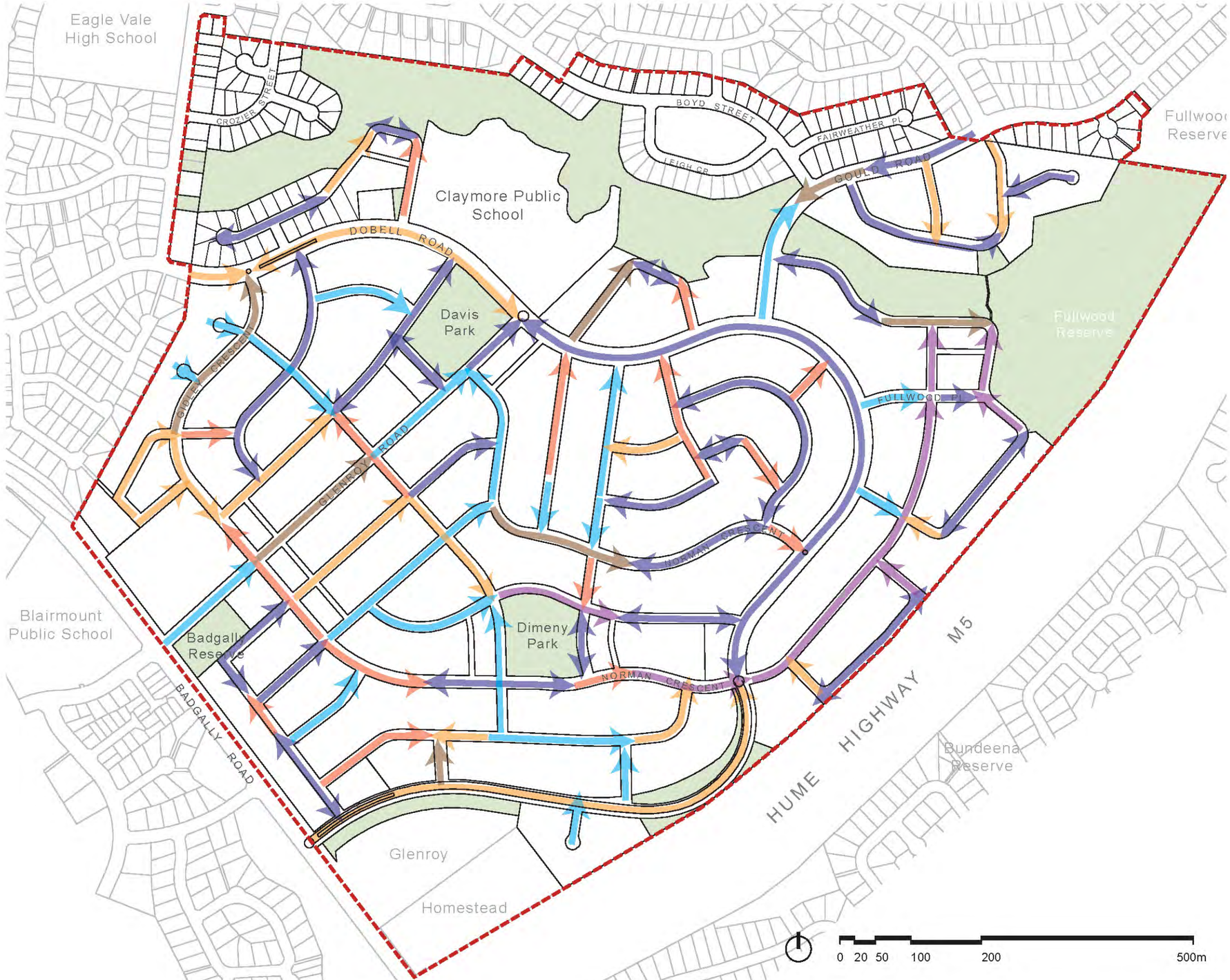
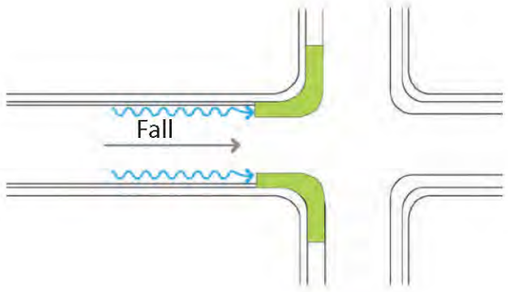
Street Slopes

DESIGN OBJECTIVES

- Street slopes define view sheds and combined with aspect, street tree design and street hierarchy (local or collector) form the character of the street.
- NE streets run along the contours or are the most gentle slopes
- NW streets go from ridge-valley-ridges
- Street slopes influence front fence design articulation and choice of material

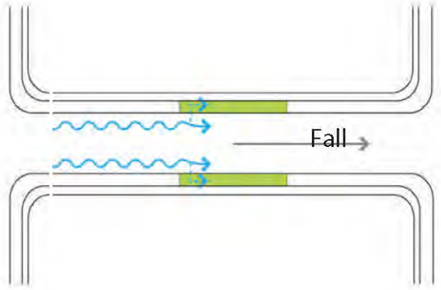


WSUD integration options



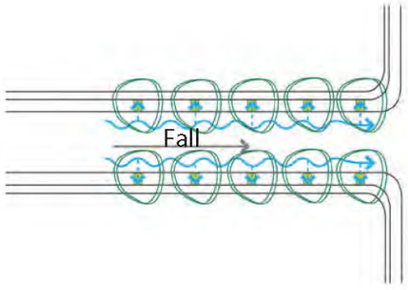
1

Verge blisters with planting at intersections



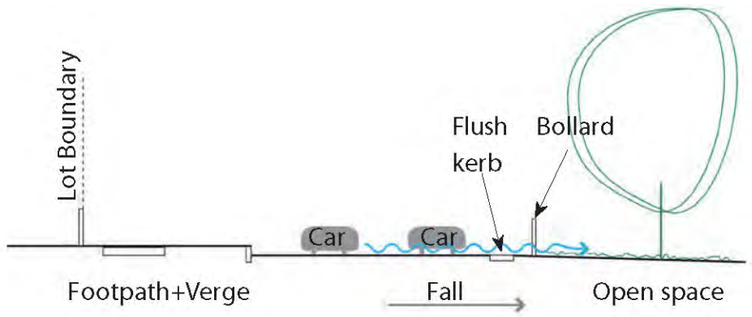
2

Planting beds at centre of streets to capture **street runoff**



3

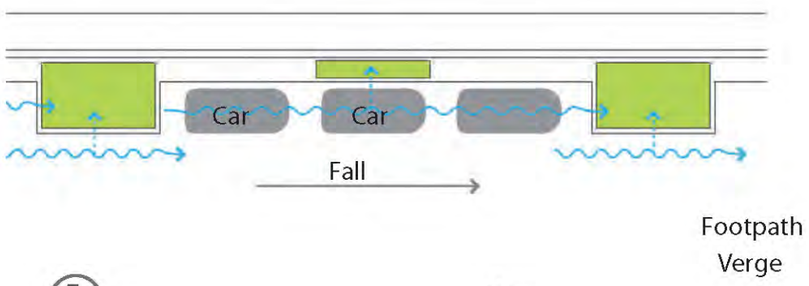
Tree pits may be used to capture street **runoff on steep grades**



4

Castellated or flush kerbs installed at edge roads to open spaces to allows street runoff through to planting

(Source: Googong Landscape and Open Space Strategy, AECOM, 2010)



5

Urban context - indented Parking Bays to allow street runoff to planting beds

Views and Open Space

DESIGN OBJECTIVES

- Retain trees where possible within existing open space areas and road corridors
- Retain where possible existing pedestrian pathways and facilities and incorporate into the new design
- Where possible reinforce views to open space from perpendicular streets to provide good visual connectivity and legibility (sense of orientation and place)
- Generally, views are down-slope on perpendicular streets to open space areas

Illustrative Landscape Master Plan

DESIGN OBJECTIVES

- Street design to be cohesive public realm with consistent street character
- Street tree hierarchy and fencing responds to location and aspect
- Retain & enhance existing trees where possible
- Integrate existing park facilities into new layout
- Provide pedestrian connections between open space areas
- Create clear pedestrian view lines in Linear Parkland Corridor to encourage passive surveillance
- Provide a mix of passive & active recreation opportunities
- Integrate passive irrigation into street tree bays
- Integrate WSUD into Linear Parkland Corridor and localised areas within parks
- Upgrade existing sport fields and facilities and integrate into new urban subdivision
- Highlight estate and Linear Park Corridor entrances

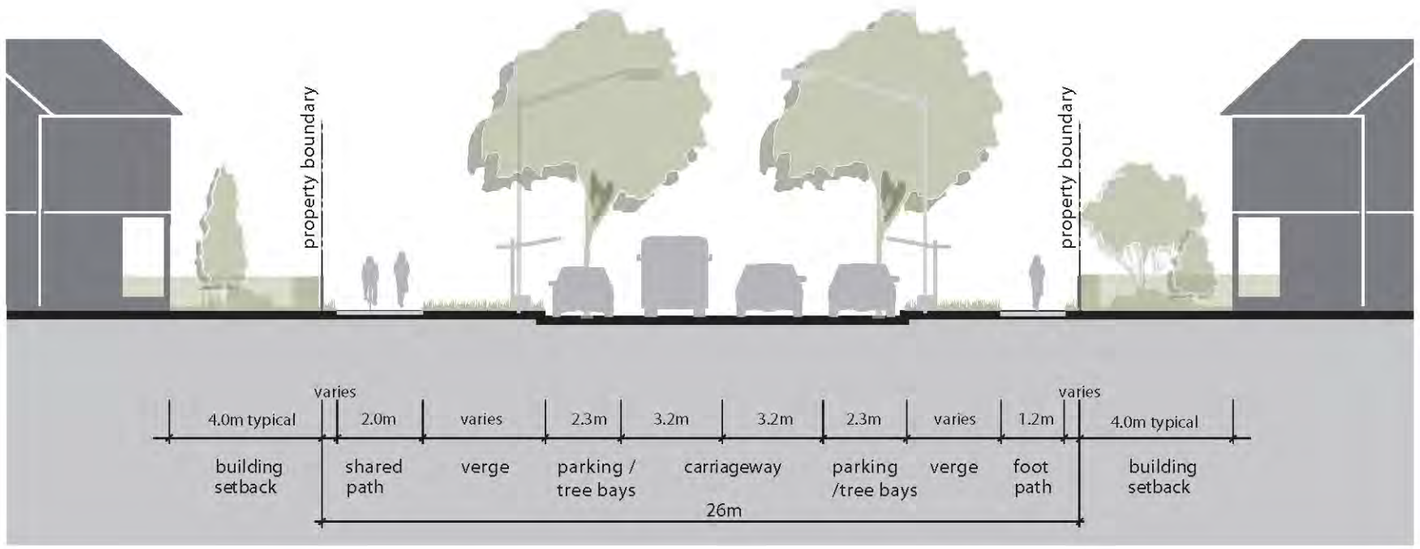
04

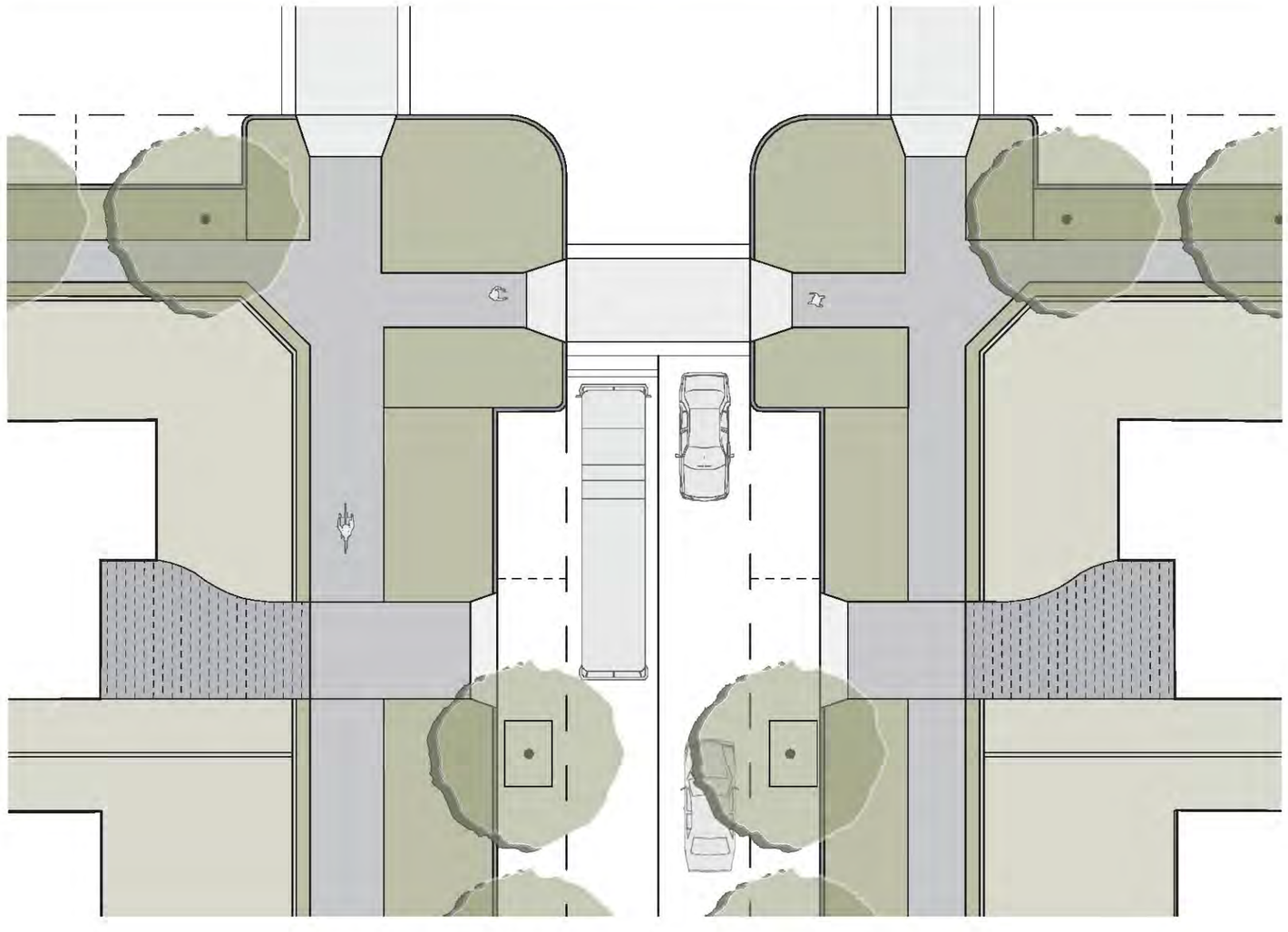
Street Types - illustrative

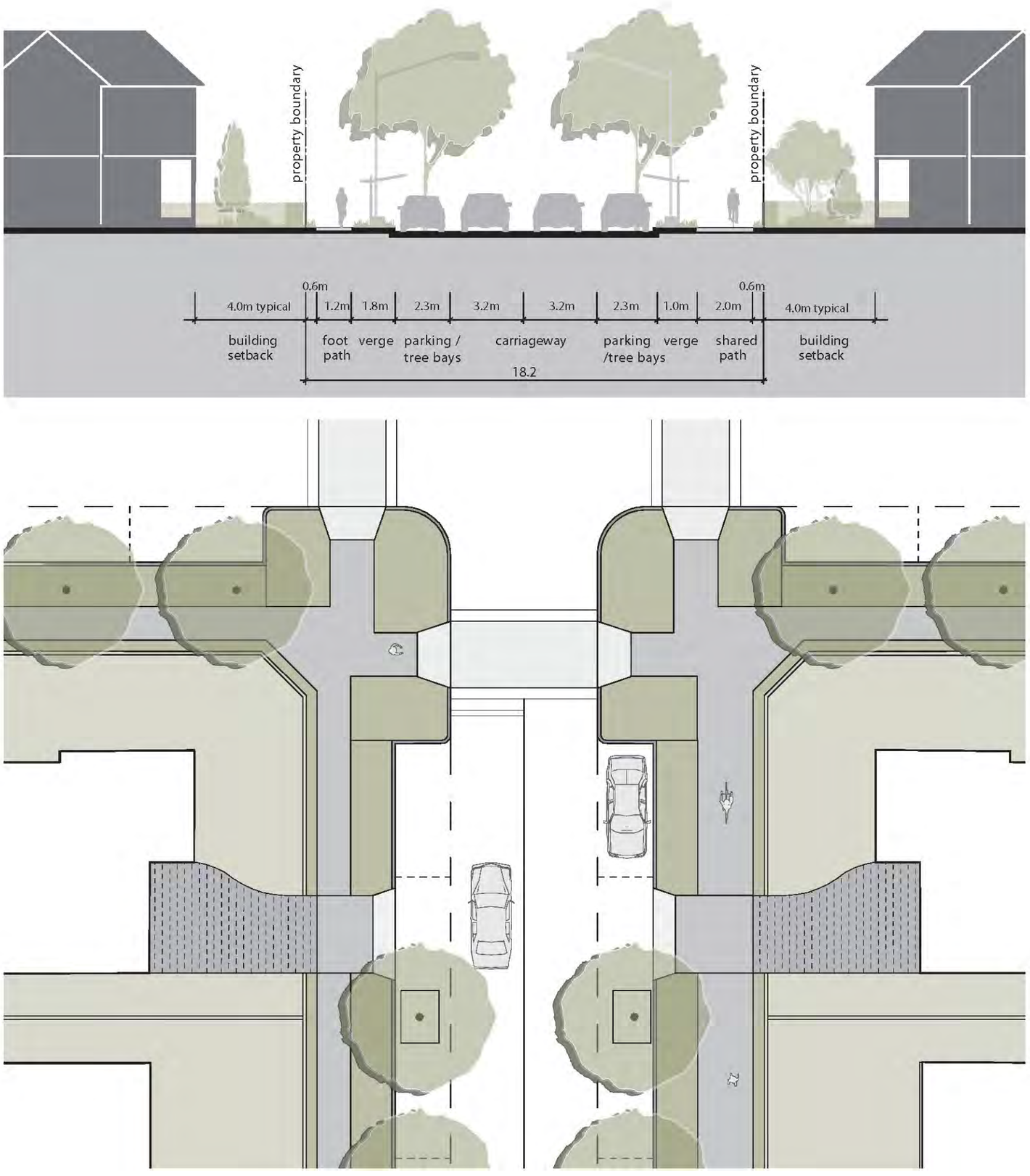
Dobell Road / Collector

DESIGN OBJECTIVES

- Consistent driveway and footpath materials in public realm
- Trees bays in parking bays (not behind kerb)
- Shared pedestrian / cycle path on one side of the street - standard pedestrian footpaths on the other side
- Street tree planting formal and regular layout
- Building setback typically 4.0m to the front, 5.5 to the garage.







Typical Entry / Minor Collector

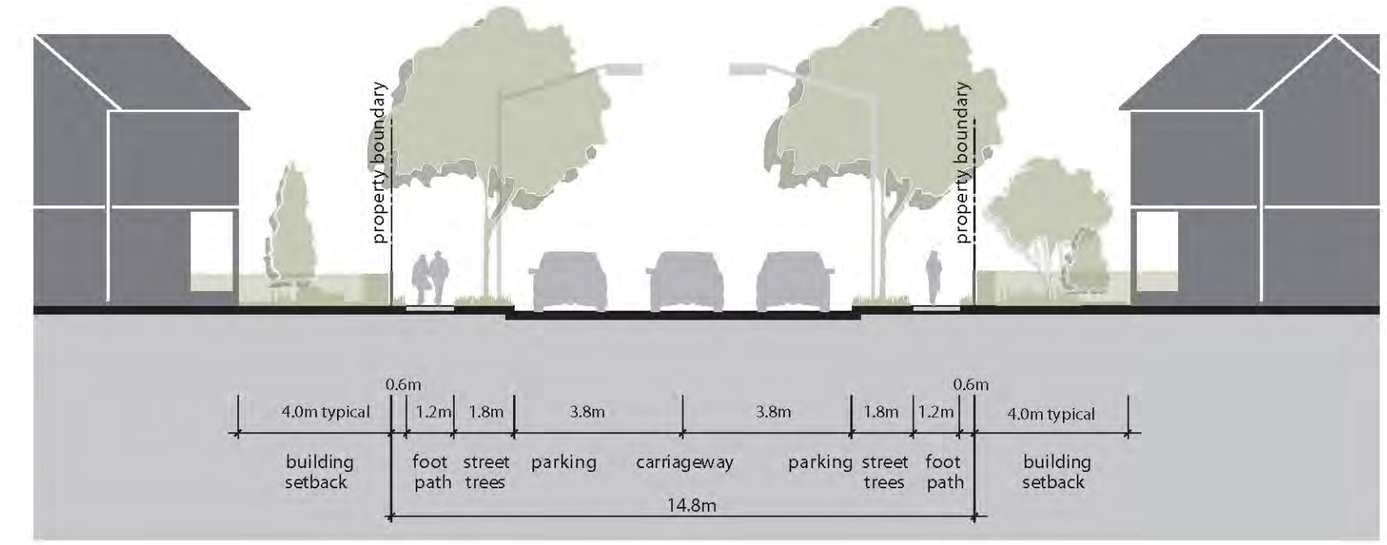
DESIGN OBJECTIVES

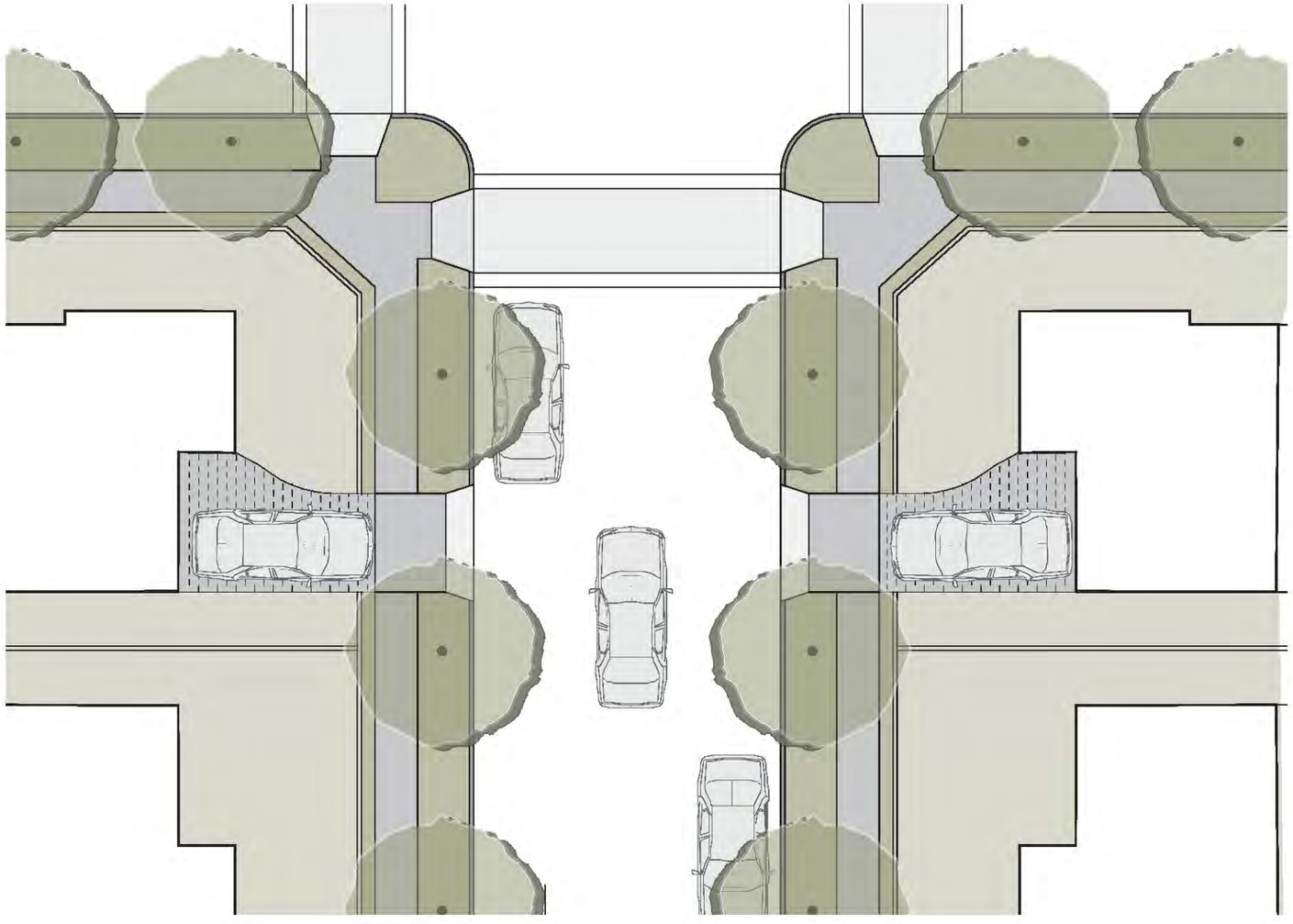
- Consistent driveway and footpath materials in public realm
- Trees bays in parking bays (not behind kerb)
- Shared pedestrian / cycle path on one side of the street - standard pedestrian footpaths on the other side
- Street tree planting formal and regular layout
- Building setback typically 4.0m to the front, 5.5 to the garage
- For lots less than 300m^2, front to be setback 3.0m

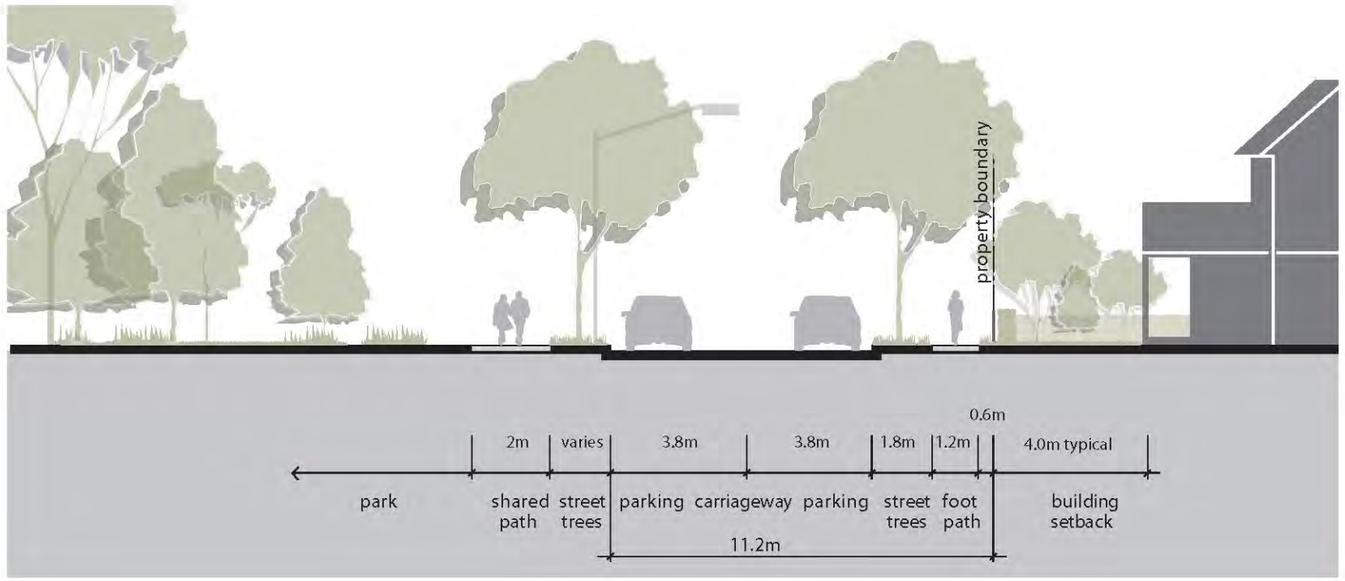
Typical Local Street

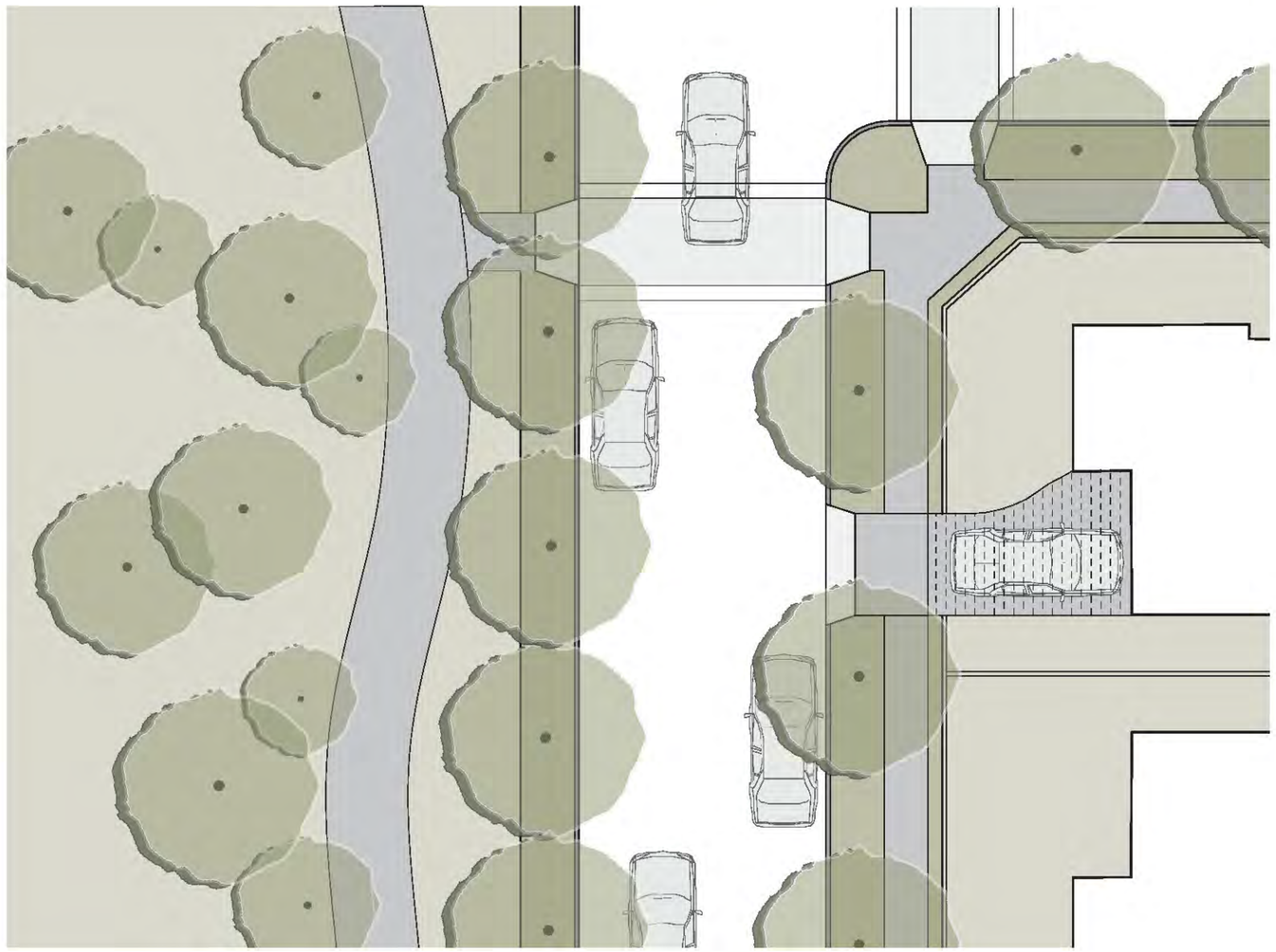
DESIGN OBJECTIVES

- Consistent driveway and footpath materials in public realm
- Trees behind kerb (not in parking bays)
- Pedestrian footpaths on both sides of the street
- Street tree planting informal layout
- Building setback typically 4.0m to the front, 5.5 to the garage
- For lots less than 300m^2, front setback to be 3.0m.









Typical Park Edge Street

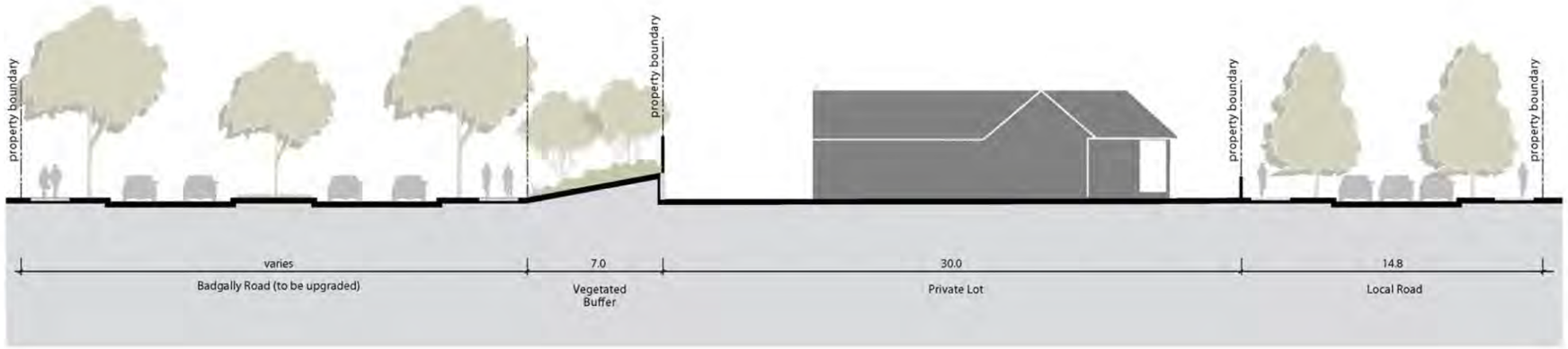
DESIGN OBJECTIVES

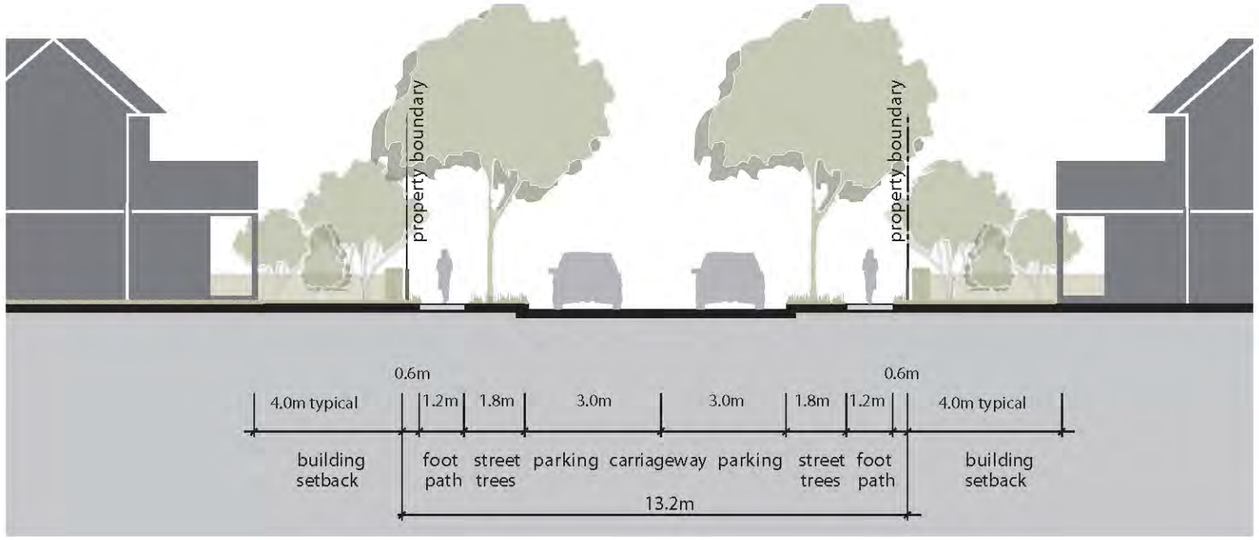
- Consistent driveway and footpath materials in public realm
- Trees behind kerb (not in parking bays).
- Pedestrian footpaths on both sides of the street - those on the open space side can meander
- Street tree planting informal
- Building setback typically 4.0m to the front, 5.5 to the garage
- For lots less than 300m^2, front setback 3.0m.

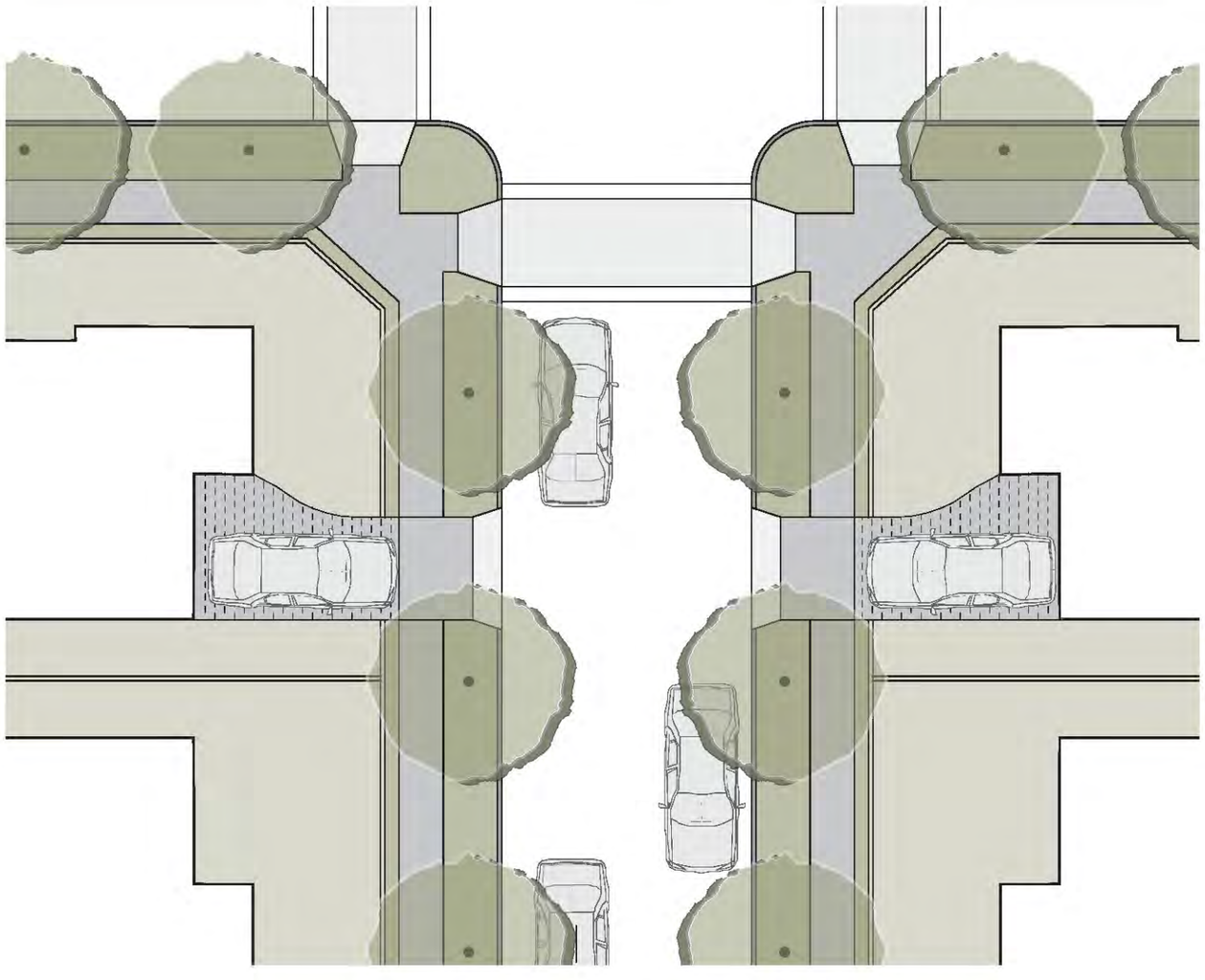
Badgally Road Section

DESIGN OBJECTIVES

- Provide visually separation of back yard areas with small mound and wall with planting treatment
- Fence on top of retaining wall to be brick piers with treated timber infill to provide impressive entry statement to the whole estate
- This treatment 'bookends' the main entrance to the estate with seniors living to the west, and residential to the east.
- Badgally Road to be upgraded by the RTA. The project works include the vegetated buffer and adjoining verge areas.







Cul-De-Sac

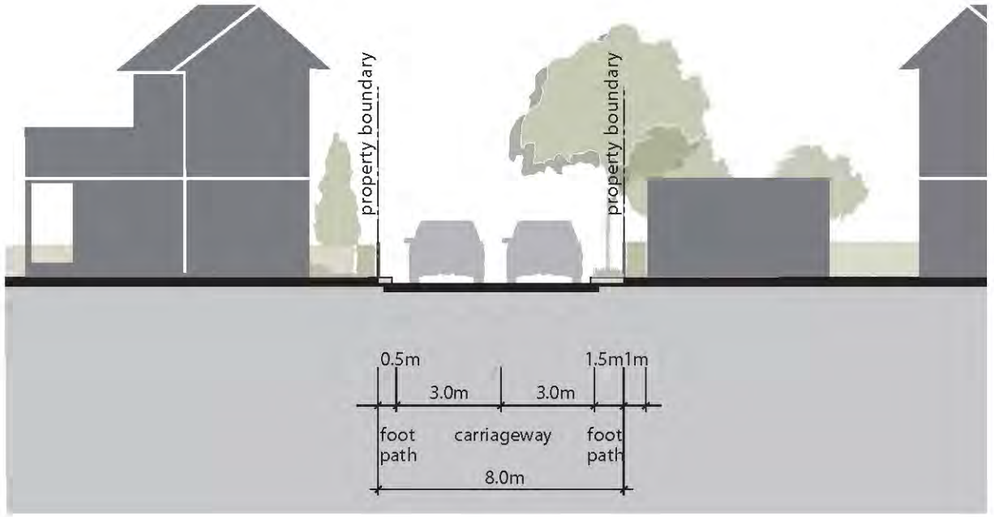
DESIGN OBJECTIVES

- Consistent driveway and footpath materials in public realm
- Standard pedestrian footpaths on both sides
- Building setback typically 4.0m to the front, 5.5 to the garage

Laneway

DESIGN OBJECTIVES

- Provide rear access to higher density residential dwellings
- Shared pedestrian / vehicle carriageway
- 1.0m setback to garage
- Garage-top studio on corner lots provides surveillance to the laneway to create safe environment



05

Retail Centre and Community Precinct Concept Plan

Concept Plan

The concept plan proposes the consolidation of the existing retail centre and community facilities (such as the child care centres, youth centre, community rooms and multiple training centres) into an integrated retail and community precinct located at the new entry to the development along the Badgally Road frontage. The re-development of the Claymore estate creates this opportunity to provide a better urban outcome and develop best practice amenity for the future community.

The proposed retail precinct provides a key entry statement to the new development and will be accessible to both new residents of the redeveloped Claymore estate as well as existing residents in surrounding areas. The retail precinct has also been designed to take full advantage of upgraded amenities such as Glenroy Road, the new Badgally Reserve and local public transport services (buses to Campbelltown CBD and Campbelltown Rail Station).

The concept plan proposes integrated housing, seniors living units and new streets around the retail and community precinct to create a safer environment and more opportunities for effective surveillance as a result of the higher residential density.

3D Massing Model

From Badgally Road looking towards north

3D Massing Model

From Badgally Road looking towards east