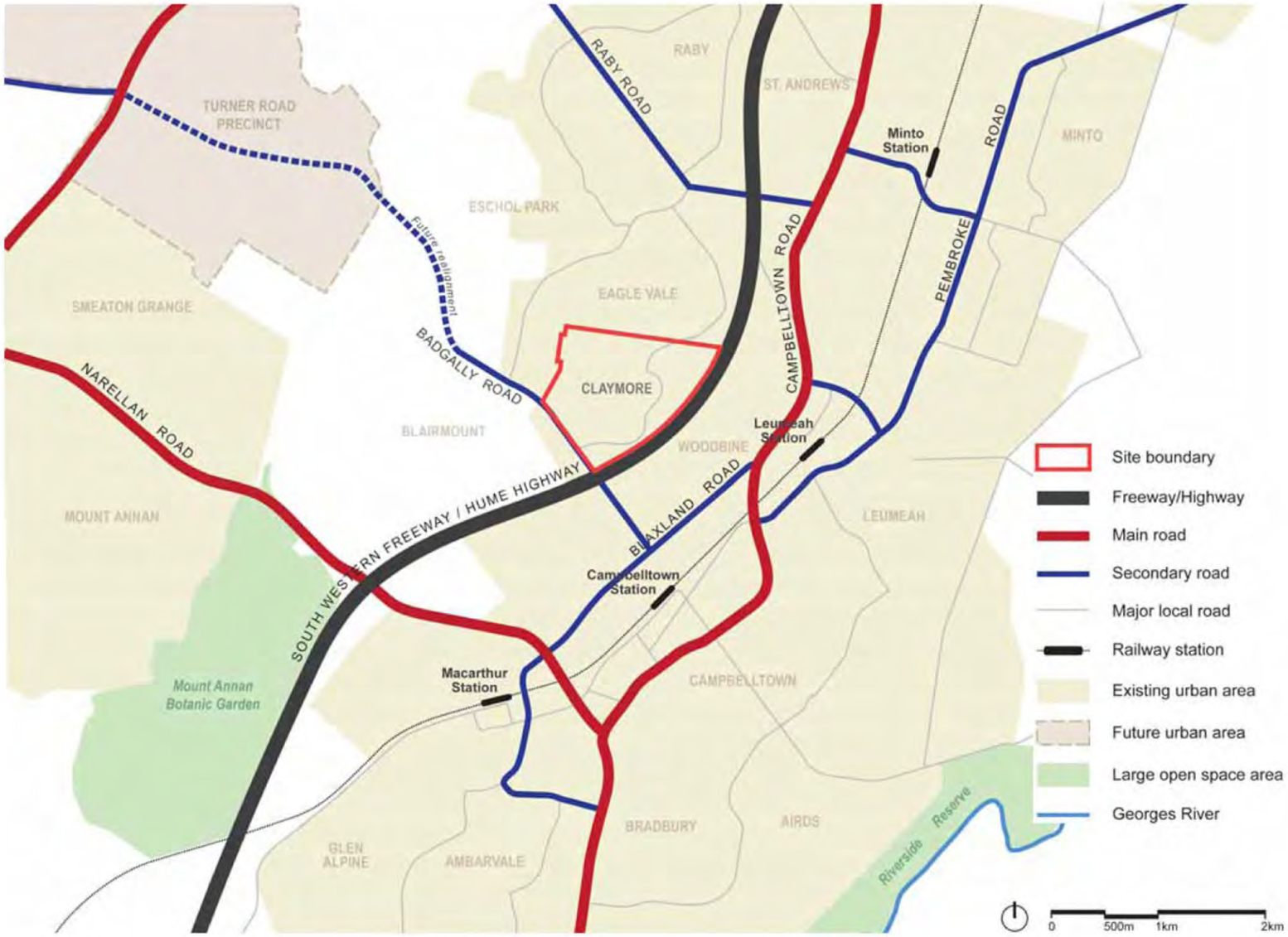
BACKGROUND

Claymore is a 125ha housing estate located at the junction of Badgally Road and the Hume Highway M5 in Cambelltown Local Government Area (LGA).

A previous study undertaken by Jackson Teece in 2009 formed the basis for the urban layout from which more detailed studies have been undertaken and the design refined.

PURPOSE OF THE REPORT

This report provides a summary of the urban and landscape design master plan for the Claymore Urban Renewal Project.



Location plan and surrounding road network (source: Jackson Teece, 2009)

02

Urban Renewal Master Plan

Existing Layout

KEY ISSUES

- Poor connectivity throughout the estate
- Excessive amounts of underutilised open space areas
- Lack of streetscape quality throughout the estate
- Poor street address
- Pedestrian paths poorly defined
- Existing retail centre away from major traffic routes

Urban Renewal Master Plan

KEY DESIGN OBJECTIVES

- Keep existing main roads Dobell Road, part of Norman Crescent and Gidley Crescent including substantial portions of underground infrastructure such as power, water, sewer and stormwater lines
- Create a sense of arrival and link the new retail centre to the linear park corridor (Brady Park and Fullwood Reserve)
- Better legibility and permeability of streets - better access to facilities for local residents and CPTED
- Maximising street frontage to parks where possible
- Standardised lot dimensions (eg. 30m deep x 6-15m wide)
- Respond to topography - roads along contours
- Integrated water management

Indicative Staging Plan

- Collector Road
- Enhance Collector Road
- Retained Road
- Retail Centre and Potential Community Facilities
- Future Residential
- Higher Density Residential
- Seniors Living
- Claymore Public School
- Private
- ADHC Site (NSW Ageing, Disability and Home Care)
- Open Space
- Road Reserve
- Signalised Intersection
- Roundabout
- Draft Staging Boundary showing approximate relocation dates

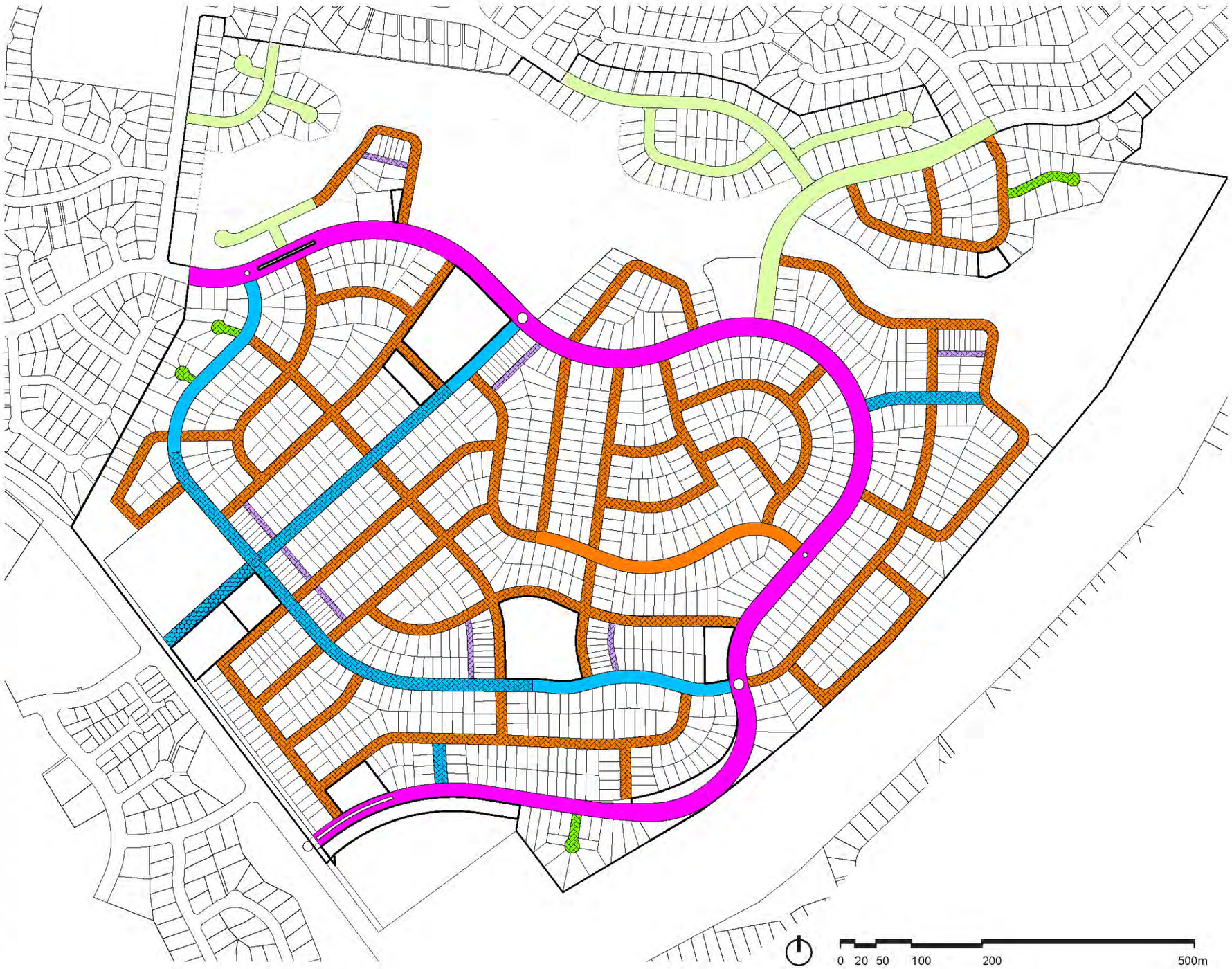
03

Urban and Landscape Strategy Plans

Street Hierarchy

DESIGN OBJECTIVES

- Shared paths on Collector Roads and Dobell Road
- Tree bays within the parking zone for Collector Roads and Dobell Road (except for frontages to open space where additional parking is beneficial, and trees can be providing within open space)
- Badgally Road is the new address to the estate, with a new entry road proposed flanked by a new park and a new retail centre.
- Dobell Road forms a key circulation route within the estate, connecting local streets to the Collector Roads, parklands, school and other recreational facilities
- Local Streets are all accessed from a Collector Road or from Dobell Road

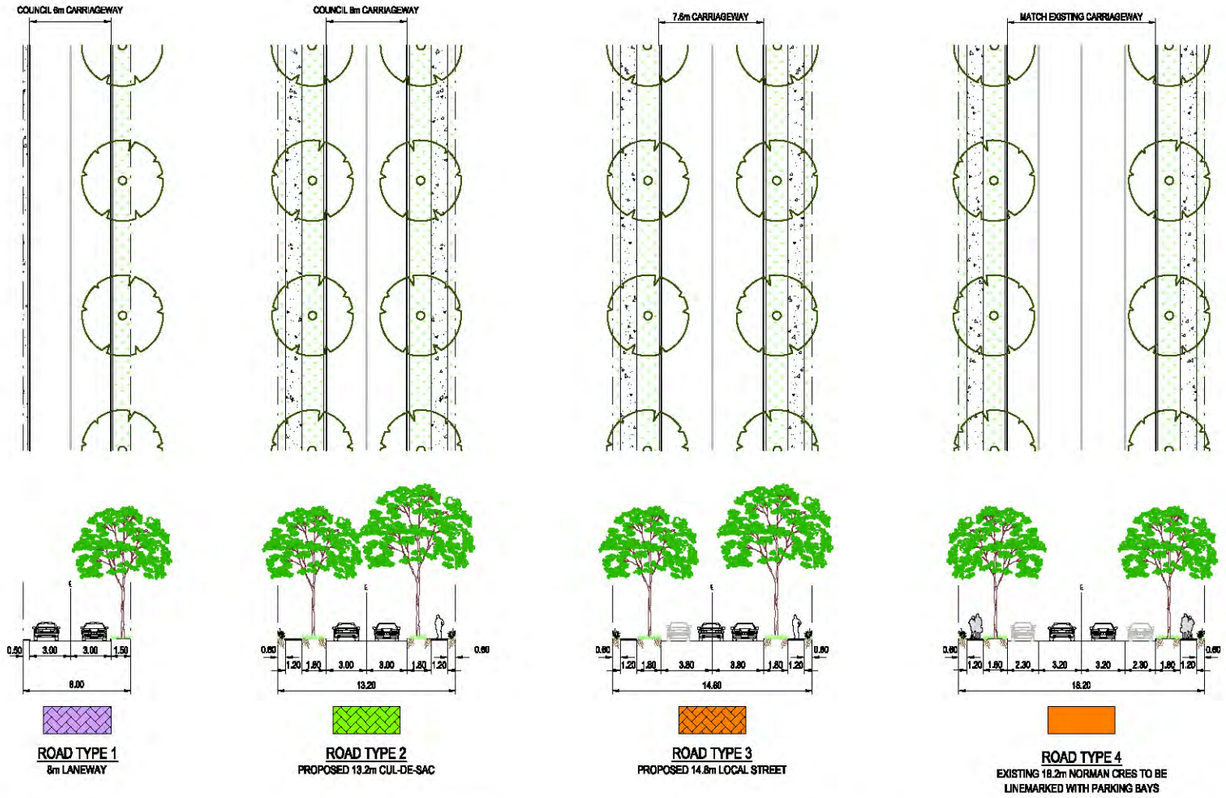


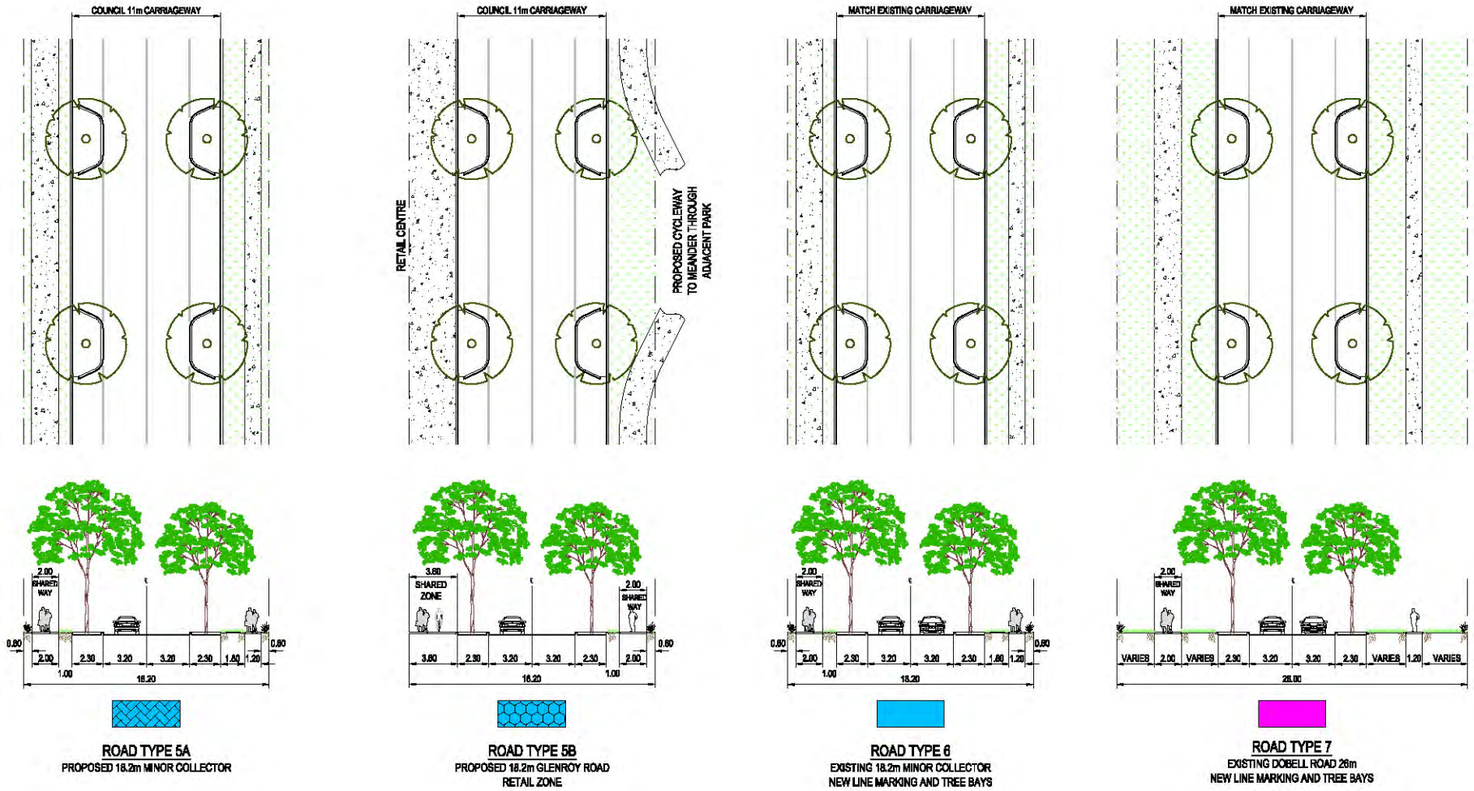
COLLECTOR	TYPE	7		
	WIDTH (m)	26		
	STATUS	EXISTING		
MINOR COLLECTOR	TYPE	5A	5B	6
	WIDTH (m)	18.2	18.2	18.2
	STATUS	PROPOSED	PROPOSED	EXISTING
LOCAL STREET	TYPE	3	4	
	WIDTH (m)	14.8	18.2	
	STATUS	PROPOSED	EXISTING	
CUL-DE-SAC	TYPE	2		
	WIDTH (m)	13.2		
	STATUS	PROPOSED		
LANEWAY	TYPE	1		
	WIDTH (m)	8.0		
	STATUS	PROPOSED		
EXISTING TO BE RETAINED				
	WIDTH (m)	VARIES		
	STATUS	EXISTING		

(source: Mott MacDonald)

Street Sections

(source: Mott MacDonald)

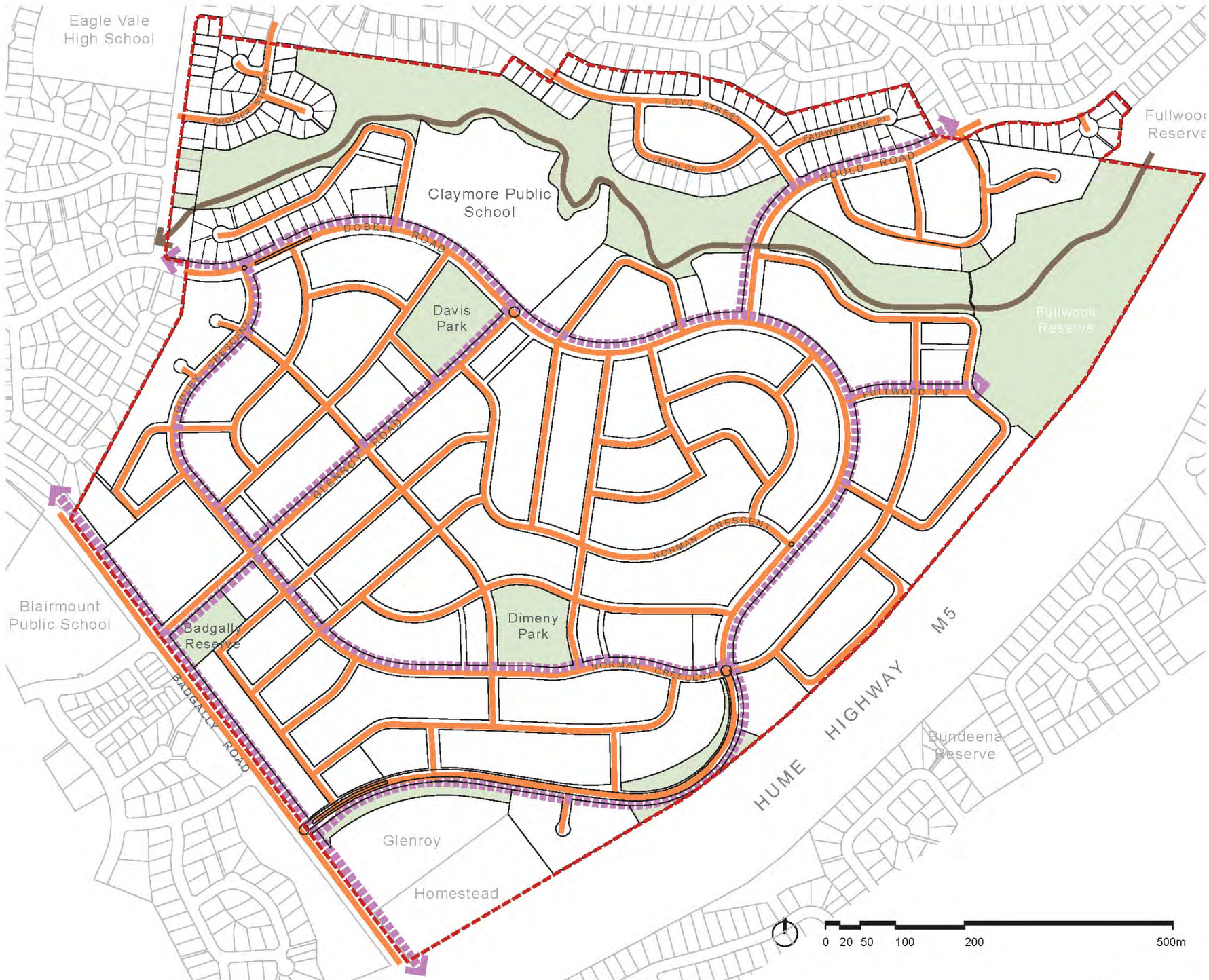




Pedestrian and Cycle Links

DESIGN OBJECTIVES

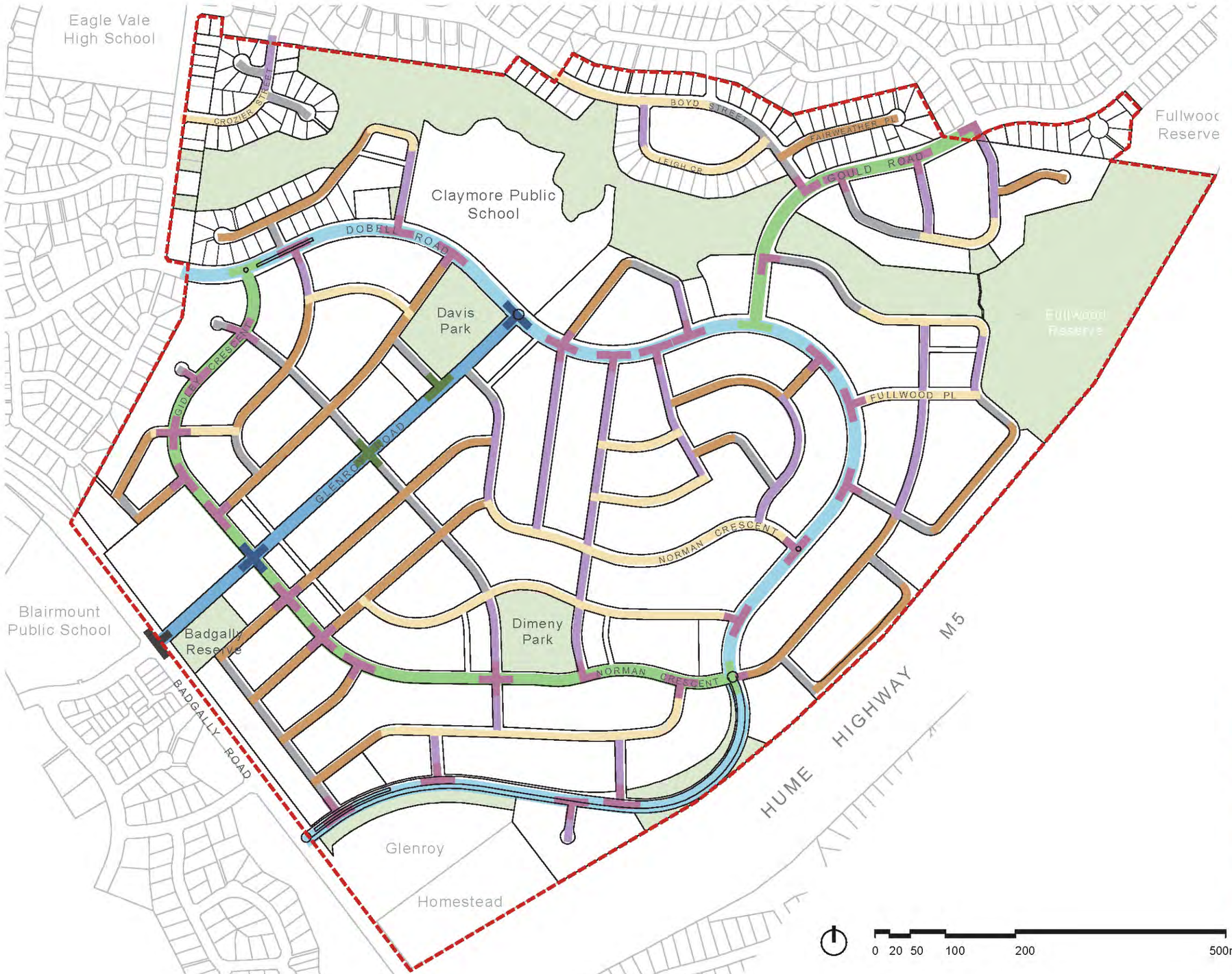
- Off-road shared Cycle-Pedestrian links are on all Collector Roads and Dobell Road on one side of the street, with standard pedestrian paths located on the opposite side of the road.
- Where Collector Roads front a park, the shared path will be located on the open space side.
- All other local streets have standard pedestrian paths on both sides of the street
- Existing pedestrian paths along the linear park will be retained where possible, and linked to form a continuous access corridor connecting Fullwood Reserve, the School and Brady Park.
- The Linear Park Corridor has a shared way (path / cycleway) along it's length, with pedestrian paths crossing the corridor at key locations



Street Tree Strategy

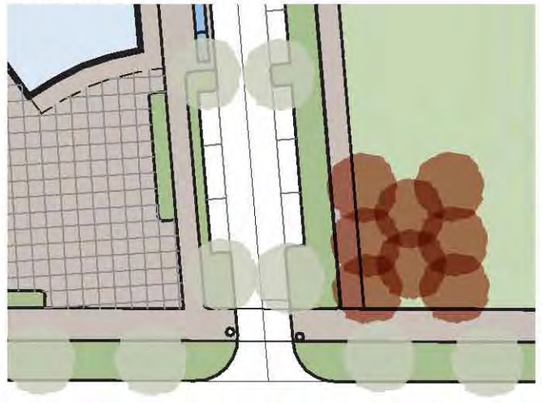
DESIGN OBJECTIVES

- Local Streets - solar aspect defines tree selection to shade from the western sun in summer, allow good solar access in winter
- Local Streets have informal layout to accommodate driveway locations
- Entry statement & intersection design - punctuate regular street tree planting on Collector Roads with intersection planting - terminates views along adjoining streets - refer Landcom Street Tree Design Guidelines
- Collector Roads and Dobell Road - Street trees in parking bays. Layout is a formal avenue punctuated by intersections and entry statement.



Intersection Treatments

ENTRY STATEMENT TREATMENT

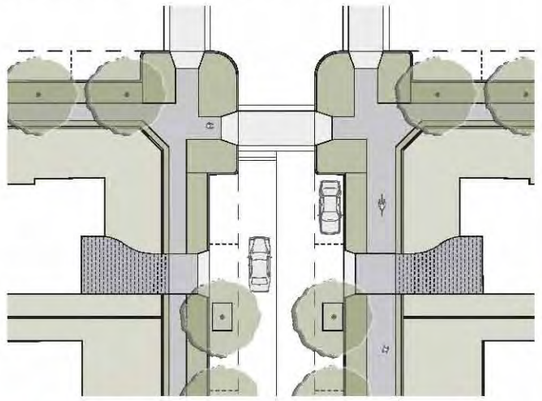


Native / Cultural tree plantings to highlight entry

Diverse and coloured underplanting to highlight entry

Local artist to create a sculptural response to complement entry

INTERSECTION TREATMENT: TYPES 1 - 4



- Layout of Intersection Treatment Types 1-4 are the same. Treatments vary only in plant species selection and design. These selections are themed according to the street types. (eg. Local x Collector)

Detailed planting design at intersections (Gregory Hills Residential Estate)

Parking bays to be screened with low planting at intersections

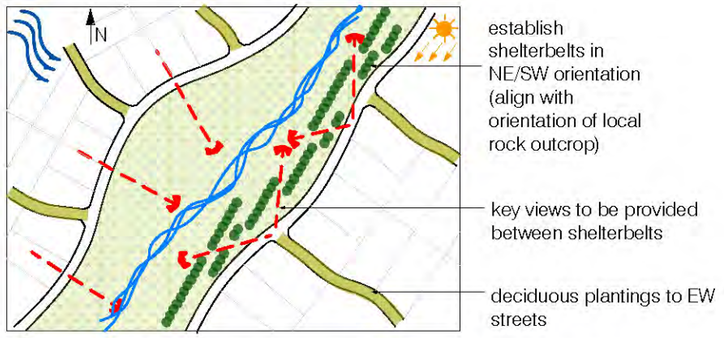


Figure 3.12: Shelter Belt and Solar Street Strategy Principle

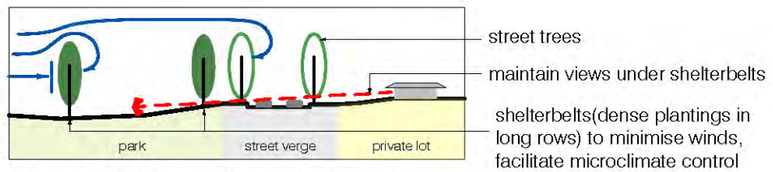
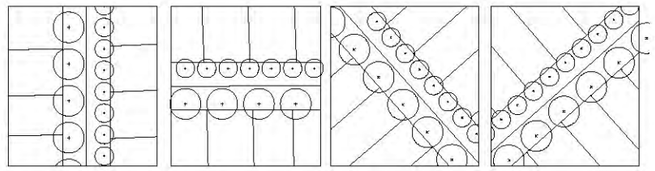


Figure 3.14: Shelter Belts in Open Space

2. Wind rows/ shelterbelts to south eastern edges of open space to protect residents from both strong hot+cold northwest winds, across open space



Street Trees responding to Street Aspect

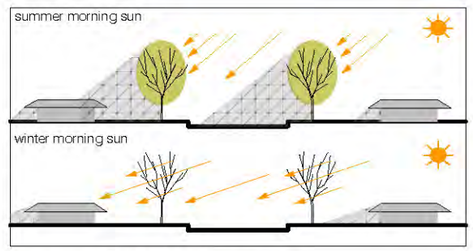
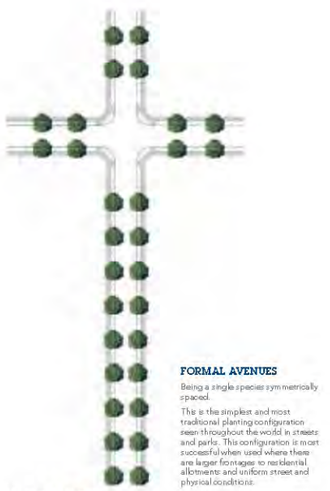


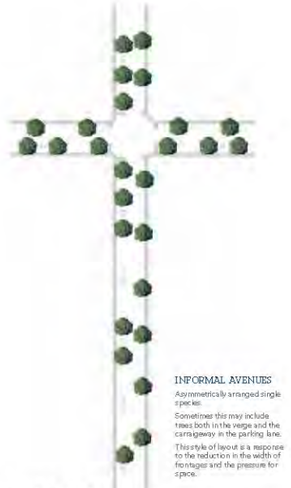
Figure 3.13: Solar Street

1. Deciduous trees planted to north eastern side of built form or amenity/ structure to maximise winter morning sun and minimise summer morning sun, without impacting on winter winds (ie; creating a wind tunnel along the street).
(Source: Googong Landscape and Open Space Strategy, AECOM, 2010)



ENTRY STREET

INTERSECTION TREATMENTS ON ENTRY STREET / DOBELL ROAD / COLLECTOR ROAD



LOCAL STREETS

DOBELL ROAD / COLLECTOR ROAD

(source: Landcom)

Microclimate and Street Trees

DESIGN OBJECTIVES

- Where possible use street trees to provide microclimate benefits - this includes shading from hot western sun in winter, and allowing solar access for the lower angled northern sun in winter
- For local streets - larger canopies for lot frontages facing West and South
- For local streets - smaller canopies for lot frontages facing North and East