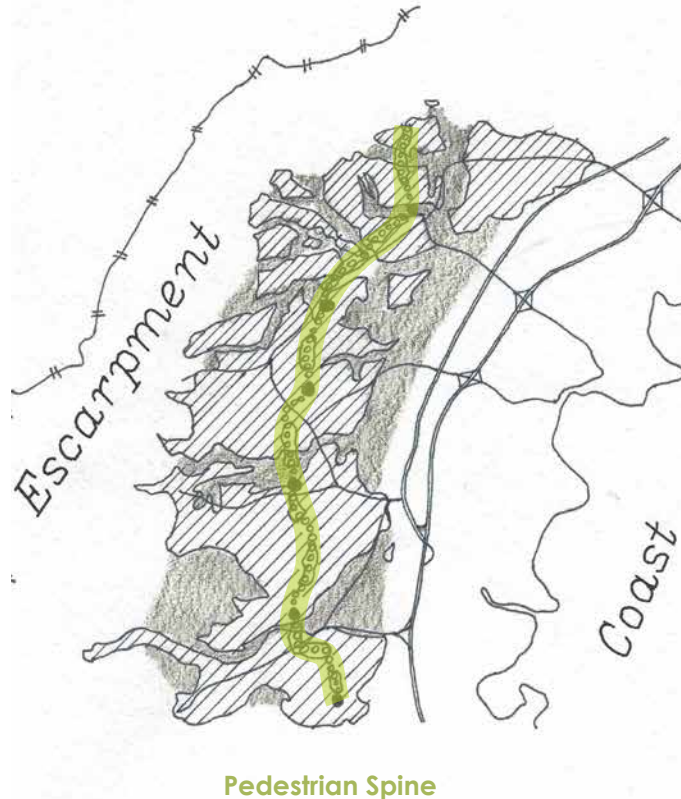


MASTER PLANS - EARLY SUCCESSES IN INNOVATION

West Dapto Structure Plan

Wollongong City Council, 1988

Asked to review a plan that included a large scale arterial road running across the valleys the recommendation was for smaller local distributors fish-boning from the existing Freeway and replacing the arterial road with **a spine for active transport joining schools, local shops and recreation areas**. The first concept for a Green Network hasn't come to fruition yet, but the opportunity is still there!

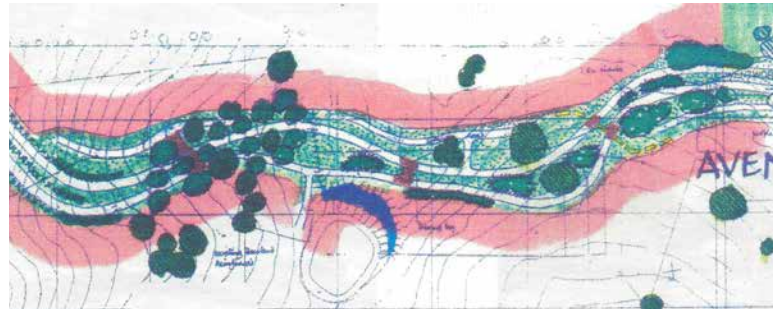


Glenmore Park

Penrith City Council, 1990

A review of planning at Glenmore Park recommended rejecting the proposed the high capacity arterial road that would dissect the suburb and replacing it with the first and only speed managed distributor road. Now carrying its maximum demand of about 10,000 vpd the rate of accidents was about 4% of roads in similar locations (1990's data). The **geometry limits speed to 50kph reducing to 30kph where pedestrians were intended to cross the road**.

Involvement in the Master Plan lead, reluctantly at first, to a reduction of Culs-de-sacs, the beginnings of pathways as part of a Ped Shed to a bus stop, and general use of the street widths recommended in SWWL (see Strategic Planning); all innovations in their time.



Culburra

Allen Price & Associates, 1991

One of a series of Estate designs indicating the influence of topography (See Research). **The original plan for circles did not have sufficient gradient for drainage and was amended to huge spiral**. A conceptual plan for extending to surrounding estates characterises the organic nature Chris's urban design style. And incidentally shows the Adventure and Active Transport links that are still being researched.



Keswick

Dubbo City Council, 1993

Offered the chance to add more interest to an Estate, Keswick was designed around a 'village green' with sports field/retention basin and 'sports club/ corner shop, **and a series of longitudinal active spaces radiating from the village**. The concept for the active spaces was two @ 3.5m carriageways with a varying width of central



'median/park', creating a similar space to the 3.5m street in Bligh Park. Although internal connectivity was high, external connectivity was limited to three main points since upgraded to four.