

CITY OF ARMADALE

AGENDA

OF DEVELOPMENT SERVICES COMMITTEE TO BE HELD IN THE FUNCTION ROOM, ADMINISTRATION CENTRE, 7 ORCHARD AVENUE, ARMADALE ON MONDAY, 20 MARCH 2023 AT 7.00PM.

A meal will be served at 6:15 p.m.

PRESENT:

APOLOGIES: Cr M J Hancock (Leave of Absence)

OBSERVERS:

IN ATTENDANCE:

PUBLIC:

“For details of Councillor Membership on this Committee, please refer to the City’s website – [www.armadale.wa.gov.au/your council/councillors](http://www.armadale.wa.gov.au/your_council/councillors).”

DISCLAIMER

The Disclaimer for protecting Councillors and staff from liability of information and advice given at Committee meetings to be read.

DECLARATION OF MEMBERS' INTERESTS

QUESTION TIME

Public Question Time is allocated for the asking of and responding to questions raised by members of the public.

Minimum time to be provided – 15 minutes (unless not required)

Policy and Management Practice EM 6 – Public Question Time has been adopted by Council to ensure the orderly conduct of Public Question time and a copy of this procedure can be found at <http://www.armadale.wa.gov.au/PolicyManual>

It is also available in the public gallery.

The public's cooperation in this regard will be appreciated.

DEPUTATION

CONFIRMATION OF MINUTES

RECOMMEND

Minutes of the Development Services Committee Meeting held on 20 February 2023 be confirmed.

ITEMS REFERRED FROM INFORMATION BULLETIN - ISSUE 3 - FEB 2023

If any of the items listed in the Information Bulletin – Issue 3 – February 2023 require clarification or a report for a decision of Council, this item to be raised for discussion at this juncture.

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DEVELOPMENT SERVICES COMMITTEE

20 MARCH 2023

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***1.1 - PROPOSED CLOSURE OF RIGHT OF WAY - LOT 66 PEET ROAD,
ROLEYSTONE***

WARD : HILLS

FILE No. : - M/10/23

DATE : 3 March 2023

REF : GM

RESPONSIBLE
MANAGER : EDDS

APPLN No. : Roads &
Drainage/Closures

APPLICANT : C Bruce

LANDOWNER : State of WA

SUBJECT LAND : Right of Way (ROW)
Lot 66 Peet Road,
Roleystone (see attached
Location Plan) (243m²)

ZONING : Residential R5

MRS / :
TPS No.4 :

In Brief:

- An application has been received to close Right of Way (Lot 66 Peet Road, Roleystone); to enable the land to be amalgamated into Lot 3 (No.243) Peet Road, Roleystone
- The subject Right of Way is landlocked, unconstructed and is not required by the City for road purposes.
- Recommend that Council authorise a request being made to the Minister for Lands for the permanent closure of the Right of Way, subject to the land being amalgamated with the adjoining property Lot 3 (No.243) Peet Road and/or Lot 2 (No.1) Raeburn Road, Roleystone.

Tabled Items

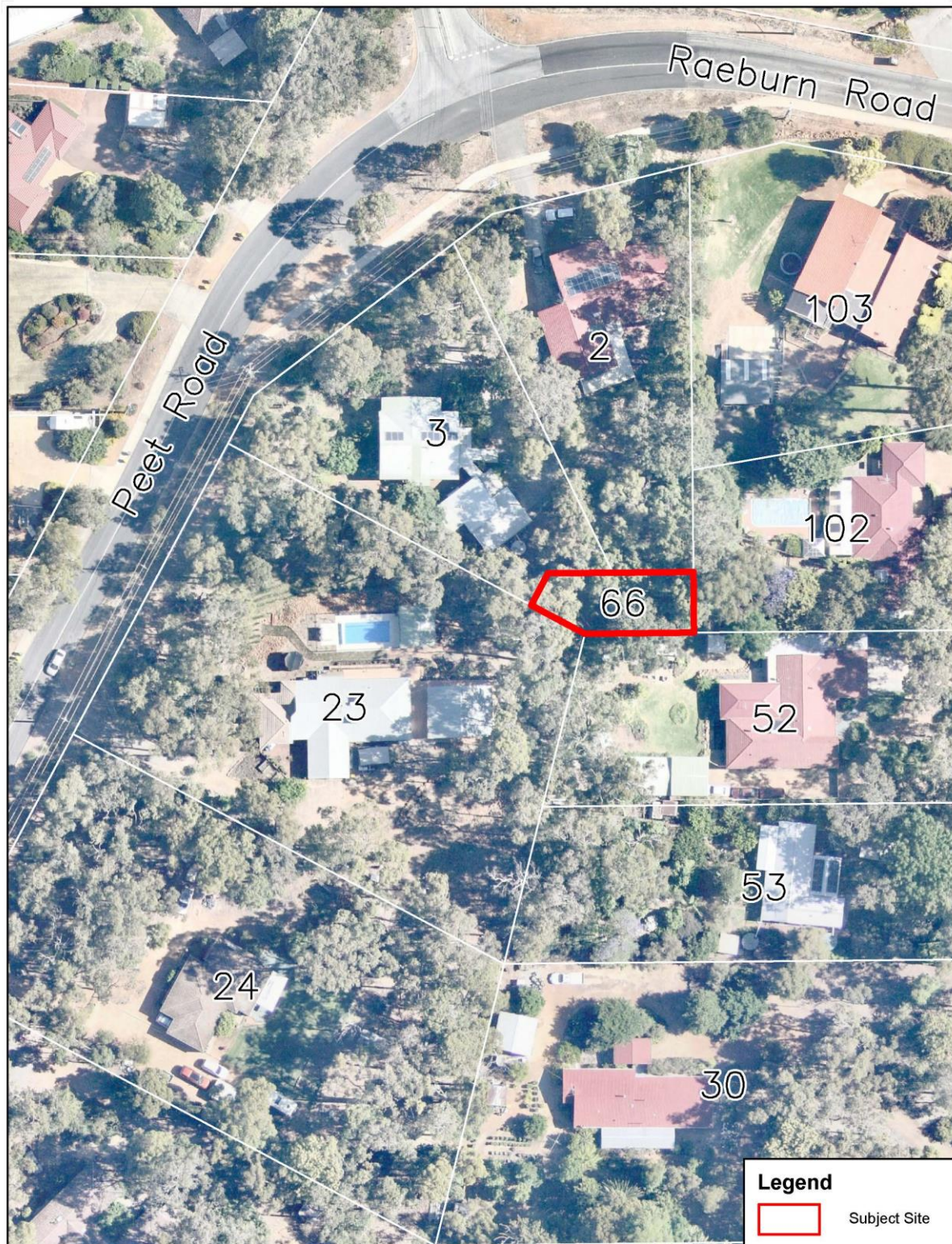
Nil

Decision Type

- ☐ **Legislative** The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.
- ☐ **Executive** The decision relates to the direction setting and oversight role of Council.
- ☒ **Quasi-judicial** The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil.



AERIAL PLAN
Lot 66 Peet Road, Roleystone



SCALE 1 : 1000

Legend
 Subject Site

DATE 5 January 2021 - REVISION 2101
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Western Australian Land Information Authority trading as Landgate (2012).
Aerial photograph supplied by Landgate. Photographs by ViewStop.

CITY OF  **Armadale**

Strategic Implications

- 2.2.1 Deliver attractive and functional streetscapes, open spaces, City buildings and facilities
- 2.2.2 Protect and enhance the character of the City's spaces and places
- 2.3.4 Develop long term transport network planning

Legal Implications

Land Administration Act 1997.

Council Policy/Local Law Implications

Nil.

Budget/Financial Implications

Costs associated with this proposal, including administration and advertising costs, have been borne by the applicant through the Right of Way closure application fee.

Consultation

1. Advertised for Public Comment.
2. External Agency Referral.
3. City of Armadale Internal Business Units.

BACKGROUND

Lot 66 Peet Road, Roleystone is a landlocked and unconstructed Right of Way (ROW). The lot was created as a ROW via a historical subdivision in the late 1970's. However, a subsequent application in 1979 to amalgamate the ROW with Lot 3 (No.243) Peet Road and Lot 2 (No.1) Raeburn Road, Roleystone was never completed by the applicant at the time and the ROW parcel remained.

DETAILS OF PROPOSAL

A request was received from the owner of Lot 3 (No.243) Peet Road, Roleystone to close and purchase the entire ROW. The intention is to permanently close the ROW and to amalgamate the full portion with Lot 3 (No.243) Peet Road, Roleystone. The City proposes to permanently close the ROW as shown on the Location Plan attached.

Vegetation

The Right of Way lot vegetation comprises of standard eucalyptus trees, residential lawn and English ivy. No protected species have been identified. The City was advised by the applicant that they have maintained the portion of ROW adjacent to their property.

COMMENT

Technical Services Directorate (Civil Works)

The Civil Works team within the Technical Services Directorate were consulted and raised no objection.

A Dial-Before-You-Dig query was undertaken on 19 October of 2022 to determine services that could be affected and which Service agencies are to be consulted. No infrastructure was located within the ROW.

Public Advertising

The City advertised the proposed closure of the Right of Way under the *Land Administration Act 1997* on 16 November 2022, concluding on 22 December 2022.

The proposal was advertised on the City's website, letters were sent to nearby landowners/occupants and an advert was placed within the Examiner and Comment newspapers for the same advertising period.

Results of Advertising

No. of landowners/occupiers Notified:	5
No. of Government agencies notified:	6
No. of submissions received:	3
No. of private submissions received:	0
No. of private submissions objecting to closure:	0
No. of private submissions supporting/not objecting to closure:	0
No. of Government agencies not objecting to closure:	3

The State Government servicing authorities were also invited to comment on the proposal and raised no objection

ANALYSIS

ROW closure process

In order for the ROW closure to proceed, the adjoining landowners would be required to acquire either half and/or full width of the ROW and would be responsible for all associated costs and acquisition of the land from the State Government. The owner of Lot 3 (No.243) Peet Road, Roleystone has indicated they would be interested in acquiring the full portion of the ROW which could facilitate the closure. The owner of Lot 2 (No.1) Raeburn Road was also invited to express interest in purchasing half of the ROW, however no response has been received to date.

The proposed ROW closure has been processed in accordance with the requirements of Section 87 of the *Land Administration Act 1997*. The Department of Planning, Lands and Heritage (DPLH) is responsible for the disposal of the land. Negotiations for the sale will be between DPLH and the interested landowners.

OPTIONS

1. Council could authorise a request being made to the Minister for Lands for the permanent closure of the ROW, subject to the land being amalgamated with the adjoining land Lot 3 (No.243) Peet Road and/or Lot 2 (No.1) Raeburn Road, Roleystone.
2. Council could resolve not to support the request to close the ROW and advise the applicant of its decision.

CONCLUSION

In light of no objections being received and the ROW not being required for any public purpose, it is recommended that Council should support the road closure in-accordance with Option 1.

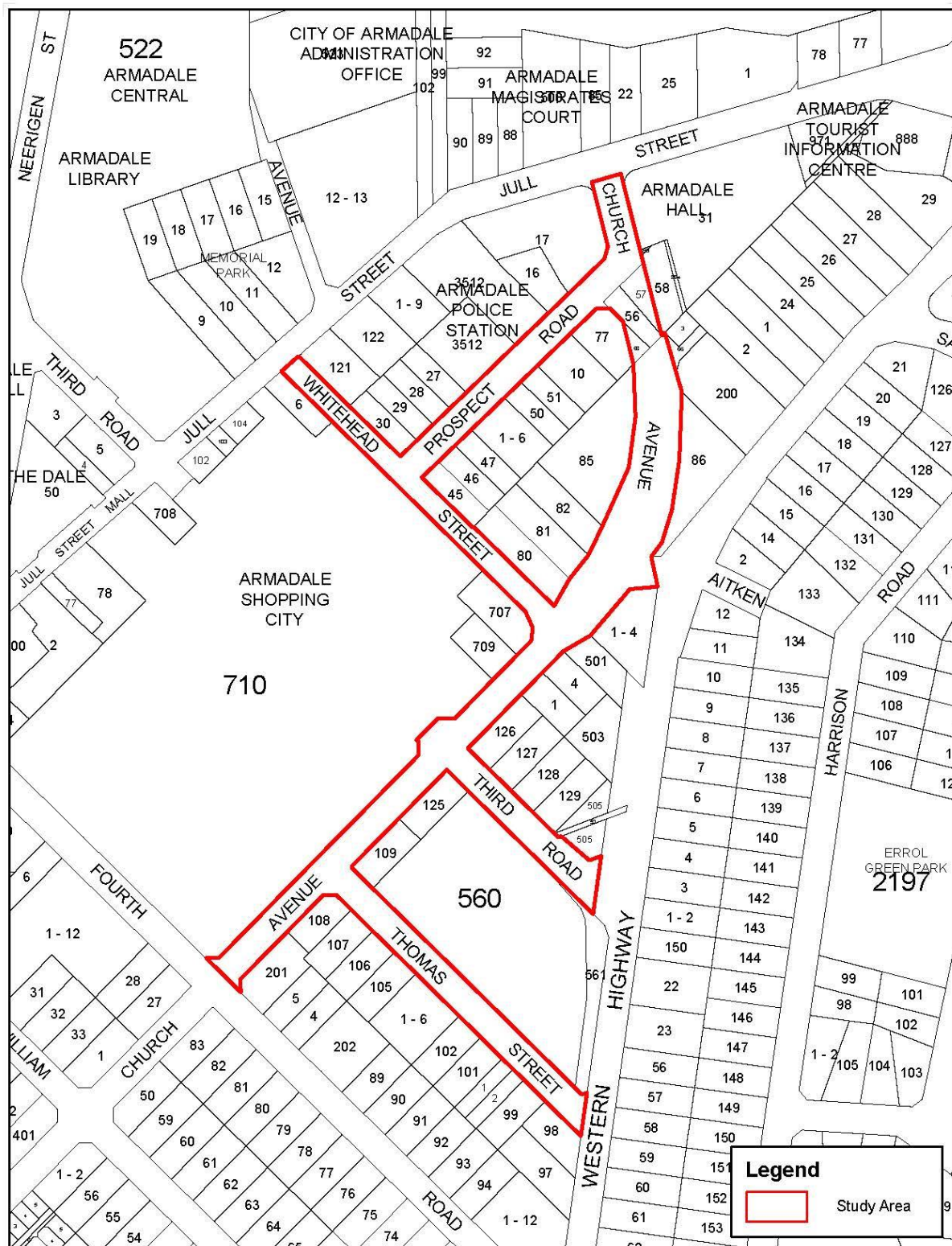
RECOMMEND

That Council:

1. **Authorises a request being made to the Minister for Lands pursuant to Section 87 of the *Land Administration Act 1997* for the permanent closure of the full portion of Right of Way as identified on the attached Location Plan, subject to the land being amalgamated with the adjoining landholding(s) Lot 3 (No.243) Peet Road and/or Lot 2 (No.1) Raeburn Road, Roleystone and any further costs incurred by the City being met by the applicant.**
2. **Advises the applicant and abutting landowners and submitters of its decision.**

ATTACHMENTS

1. [↓](#) TPS No.4 Zoning Plan - Lot 66 Peet Road ROW



LOCATION PLAN

Study Area for the Public Realm Strategy for Portion of
Armadale Strategic Metropolitan Centre



SCALE 1 : 4000

DATE 18 August 2021 - REVISION 2101
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2.1 - ARMADALE CITY CENTRE PUBLIC REALM STRATEGY STAGE 1

WARD : MINNAWARRA
FILE No. : M/625/22
DATE : 3 March 2023
REF : MK/JR
RESPONSIBLE MANAGER : EDDS

In Brief:

- Armadale City Centre Public Realm Strategy Stage 1 is presented to Council for consideration of the adoption of the strategy.
- Recommend that Council adopt the Public Realm Strategy subject to the attached Schedule of Modifications and request that Budget Proposals be prepared for future consideration by Council.

Tabled Items

Nil

Decision Type

- ☐ **Legislative** The decision relates to general local government legislative functions such as adopting/changing local laws, town planning schemes, rates exemptions, City policies and delegations etc.
- ☒ **Executive** The decision relates to the direction setting and oversight role of Council.
- ☐ **Quasi-judicial** The decision directly affects a person's rights or interests and requires Councillors at the time of making the decision to adhere to the principles of natural justice.

Officer Interest Declaration

Nil.

Strategic Implications

Corporate Business Plan 2022/23-2025/26

- 2.2.2.6 Develop a Public Realm Strategy and implementation plan for the Armadale City Centre.
- 2.2.2.1 Implement the City's Urban Forest Strategy 2014.
- 2.2.2.2 Implement the Footpath Program and Bike Plan.
- 2.2.2.5 Improve the amenity of streetscapes through the use of public art.

Strategic Community Plan 2020-2030

- 2.2 Improve the amenity of streetscapes in established suburbs to provide an attractive, shaded network that connects residents to locations of interest.
- 2.2.2 Attractive, inclusive and functional public places.



AERIAL PLAN

Study Area for Stage one of the Public Realm Strategy
for Portion of Armadale Strategic Metropolitan Centre



SCALE 1 : 5000

DATE 21 February 2023 - REVISION 2301
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Other Council Strategies

Signage Strategy 2023-2027

Urban Forest Strategy

Access and Inclusion Plan 2021-2026

Community Health and Wellbeing Plan 2021-2024

Armadale City Centre Transformation Technical Document 2022 (Investment Framework)

Legal Implications

Draft Armadale Strategic Metropolitan Centre Structure Plan 2019

Council Policy/Local Law Implications

Local Planning Policies

PLN 3.12 Percent for Public Art

PLN 2.4 Landscape Feature and Tree Preservation

PLN 2.6 Water Sensitive Design

PLN 3.14 Designing Out Crime

Budget/Financial Implications

Implementation of the recommendations of the Public Realm Strategy will have future budget impacts that will need to be considered in any review of the City's Long Term Financial Plan. To implement the City Centre Public Realm Strategy Stage 1 it will be necessary for Budget Proposals for the works proposed to be prepared for future consideration by Council.

Consultation

1. Executive Leadership Team;
2. Technical Services (Parks, Environment and Design teams); and
3. Community Services (Community Development and Community Planning teams).
4. Councillor workshops held on 31 May 2022 and 14 February 2023.

BACKGROUND

Armadale City Centre is a Strategic Metropolitan Centre servicing Perth's south east metropolitan region, as identified by State Planning Policy and the South Metropolitan Peel Sub-regional Planning Framework. The centre services a broad and rapidly growing catchment. A Draft Structure Plan was prepared for the City Centre over the last few years and adopted in draft form by the Council in 2019. The Draft Structure Plan establishes the vision and sets a strategic planning framework to guide development within its boundary. The Draft Structure Plan is with the Western Australian Planning Commission (WAPC) for endorsement. Finalisation of the draft Structure Plan was awaiting the completion of Amendment No.103 to the City's Town Planning Scheme No.4 to rationalise zoning within the City Centre in line with that proposed in the Structure Plan prior to the Structure Plan progressing further. Amendment No. 103 was gazetted on 16 December 2022 and endorsement of the Draft Structure Plan by the WAPC is anticipated within the next few months.

Under the Draft Structure Plan, the Armadale City Centre is divided into Precincts which reflect the intended urban design and land use outcomes. The use of Precincts helps to define the character and 'place' of the City Centre which includes streetscape and public spaces.

As part of the Structure Plan, the City commissioned the Lead Planning Consultant – Hassell Planning to prepare a recommendations report. The intent of the report is to consider possible initiatives and recommendations that the City could implement that would allow the ‘vision’ for the Armadale City Centre to be progressed.

One of the key recommendations from the report highlighted the need for the City to prepare a Public Realm Strategy for the Armadale City Centre to develop concepts for the future development of all the public realm areas within the City Centre. This includes the design of streets including verge and road width, tree planting and landscaping, lighting and street furniture and the design of public places (eg parks).

The study area includes the following streets:

- Church Avenue between Fourth Road and Jull Street;
- Prospect Road;
- Whitehead Street;
- Third Road between Church Avenue and South Western Highway; and
- Thomas Road.

The following major development projects are currently under construction within the study area:

- A five (5) storey TAFE complex on the corner of Whitehead Street and Church Avenue; and
- The Courthouse and Police Complex on a site bounded by Third Road, South Western Highway and Thomas Road.

DETAILS OF PROPOSAL

Following a Request for Quote process, the City appointed Place Laboratory to carry out the project.

The project was split into four (4) distinct phases as detailed below:

Phase One – Context and Themes

The first phase of the project was critical and served to develop the ‘vision’ and framework for the Public Realm Strategy for the Study Area. This phase was cognisant of documents such as the Draft Armadale Strategic Metropolitan City Centre Structure Plan in setting the urban design framework for the Public Realm. This section of the document includes the following:

- Introduction to the Armadale City Centre (portion containing Stage 1 study area) (i.e. vision and area)
- Identification of relevant documents (i.e. Armadale Strategic Metropolitan Centre Structure Plan)
- Planning Framework and relationship to other documents
- How the Public Realm Strategy is to be used
- Project History
- Context
- Identification of Landscape / Place Themes/ Place Precincts for the Study Area

This section of the Public Realm Strategy was developed following consultation with the City's Internal Working Group and Elected Members.

Phase Two – Typologies

Following the preparation of 'Place Precincts' within the Study Area, the lead consultant and City of Armadale Internal Working Group developed the following for each of the 'Place Precincts':

- Street Tree Hierarchy
- Streetscape Typologies (includes street location, tree selection, cross section, typical design, lighting)
- Planting typologies (identification of location and types of trees / vegetation)
- Wayfinding
- Important view sheds
- Solutions to problem areas
- Concept Plans

This section of the Public Realm Strategy forms the core of the document identifying each street and public space in the study area and including a design for each. The designs include critical elements such as public art and wayfinding to assist in developing a sense of place.

This section was developed following consultation with the City's Internal Working Group, Executive Leadership Team and Elected Members.

Phase Three – Specifications and Selections

Following the preparation of the 'Place Precinct' typologies, the lead consultant prepared the specifications and selections for the Armadale City Centre. This includes the following:

- General specification and requirements – includes furniture and fixtures, lighting, public art, signage, structures, surface treatments and water elements
- Selections – includes furniture and fixtures (i.e balustrade, bike racks, bins, bollards, drinking fountains, flag poles, handrails, planter boxes, seats and tables, skate deterrents, tree grates, service pit covers, street lighting, public art, street signage, shelters, walls, stairs, surface treatments, turf, mulch, shrub planting).

This final section of the document outlines the optional specifications for the public realm detail design intent, considerations / objectives and provides examples to illustrate this. Material options and finishes are also nominated.

Phase Four – Final Document (including formal consultation)

The final phase included the preparation of the final Public Realm Strategy document ready for adoption by Council as a working document for the City.

The final document will be able to be used by the City's Directorates for implementation to support budget determination and detailed design.

Project Deliverable

The key deliverables are summarised below:

Public Realm Strategy for Portion of Armadale Strategic Metropolitan Centre

The principle deliverable for the project is the Public Realm Strategy for a portion of the Armadale City Centre as detailed in the Study Area Map. The document contains the following key chapters:

- Part A – Introduction
- Part B – Context and Themes
- Part C – Precinct–Based Typologies
- Part D – Specifications and Selections

COMMENT

A workshop on the outcomes of Phase 1 of the project was held with Councillors on 31 May 2022. The topics presented included:

- Study Area
- Purpose of Project
- Strategic Planning Context
- Significant Projects
- Cultural Heritage
- Hills and Town Character
- Street Interface/Activity
- Site Conditions
- Opportunities and Constraints
- Great Places Principles
- Place Drivers
- Public Realm Precincts

The matters raised by Councillors at this workshop have been incorporated into the final Strategy.

Concept designs and section drawings were then developed for streets within the study area based on the outcomes of Phase 1 and the first Councillor workshop. These concept designs and sections were then referred to relevant technical teams (Parks, Environment, Engineering Design and Community Services) for comment via an internal workshop and other consultation in order to refine the concepts and identify any issues with the proposals.

Subsequent phases of the project involved in depth development of themes, palettes of materials and street furniture designs appropriate to the character of the area based on the work done in Phase 1.

The Draft strategy was presented to Councillors at a second workshop held on 14 February 2023. The matters covered in this workshop included:

- Report Background Summary
- Concept Designs: Church Ave Connector Precinct
- Prospect Place Precinct
- Third Road Gateway Precinct
- Thomas Close Precinct
- Public Realm Palette

The matters raised by Councillors at this workshop have been incorporated into the final Strategy.

ANALYSIS

The Draft Strategy has now been completed taking into account matters raised during the two (2) Councillor workshops. Throughout the process of preparation of the Strategy the Consultants and primary project officer have liaised with relevant City technical teams to assess whether the proposals within the Strategy could be physically achieved. Implementation of the proposals will require further detailed planning with regard to material, infrastructure and plant selection etc in order for Budget Proposals for the projects to be prepared for future consideration by Council.

The purpose of this public realm strategy is to provide the City with clear guidelines for upgrades to the City Centre's public realm areas that will achieve:

- A consistent style and design palette for future works to the public realm and streetscape;
- Design guidelines that enhance and celebrate Armadale's unique character, recognising and responding to identified areas or precincts of a similar nature;
- The creation of comfortable and safe places for people to use which encourage walking, cycling and use of public transport; and
- Provide clear guidance to those involved in designing and constructing public realm spaces on the quality of design expected.

Well-designed public spaces can support a wide variety of activities and encourage social interaction and promote health, well-being and social and civic inclusion as well as enhancing the economic viability of the area by attracting more people to the area and the businesses in the area.

The Strategy will both provide a basis for the preparation of budget proposals involving upgrades to the public realm within the City Centre by the City for Council's consideration and clear guidance to City Officers assessing development proposals within the City Centre with regard to conditions to be imposed on developments with regard to landscaping of verges abutting those new developments.

Consistency with the City's adopted Strategic documents

The following Strategic City documents are relevant to the creation of a Public Realm Strategy for the City Centre:

Signage Strategy 2023-2027

Urban Forest Strategy

Access and Inclusion Plan 2021-2026

Community Health and Wellbeing Plan 2021-2024

Armadale City Centre Transformation Technical Document 2022 (Investment Framework)

Signage Strategy 2023-2027

The Signage Strategy and associated Appendix contains a style guide for signage to be used within the public realm including City entrances, wayfinding and on parks and reserves. Given the detail contained in this style guide it was not necessary for the design of signs to be included in the Strategy. Instead, there is reference to the Signage Strategy and the Public Realm Strategy deals solely with where signage is suggested within the study area to assist with wayfinding, identification of heritage, City entrances and other purposes.

Urban Forest Strategy 2014

Planting palettes in the Strategy for the study area have been developed in accordance with the objectives and recommendations of the City's Urban Forest Strategy. Where the planting palettes diverge from the recommendations of the Urban Forest Strategy, consultation has been undertaken with the City's Parks team to determine if the additional plant and tree species are appropriate for the character of the area, the purpose of the planting (eg shading, greening, habitat, diversity) and the particular location (within pathways, adjacent to buildings).

Access and Inclusion Plan 2021-2026

Any upgrades to the public realm in the study area will need to be undertaken having consideration for the recommendations contained in the City's Access and Inclusion Plan. Matters that will need consideration include pavement materials being suitable for pedestrians of all abilities and motorised and non motorised mobility devices, the use of tactile paving at road crossings and installation of adequate pedestrian ramps among many other requirements. These matters have been taken into account in the designs and palettes provided in the Public Realm Strategy and will be considered during the detailed design phase.

Community Health and Wellbeing Plan 2021-2024

Two particular objectives of the Community Health and Wellbeing Plan can be addressed through improvements to the public realm being:

- Increase opportunities and support available for residents to lead active lifestyles.
- Promote opportunities and initiatives that positively influence community mental health and wellbeing.

These objectives are advanced in the Public Realm Strategy through:

- The proposed improvements to footpath widths and surfaces to more easily accommodate pedestrian, cyclist and other motorised and non-motorised mobility vehicles and aids. Providing safe and well located pedestrian crossing points including ramps and tactile paving.
- Traffic calming measures including on road traffic calming measures, possible speed limit reductions to 40km/h on roads within the study area (Note the 40km/h speed limit has already been introduced on some City Centre roads in the main core of the City Centre such as Jull Street, Orchard Avenue and parts of Church Avenue outside the study area).
- Providing more street trees and other planting to provide shading, greening, attract local wildlife and provide pleasant outdoor spaces to spend time in.

Armadale City Centre Transformation Technical Document 2022 (Investment Framework)

One of the priority projects identified in the Armadale City Centre Transformation Technical Document (adopted by Council in November 2022) is for the City to undertake streetscape enhancements across the City Centre. This project is the first stage to assist in progressing this action.

Schedule of Modifications

A review by the City's Officers of the draft Public Realm Strategy prepared by the City's consultants has identified a number of modifications that will be required to be made to the document prior to the document being finalised and published on the City's website. It is recommended that the Strategy be adopted subject to the modifications contained in the Schedule of Modifications.

Funding implementation of the Public Realm Strategy

The scope for the Public Realm Strategy project did not include preparation of costings for the upgrades to the public realm proposed. This will be developed in the next stage of the process when a project identified in the Public Realm strategy is selected for implementation and a formal Budget Proposal is prepared.

Many of the verges in the study area have little in the way of public realm amenities except street trees and basic footpaths and in many cases these are only extant on one side of the streets only. The implementation of the upgrades will have initial capital costs and subsequent ongoing additional annual maintenance costs. Additional maintenance costs will possibly need to include consideration of additional staff costs to the City.

Timeframes for the implementation of the proposals contained in this Public Realm Strategy proposals will be developed when Budget Proposals are prepared for future consideration by Council.

OPTIONS

1. Council could adopt the Armadale City Centre Public Realm Strategy Stage 1, subject to the attached Schedule of Modifications.
2. Council could choose not to adopt the Armadale City Centre Public Realm Strategy Stage 1 as attached.

CONCLUSION

The requirement to prepare a Public Realm Strategy for the City Centre is contained in the Corporate Business Plan 2022/23-2025/26 Action 2.2.2.6 Develop a Public Realm Strategy and implementation plan for the Armadale City Centre. The project was broken up into multiple stages to be progressed over several years.

The study area for stage 1 of the project was selected based on the significant developments occurring in the study area including the Justice Complex and the proposed TAFE and the large private development site in Third Road.

Preparation of the Strategy was carried out following in-depth analysis of the study area with regard to character, heritage, possible future significant increases in pedestrian and vehicular traffic in the area due to the key developments occurring and other matters. Consultation with City technical staff and Councillors was undertaken during the preparation of the Strategy to ensure proposals fit the vision and desires of Council with regard to the City Centre and the objectives and recommended actions of adopted Strategic documents.

The study area is a part of the City Centre that will significantly benefit from improvements to the public realm.

Option 1 is recommended.

RECOMMEND

That Council:

1. **Adopts the Armadale City Centre Public Realm Strategy Stage 1, subject to the Schedule of Modifications attached.**
2. **Requests that Budget Proposals to implement Stage 1 of the Public Realm Strategy be prepared for future consideration of Council.**

ATTACHMENTS

1. [Public Realm Strategy Schedule of Modifications](#)
2. [Armadale City Centre Public Realm Strategy Stage 1](#)

3.1 - PUBLIC REALM STRATEGIES - HILBERT AND HARRISDALE DISTRICT CENTRES (COUNCILLOR REFERRAL ITEM)

At the Council meeting held on 24 October 2022, Cr Peter referred the following matter to the Development Services Committee:

That the matter of a Public Realm Strategy for the Hilbert and Harrisdale District Centres be referred to the Development Services Committee.

The City has now received further information from Cr Peter on the request.

Comment from Cr Peter

“The City of Armadale has one city centre and three district centres (Kelmscott, Hilbert & Harrisdale). The City began preparing a Public Realm Strategy for the City Centre and Kelmscott District Centre. The Public Realm Strategy aims to develop concepts for the future development of all the public realm areas within the district and City centres. Hilbert and Harrisdale are one of the fastest-growing suburbs in Western Australia. I request a report on the possibility of initiating a public realm strategy for the remaining two district centres in the City”.

Officer Comment

Corporate Business Plan

The Corporate Business Plan 2022/23 to 2025/26 contains the following objective and key action relevant to this matter:

Objective:

2.2.2 *Improve the amenity of streetscapes in established suburbs to provide an attractive, shaded network that connects residents to locations of interest.*

Key Action:

2.2.2.7 *Develop a Public Realm Strategy and implementation plan for District Centres throughout the City.*

Public Realm Strategies proposed or in progress

In accordance with the above Key Action, the City has prepared a Budget Proposal for consideration by Councillors for the preparation of a Public Realm Strategy for the Kelmscott District Centre within the 2023/2024 financial year. Council has not approved a budget allocation for this project. Council recently adopted the Kelmscott District Centre Activity Centre Precinct Plan and the City is liaising the Public Transport Authority (PTA) for the completion of its landscaping works.

Stage 1 of a Public Realm Strategy is being progressed for the Armadale City Centre. Budget Proposals have been prepared for Stages 2 and 3 of the Armadale City Centre in accordance with recommendations from the Draft Armadale Strategic Metropolitan City Centre Structure Plan. More recently, the streetscape and public realm projects were identified as a priority for the Draft Armadale Investment Framework and Project Plan.

The Armadale Town Centre is an established town centre where its design and infrastructure was largely established many years ago and in a number of instances, the infrastructure was built some time ago or has gaps, where revitalisation would be beneficial and/or upgrades will occur as part of the asset lifecycle. Kelmscott has recently had significant works undertaken as part of the Denny Ave Project by MetroNet/PTA. The City has received a number of queries from the community requesting an expansion of these works, specially landscaping to improve the streetscape, shade and address gaps in landscaping and heat island impacts.

The preparation of the Public Realm Strategies are staged over several years to match the availability of funding and internal resources to progress the City's projects.

Hilbert District Centre

The Hilbert District Centre is under the planning control of DevelopmentWA. Hilbert Town Centre Activity Centre Plan has been prepared in consultation with the City and was adopted by DevelopmentWA in 2020, which contains the main requirements of a Public Realm Strategy and other requirements that addresses:

- Public Open Space Provision;
- Public Spaces;
- Landscape;
- Public Art Strategy; and
- Public Lighting Strategy.

The attached extract from the Hilbert Town Centre Activity Centre Plan provides the detail for the proposed Public Realm in the Hilbert Town Centre (*refer to the Attachment included in this report*).

Stage 1 of the Hilbert District Centre subdivision is under construction and a Development Application is proposed to be lodged shortly for Stage 1. It is expected that the level of streetscape in the new roads to be created by these two processes will not require new substantial investment by the City for a number of years. A Public Realm Strategy for the Hilbert Town Centre is not expected to be required until later in the lifecycle of the proposed infrastructure to be constructed.

Harrisdale District Centre

The first stage of the Harrisdale shopping centre and other stand-alone developments within the District Centre were developed between 2014 and 2020. An amended version of the Harrisdale District Centre Activity Centre Plan predominantly addresses the development of future stages of the District Centre and was approved by Western Australian Planning Commission following a recommendation by Council in July 2020.

Development of the Public Realm within the Harrisdale District Centre is considered at the Development Application stage for each land parcel within the centre where conditions are imposed require landscaping of the development sites and the adjoining street verges. Both hard and soft landscaping is required to be detailed by the developer on the landscaping plans and the landscaping plans are required to be approved by the City. The District Centre includes Yellowwood Ave, Easthope Link and a portion of Nicholson Road which are managed by the City, however the internal driveways are privately owned.

It should be noted there is significant State Government services in the verge and median of Nicholson Road, which affect the City's ability to plant trees that can grow to a substantial size. Landscaping works to improve the landscaping areas of the verges and medians of these roads could be undertaken, rather than a Public Realm Strategy given the limited areas and the existing hard infrastructure (e.g. paths, paving, kerbing, etc.) that is already in place.

OPTIONS

Council has the following options:

1. Note that the City is progressing several Public Realm Strategies over the next few years and public realm works are planned by the developer of the Hilbert District Centre when the shopping centre is approved by DevelopmentWA and construction commences. Council could resolve to list a proposal that includes the preparation landscaping improvements for Yellowwood Ave, Easthope Link and a portion of Nicholson Road, Harrisdale for consideration as part of its Long Term Financial Plan.
2. List proposals for consideration as part of the Long Term Financial Plan preparation of Public Realm Strategies for the Hilbert and Harrisdale District Centres.
3. Note the report.

RECOMMEND

That Council:

1. **To be considered.**

ATTACHMENTS

1. [↓](#) Extract from the Hilbert Town Centre - Activity Centre Plan Report - Proposed Public Realm in the Hilbert Town Centre
2. [↓](#) Aerial Plan - Harrisdale District Centre

COUNCILLORS' ITEMS

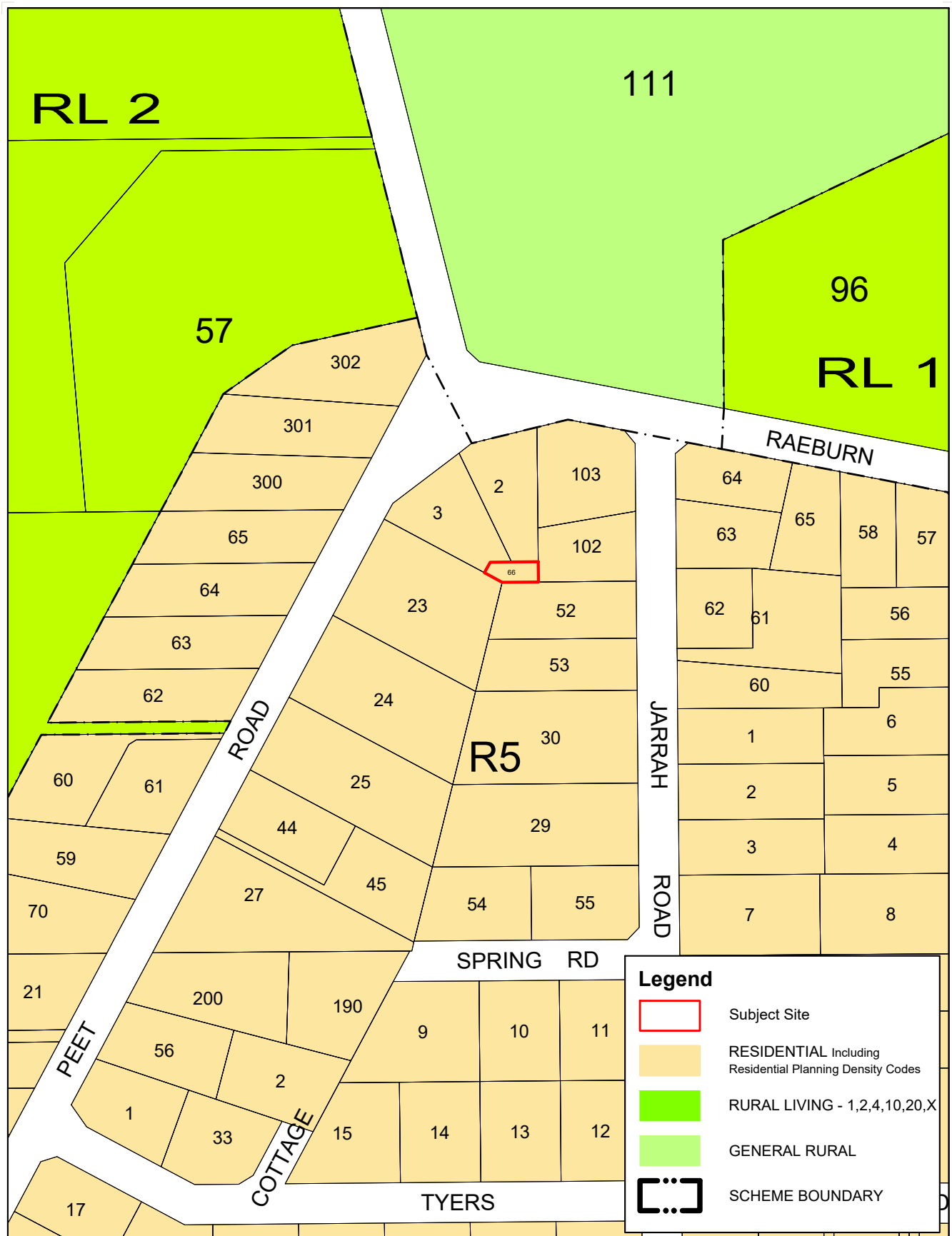
Nil

EXECUTIVE DIRECTOR DEVELOPMENT SERVICES REPORT

Nil

MEETING DECLARED CLOSED AT _____

DEVELOPMENT SERVICES COMMITTEE SUMMARY OF ATTACHMENTS 20 MARCH 2023		
ATT NO.	SUBJECT	PAGE
1.1 PROPOSED CLOSURE OF RIGHT OF WAY - LOT 66 PEET ROAD, ROLEYSTONE		
1.1.1	TPS No.4 Zoning Plan - Lot 66 Peet Road ROW	26
2.1 ARMADALE CITY CENTRE PUBLIC REALM STRATEGY STAGE 1		
2.1.1	Public Realm Strategy Schedule of Modifications	27
2.1.2	Armadale City Centre Public Realm Strategy Stage 1	29
3.1 PUBLIC REALM STRATEGIES - HILBERT AND HARRISDALE DISTRICT CENTRES (COUNCILLOR REFERRAL ITEM)		
3.1.1	Extract from the Hilbert Town Centre - Activity Centre Plan Report - Proposed Public Realm in the Hilbert Town Centre	119
3.1.2	Aerial Plan - Harrisdale District Centre	128



SCALE 1 : 3000



CITY OF Armadale

ARMADALE CITY CENTRE PUBLIC REALM STRATEGY SCHEDULE OF MODIFICATIONS REQUIRED	
Report section/page	Modification
Cover Page	Modify cover to be a CoA document prepared by Place Laboratory.
Inside Cover	Change Acknowledgement of Country to following: <i>The City of Armadale acknowledge the Traditional Owners and the Custodians of the land upon which we stand, work and play.</i> <i>We acknowledge the Aboriginal people as the First nation People and their connection to the lands and the waters, as they are part of them spiritually and culturally.</i> <i>We acknowledge their ancestors, the Elders past and present, who have led the way for us to follow in their footsteps and the emerging leaders of today and tomorrow.</i>
Introduction	Add below 1 st paragraph: <i>It was a key recommendation from the Draft Armadale Strategic Metropolitan City Centre Structure Plan that the City prepare a Public Realm Strategy for the Armadale City Centre to develop concepts for the future development of all the public realm areas within the City Centre.</i>
Page 10	Put Corporate Business Plan as 2 nd document and then the City Centre Structure Plan.
Page 15	Put a better picture in for SMT Armadale.
Page 16	First paragraph – delete sentence starting with “ <i>As of 2015...</i> ” and replace with “ <i>As at the 2021 Census the City of Armadale’s population was 97,650</i> ”. First paragraph last sentence – revise growth percentage accordingly.
Page 30	Delete Heritage Tree green square from Legend as it is not used on the map – trees identified as via Heritage Tree Trail instead.
Page 31	Change picture of Justice Precinct to a more current one – Planning to supply to consultant.
Page 36	Map - Black star symbol on map is not defined in Legend – delete if not required or add to Legend. - Add blue tree symbol to legend and map for trees protected by Tree Preservation Order and place on Hughes Rd site and on South Western Hwy just east of number 7.
Page 45	Under Enhancing Biophilia – first dot point change “seatings” to “seating”. 3 rd dot point change “ones” to “the”.
Page 46	First paragraph change “city’s” to “City’s”. Always use capital C for City or City Centre throughout document. Picture on bottom left – change “provides” to “provide”.
Page 47	Map - Put a Heritage Tree symbol on Memorial Park (corner Orchard Ave and Jull St). - Remove Green Space Forest Node colouring from Council owned site directly behind TAFE site (this is potential site for stage 2 of TAFE). Legend – correct spelling of Forest in “Green Space: Forrest Node” label.

ARMADALE CITY CENTRE PUBLIC REALM STRATEGY SCHEDULE OF MODIFICATIONS REQUIRED	
Report section/page	Modification
Page 48	<p>Paragraph 1 – change “identifies” to “identify”.</p> <p>Paragraph 2 – change “city” to “City”.</p> <p>“Future Destinations and Connectivity” – change “justice precinct” to “Justice Precinct”.</p> <p>“Vehicle Access and Parking” – change “centers” to “centres” (Australian English).</p> <p>“Wayfinding” – change “helps” to “help”.</p>
Page 49	<p>Map</p> <ul style="list-style-type: none"> - Amend labels for “Bus Station” to “Proposed Bus Station” and to bus station symbol south of train station “Existing Bus Station”. - Fourth Rd – move bus stop symbol to road and not within shopping centre site. - What are the blue and pink triangle symbols? Not in Legend.
Page 50	“Parklets” – put space in between “in” and “front”.
Page 52	<p>“Indigenous Art – Aboriginal Heritage” – delete “and provide a culturally safe space within the forest node along Church Ave”. This deletion was requested at 2nd workshop as more appropriate locations were preferred in the CBD.</p> <p>“Community Art – Healing - change “justice precinct” to “Justice Precinct”.</p>
Page 53	Delete “Indigenous Art – Aboriginal Heritage” symbol from map as requested at last workshop.
Page 54	<p>Delete “Cultural area” from Key Features.</p> <p>Map & Legend - need another symbol for “Pedestrian Crossing” as both Pedestrian crossing and crossovers are shown on the map the same way and a Cross Over has a different purpose to a Pedestrian crossing.</p> <p>Map - Modify label re power lines to say: <i>Consider cost to relocate above ground power lines underground.</i></p> <p>Map – change “Heritage Wandoo Tree on property” label to say “Tree Preservation Order Wandoo Trees”. There are multiple trees on that property with Tree Preservation Order over them.</p>
Page 55	Map - modify label re power lines to say: <i>Consider cost to relocate above ground power lines underground.</i>
Page 58	Drawing has a label saying “Median 3.6m” but there isn’t a median in drawing.
Page 59	First paragraph – remove “Potential to temporarily close Prospect Rd to allow for events”. It was stated at last workshop that there are already several existing and proposed event spaces within the City Centre including Minnawarra and Memorial Parks, Jull Street Mall and underneath the future Viaduct.
Page 63	Change “NILL” to “NIL” in two places at bottom of drawing.
Page 67	Map - modify label re power lines to say: <i>Consider cost to relocate above ground power lines underground.</i>

PLACE
LAB

CITY OF ARMADALE → PUBLIC REALM STRATEGY




STAGE 1 - FOR NORTH EAST PORTION OF ARMADALE
STRATEGIC METROPOLITAN CENTRE



CITY OF  Armadale



NAME OF PROJECT	ARMADALE PUBLIC REALM STRATEGY
DOCUMENT REFERENCE	22001 - ARMADALE PUBLIC REALM STRATEGY
DOCUMENT SIZE	A4 and double sided prints
PROJECT NUMBERS	22001
PROJECT TEAM	WVD, CS, AC,JW

REVISION	DATE ISSUED	ISSUED FOR	PREPARED BY	APPROVED BY	SIGNATURE	DATE APPROVED
A	18/05/2022	REVIEW	CS	WVD		18/05/2022
B	16/11/2022	REVIEW	CS	WVD		16/11/2022
C	03/03/2023	FINAL DRAFT	CS	WVD		0303/2023

ACKNOWLEDGMENT OF COUNTRY

PLACE Laboratory acknowledges the People of Whadjuk country as the Traditional Custodians of the land and waters on which the project is located. We pay our respect to their Elders, past, present, and emerging and thank them for their continuing connection to country, culture and community.



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Our Acknowledgment of Country
The land on which we live and work, and the land on which our projects are built, is aboriginal land. Aboriginal people have lived on the Australian continent for at least 65,000 years. Non-aboriginal people have lived in Australia for just 230 years. As a practice, we are working towards an understanding of that fact, and how it might inform our relationship to the land, its original people, and the work that we do. We acknowledge that we have a long way to go. Our practice operates on both Ngunnawal and Whadjuk land in Canberra and Perth respectfully.

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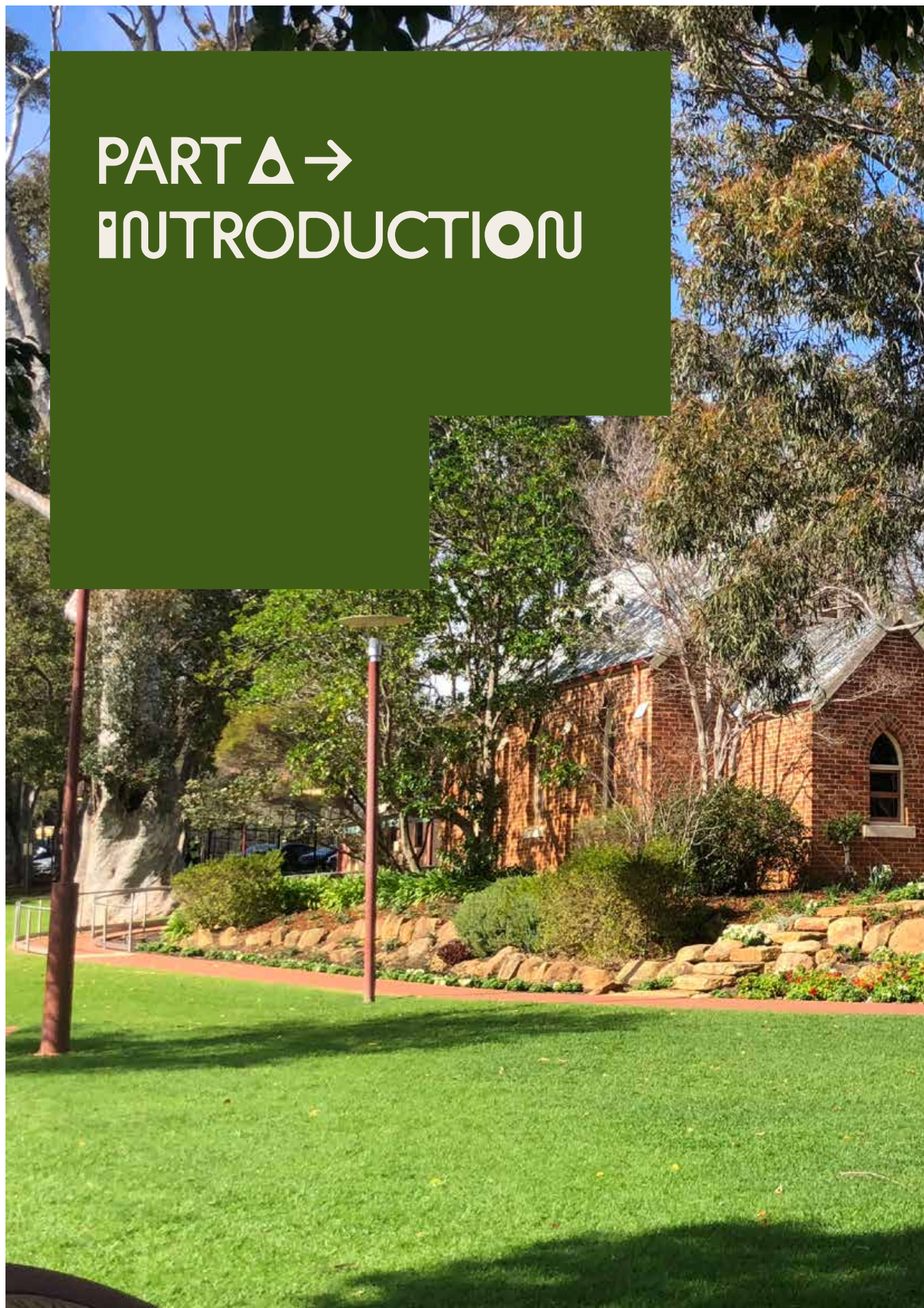
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PART INTRODUCTION



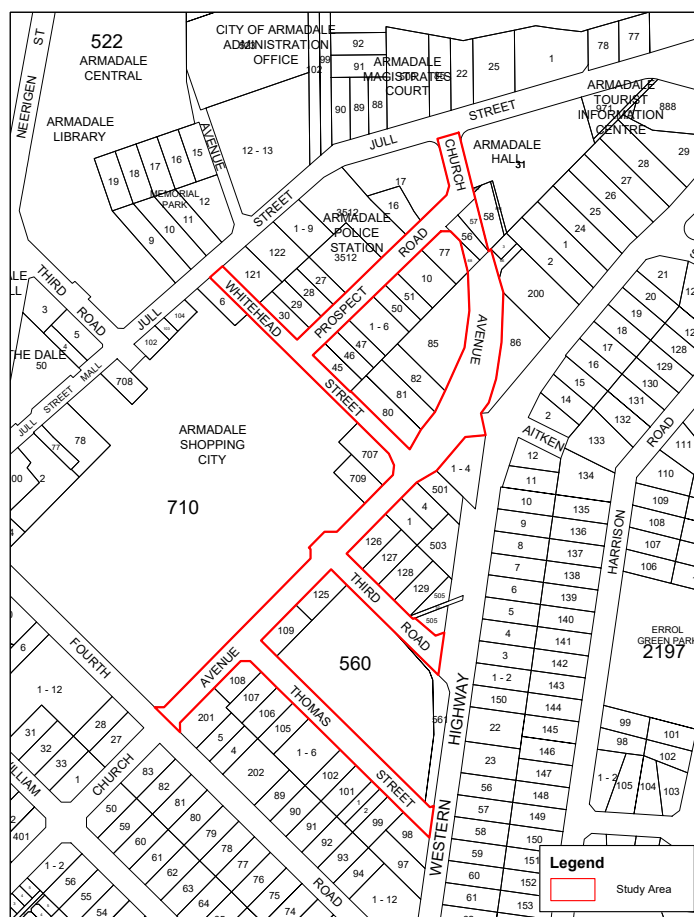


Introduction

This Public Realm Strategy sets out the future approach to streets and spaces of the Armadale City Centre. This document focuses on a portion of the City Centre shown in the adjacent diagram.

This Public Realm Strategy contains concepts for the future development of the public realm areas.

This includes the design of streets including verge and road width, tree planting and landscaping, lighting and street furniture and the design of public places.



Study Area for the Public Realm Strategy for Portion
of Armadale Strategic Metropolitan Centre

Document Usage Advice

The City of Armadale Public Realm Strategy is intended to be used not only by city staff but also developers, land owners, businesses and residents. The following descriptions outline what each section covers:

**Part A >
Introduction**

Introduces and outlines the purpose and objectives of the Strategy. It discusses how to use the document and how relevant documents and planning framework inform the proposed strategy.

**Part B >
Context and Themes**

Captures and analyses the project area's in particular its historical and cultural context, project area opportunities and constraints, place vision statement, global great street principles, place drivers and place precincts.

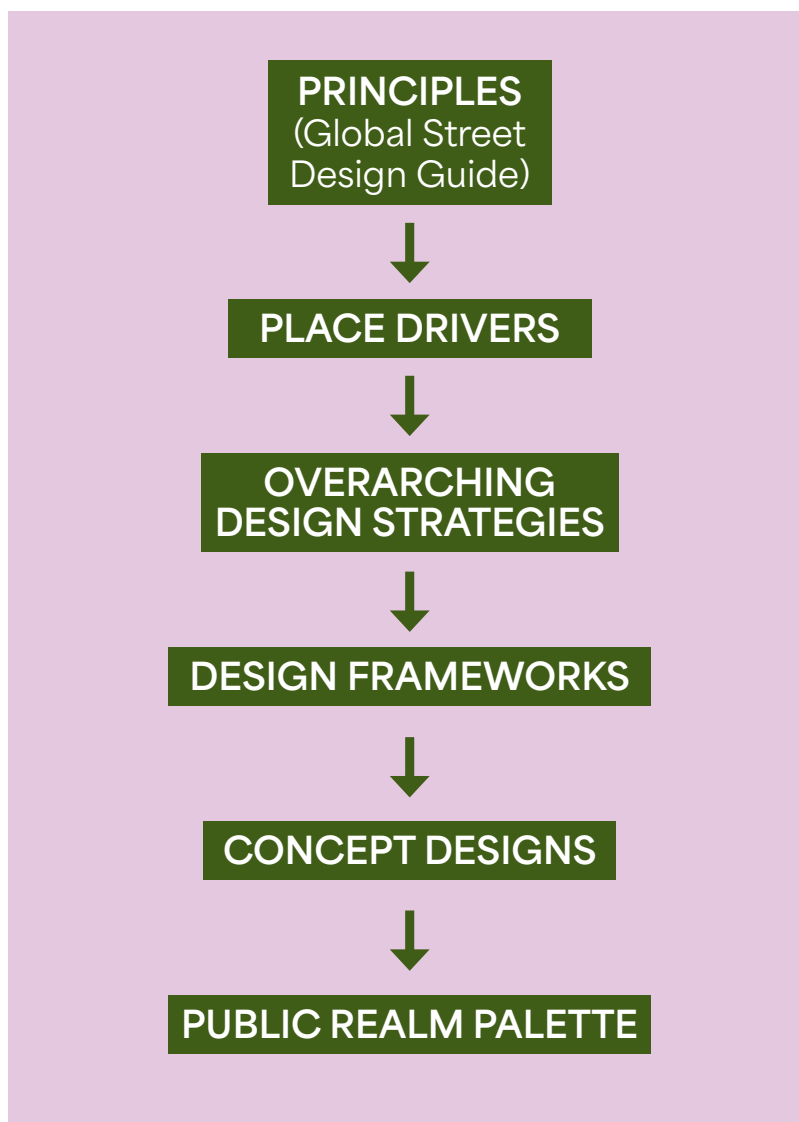
**Part C >
Precinct-Based Typologies**

Focuses on the concept designs for each precinct including plans and sections.

**Part D >
Specifications & Selections**

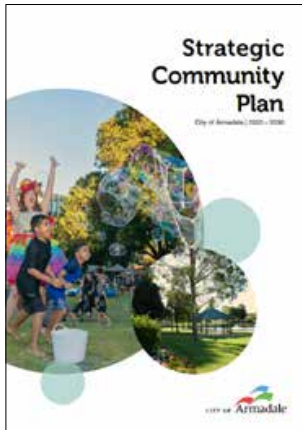
Discusses investment levels and furniture, hardscape and softscape selections and criteria.

The following design approach has been applied to this project to achieve the project requirements. The elements of the design approach shown below inform the development of the designs and detail supporting the strategy.



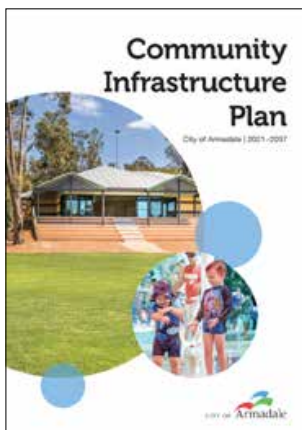
Design Approach

Overarching Documents



Strategic Community Plan 2020-2030

This document acts as a blueprint for the future direction of the City of Armadale and its community. It sets out the vision, aspirations and objectives designed to strengthen and build on Armadale's character, identity, landscapes, culture and economic opportunities. This vision guides the overall approach for this Public Realm Strategy.



Community Infrastructure Plan 2021-2037

This document identifies the need and timing of community infrastructure projects. It also advocates for external funding for those projects. The Armadale District Hall is captured as a piece of key community infrastructure which is within the project area.



Community Engagement Strategy 2018-2023

This document outlines the City's commitment to engagement and discusses the quality planning and evaluation of engagement processes. It provides the framework and strategy to ensure quality community participation which will inform good decisions regarding future development.



Access and Inclusion Plan 2021-2026

This document establishes a strategy to improve access and inclusion outcomes for people living with disability. Overarching strategy of the implementation plan highlights the importance of providing the same opportunities for people with disabilities to access the buildings and other facilities, creating spaces and connections that are accessible for all.



Parks Facilities Strategy 2019

This document is intended to address the diverse community needs and expectations through the appropriate provision of space, form and infrastructure ensuring parks and facilities are planned and allocated accordingly, whoever the provider, manager or deliverer of the facility service might be.



Public Art Strategy 2016

This document outlines the public art vision and commitment to the incorporation of stimulating and relevant public art that enriches the character and identity of local communities.

There are a series of suggested art themes and detailed narratives which should be explored within the relevant project area.



Corporate Business Plan 2022/23 - 2025/26

This document outlines the key actions that will be undertaken over the next four years to progress objectives outlined in the City's Strategic Community Plan. This includes the development of this Public Realm Strategy and implementation plan for the Armadale City Centre. Other objectives include developing and implementing Local Planning Policy for Streetscapes, Urban Forrest Strategy, Footpath Program, Bike Plan, Verge Maintenance Strategy, Parks Improvement Plan and Public Art Strategy.

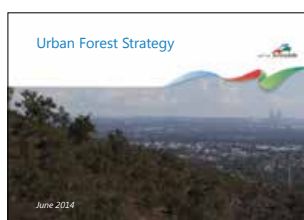


Local Heritage Survey 2019

This document captures all historic and culturally significant buildings within Armadale. It discusses the importance of preserving and celebrating these unique community assets.

The following historic buildings are within the project area:

- Armadale District Hall (*Corner of Jull St and Church Ave*),
- St Matthew's Anglican Church (*Corner of Jull St and Church Ave*)
- The Manse Restaurant (*Church Ave*)
- Masonic Hall (*Corner of Church Ave and Fourth Rd*)
- Berry Residence (*Prospect Road*)
- St Francis Xavier Church (*Thomas St*)



Urban Forest Strategy 2014

This document covers an overall strategy and approach to improving tree density and diversity within Armadale. It outlines tree locations and species recommendations per road type. The 2 road types present within the project area are integrator Arterials (Church Ave and Third Rd) and access streets (Thomas St, Whitehead St and Prospect Rd).

The document also highlights an opportunity to have trees in the median along Church Ave as shown in the excerpt below.



Urban Forest Strategy 2014, Page 113



Parking Supply and Management Strategy 2018

This document captures the current parking supply and outlines parking requirement for different zoning and land use. It also discussed bicycle parking and end of trip facilities requirements.

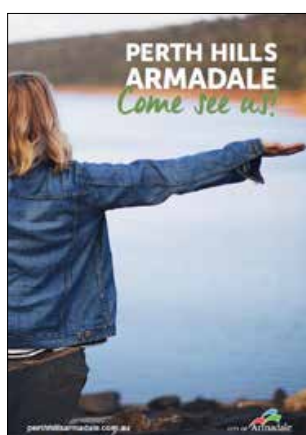
The following parking count is the existing parking supply within the Study Area.

- Church Ave: 112
- Church Ave Shopping Centre: 679
- Prospect Rd: 142
- Third Rd: 61
- Thomas St: 31
- Whitehead St: 20



Armadale City Centre Transformation Technical Report 2022

The Armadale City Centre Investment Framework and Project Plan project developed the Armadale City Centre Transformation Technical Report which was adopted by Council on 28 November 2022. This program includes a series of projects and initiatives and implementation strategies. It is led and part funded by the City but also aims to be supported by co-investment from private and government stakeholders. The transformation projects were identified by determining key focus areas to target to bring the Armadale City Centre from the current state towards the vision for the area.



Armadale Regional Tourism Guide 2021

This guide outlines Armadale's tourism assets and the typical types of travelers who visit, such as: Explorer, Nature Lover, History Buff, Culture Lover, Family-Fun Seeker, Foodie and Wellness Warrior.



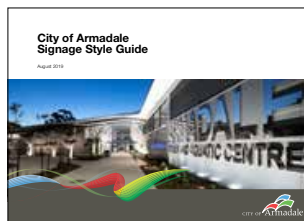
Rediscover Armadale Heritage Trees

The heritage tree trail map highlights significant mature trees which are within the study area such as the Freeman Tree, Wandoo, Jarrah and Princess Tree. The full heritage tree walk trail follows Church Ave.



Draft Signage Strategy 2023-2027

This document covers an overall strategy and approach to signage within Armadale. It discusses signage principles, branding along with an implementation plan.



Signage Style Guide 2019

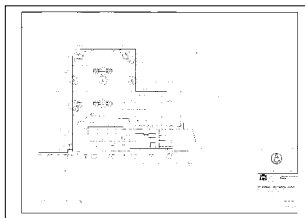
This signage guide has been designed to create a flexible system for a consistent approach to signage across the city. The system has been designed to be flexible and adaptable to a wide range of signage information display applications including specified fonts and colours.

Significant Projects



Armada Courthouse and Police Complex Site Plan 2019

The Justice Complex has frontage to Thomas Street, Third Road and South Western Highway. Third Road will function as the primary address for the Justice Complex, providing a civic transition from South Western Highway to the City Centre Core. The former historic church building will be retained, conserved and leased by the City of Armada for yet undetermined use.



SMT Armada New Training Campus Site Plan 2020

The future Southern Metropolitan TAFE will be constructed on the corner of Whitehead St and Church Ave on the historic Sister Whitehead's hospital site. There is pedestrian and vehicular entry along Whitehead St. The TAFE has capacity to cater for over 200 full time equivalent students per day. A stage 2 land swap with the City of Armada is being considered.



Armada City Views / Civic Precinct Master Plan 2021

The Civic Precinct is located outside of the study area but will have a direct relationship. The master plan for the Civic Precinct features a new Civic Centre which includes council chambers/administration, history museum, library, cafe and gallery with a entry statement on the corner of Church Ave and Jull St. It also features a City Views Walk which connects Memorial Park to the Visitor Centre via the Community Hub. The walkway on an elevated structure winds itself through the tree canopies with multiple viewing points, providing great city and tree top views. The City Views Walk has access from Church Ave.

Planning Framework

The City of Armadale is 28km south-east of the capital city of Perth and covers an area of 560 km². It is well known for its state forests which rise into the Darling Scarp to the east. It is bordered by the City of Gosnells, Shire of Kalamunda to the north, the Shire of Beverley to the east, the Shires of Wandering, Serpentine Jarrahdale to the south and the City of Cockburn to the west. As of 2015 demographic figures indicated the City of Armadale's population was 82,267. It is forecast to grow to 144,703 by 2036, an overall increase in population of 75.89%.

The Perth and Peel @3.5 million frameworks classify the City of Armadale as classified as a strategic metropolitan centre, meaning it is a multi-purpose centre that provides diverse economic and community services for the local community and catchment.

Armadale is part of the South Metropolitan Peel Region, which is anticipated to accommodate job growth from 143,970 in 2011 to 437,730 by 2050. The south-east sector is expected to reach 137,030

jobs. Unlike other strategic centres such as Fremantle, Rockingham, Midland and Joondalup, Armadale needs to function at a more mature level with a richer mix of uses and services to attract regional employment.

Diversification of the town centre has already started. As recently in mid-2020 the government announced a \$22.6 million inner-city TAFE which is anticipated to help revitalise the Armadale City Centre. The TAFE will cater for over 200 full-time equivalent students per day, generating over 50 direct ongoing jobs and many more indirect jobs through related services and industries.

The City of Armadale's Activity Centre Plan acknowledges that unlike other strategic centres lacks diversity of land use and the Armadale City Centre employment opportunities and is under-performing according to State Policy for employment, service provision and residential density. It identifies the station precinct is central to the regeneration of the City Centre and subsequently is

required to be a high-quality civic place which integrates into the surrounding urban context. The Plan stipulates all surrounding developments must reinforce the station precincts status as a place for public life with an active ground plane of retail, food and beverage; and hospitality land uses while office and residential use are located on the upper floors.

Urban design elements outlined in 'Liveable Neighbourhoods' relevant to Armadale Activity Centre include providing an integrated and diverse range of land-use within the centre, active ground floor development with residential or commercial development above, a high-quality public realm that encourages a comfortable experience for pedestrians.



Draft Armadale Strategic Metropolitan City Centre Structure Plan 2019

This document establishes the vision and sets a strategic planning framework to guide development within its boundary.

In particular the Structure Plan outlines various edge typologies and precincts which specifically addresses the project area.

STRUCTURE PLAN PRECINCTS:



**Note this graphic shows the underground rail option - now changed to a Viaduct with elevated station*

Precinct: City Centre Core

Character

A wide range of retail and related services more extensive than elsewhere in the South Eastern Metropolitan Region. It will provide for a sub-regional market as well as for the convenience of local residents and the city centre workforce. The ground floor edge conditions will generally enable active shop fronts and provide activity, interest and direct customer service. Less active uses will be established above street level.

Preferred Land Uses

Shop, multiple dwellings, office, tavern, restaurant, small bar, cinema/theatre, and hotel.

Setbacks

Nil with special exception to Church Avenue setbacks which should be 4m and account for additional pedestrian footpath and circulation space. The setback area is to read as part of the street.

Building Height

Minimum height 3 storeys
Maximum height 6 storeys

Project Area Relevance

Church Ave + Whitehead Street

Precinct: City Entrance

Character

Armadale Road, Albany Highway and South Western Highway function as a major gateway to the City Centre. These roads will be enhanced through attractive interface planting and the adjacent development of high quality mixed use buildings, providing a welcoming and striking entrance to the Strategic Metropolitan Centre. Land uses within the activity centre will generally be commercial and mixed use. Tourist-based and cultural activities will be reinforced along Jull Street as a contribution to and connection with the Perth Hills tourist drive.

Preferred Land Uses

Hotel, shop, showroom, restaurant, tavern, small bar, office, consulting rooms, cinema/theatre (District Hall site only), and multiple dwellings above ground level.

Setbacks

Nil for active edge and 4m for semi active edge

Building Heights

Minimum height
3 storeys
Maximum height
5 Storeys

Project Area Relevance

Church Ave

Precinct: Prospect

Character

The Prospect Precinct will be developed as a mixed use office, residential and community-oriented service precinct. The substantial State Government and City owned land within the precinct provides opportunities to redress gaps within the Strategic Metropolitan Centre's service offering - particularly strategic employment, medical and higher education.

Land Uses

Restaurant, multiple dwellings, office, place of worship, consulting rooms, shop (Jull St and Whitehead St only), and Community Purpose (Armadale Hall site)

Setbacks

2m with special exception to Whitehead St which has a nil setback and the Church site which will be varied to retain mature trees.

Building Heights

Minimum height
5 storeys
Maximum height
8 Storeys

Project Area Relevance

Church Ave, Whitehead St and Prospect Rd

Precinct: William

Character

The William Precinct will be developed as one of several residential quarters, accommodating apartment buildings with a range of dwelling sizes, along with support facilities for the increasing residential population. Mixed use activity will be focused along Church Avenue, reinforcing its role as a secondary activity corridor within the City Centre.

Preferred Land Uses

Semi Active Edge -
Convenience store, educational establishment, office, restaurant, medical centre consulting rooms
All areas - Multiple dwellings (at other than the street interface for semi-active edge types)
Justice Sub Precinct - Police station and court house

Setbacks -Nil to 4m for semi active/active edge type and 4m for Residential edge type

Building Heights

Minimum height 3 storeys for semi active edge and 2 storeys (single storey for single residential development) for residential edge
Maximum height 5 Storeys for semi active edge and 2 additional storeys for residential edge

Project Area Relevance

Church Ave, Thomas St, Third Rd

STRUCTURE PLAN EDGE TYPOLOGIES:

Active Edge Type:



The active edge engages directly with the street and activity often spills out onto the footpath or adjacent space with footpath dining. Shelter provided can support pedestrian activity and active uses in the space below. Commercial frontage types can be integrated with activated frontages and extend further from points of intensity, owing to the less activated frontage interface at ground level.

Project Area Relevance:
Church Ave and Whitehead St

Semi-Active Edge Type:



The semi-active edge runs along mixed use building with commercially orientated ground floor. The frontage presents a shop front to the street but one less active than a retail frontage, for brand exposure, display etc. rather than for typical high street type retail transactions. Shelter provided can support pedestrian engagement along the street.

Project Area Relevance:
Church Ave, Whitehead St, Third Rd, and Thomas St

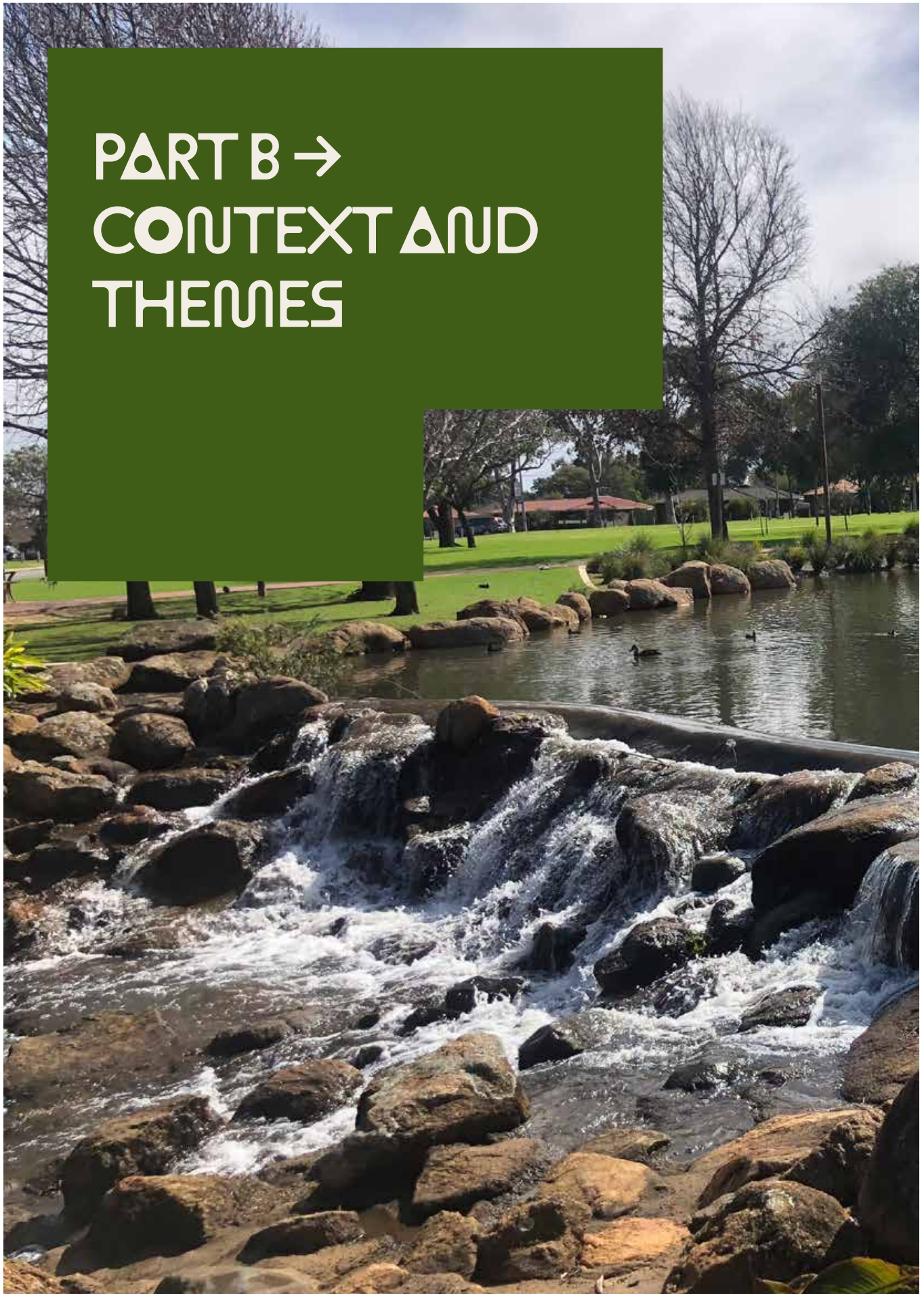
Residential Edge Type:

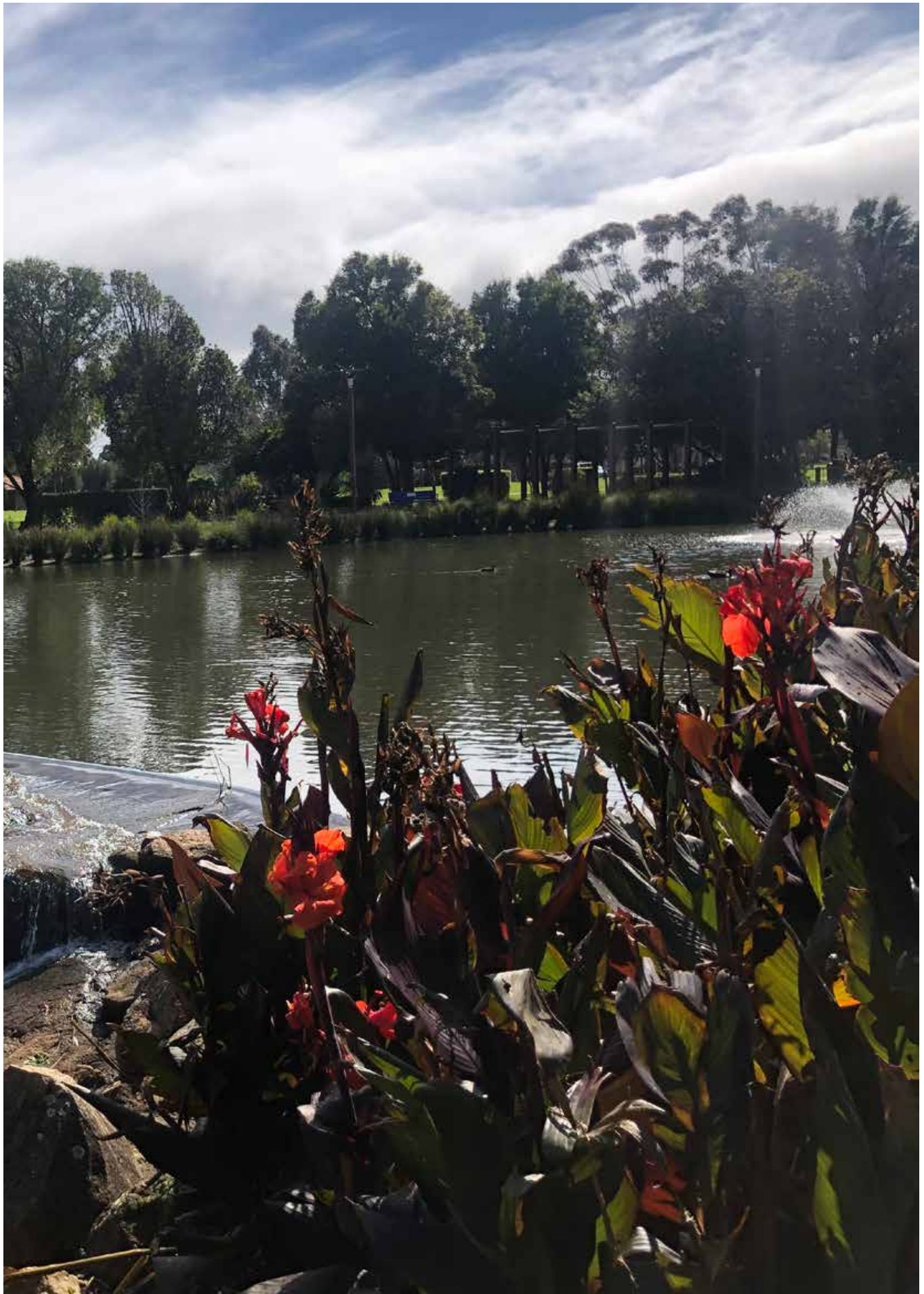


Residential frontages engage positively with the street, using setbacks and elevated green transition zones, to balance surveillance and privacy. The building facade is set back from the lot boundary relative to other edge types, with a permissible level change and fence provision. This arrangement promotes a balanced level of privacy and creates a less intensive street address.

Project Area Relevance:
Thomas St

PART B → CONTEXT AND THEMES

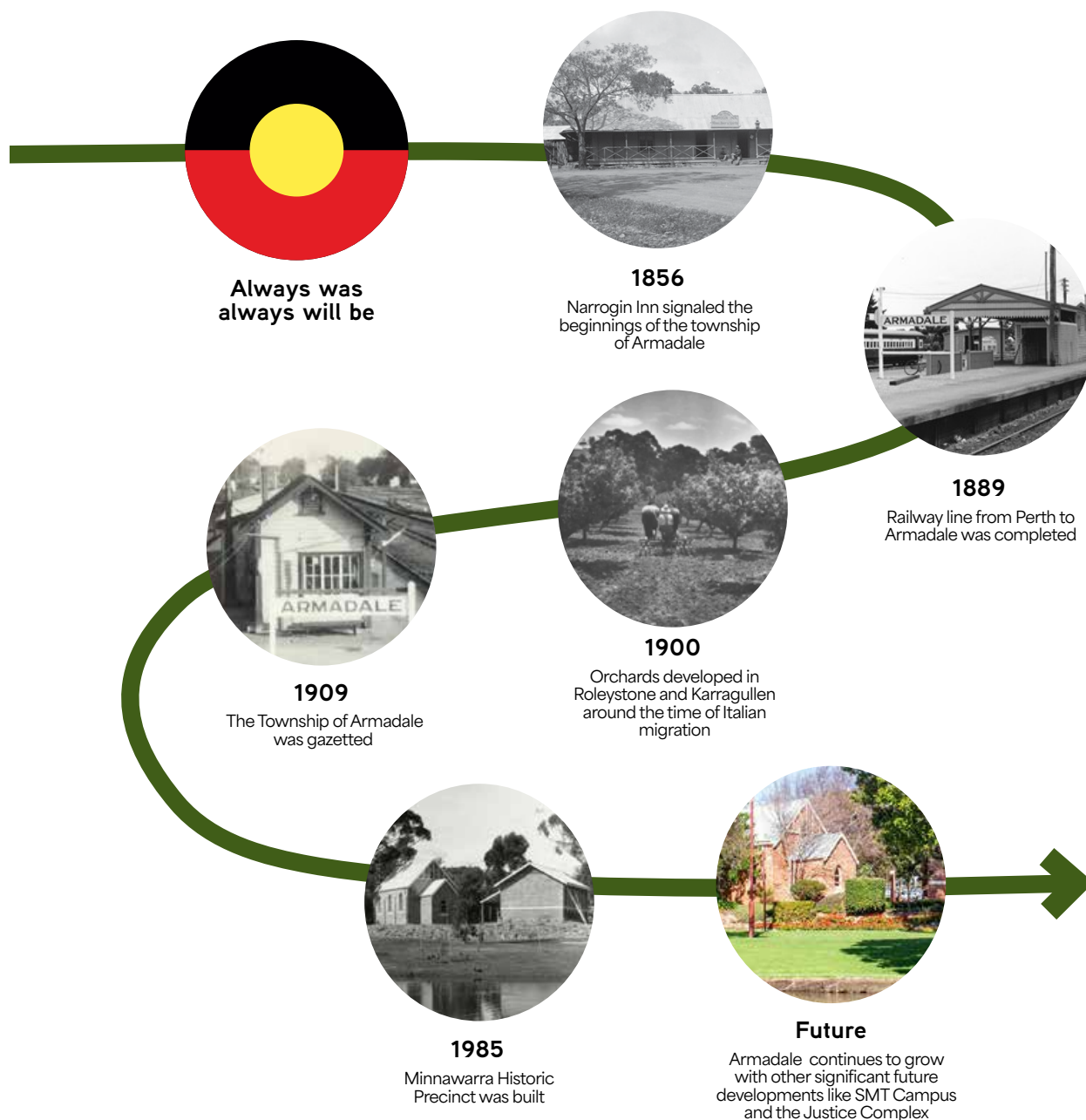




Shared History

Timeline

The area now known as the City of Armadale was originally occupied by the Noongar people many thousands of years before European settlement. Since settlement Armadale has grown and has developed a rich pioneering, rail, agricultural and trading history. Armadale is also spoilt with charming historic buildings which are sprinkled throughout the town.



Project Area Heritage Listed Buildings



Heritage map of Armadale



St. Matthew's Church



Armadale District Hall



The Berry Residence



The Manse Restaurant



500+ year old Jarrah tree



St. Francis Xavier Church



Masonic Hall

Context

Landscape Systems & Country

As shown on the diagram below foothills and scarp are an area of transition with the Darling Scarp rising sharply over approximately two kilometres. The geology also transitions in this area from granite, laterite, gravel and gneiss with valley-fill deposits of clayey, sandy silts and clayey gravely sands of the hills, past the Darling Fault and on to the clayey sands overlain with sands of the Swan Coastal Plain.

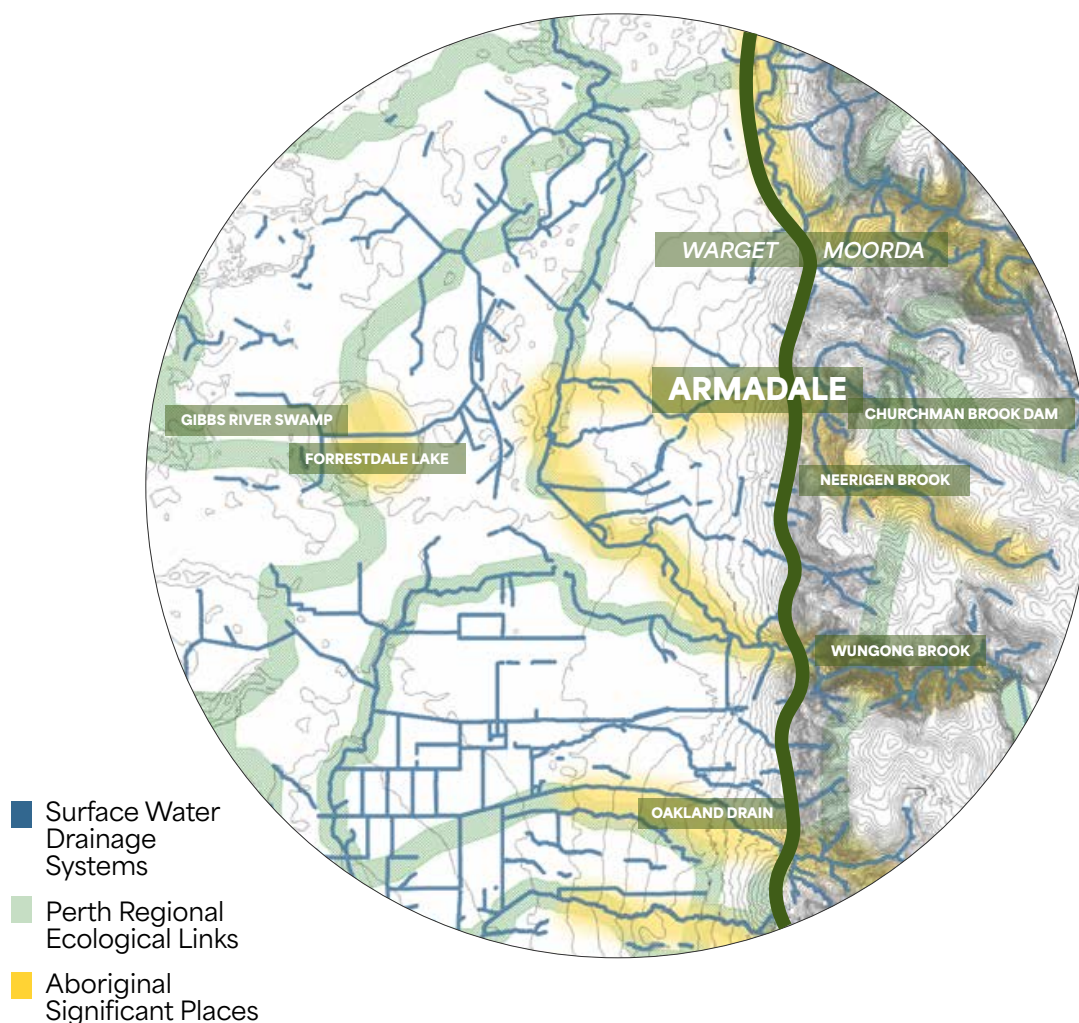
The two river systems originating in the hills both pass through the foothills and scarp area with the Canning River

flowing through Kelmscott and the Wungong River through Wungong east. Additionally, the major Wungong River tributary; Neerigen Brook passes through Armadale collecting much of the drainage from the urban area of the City.

The foothills watercourses tend to be quite deeply incised with narrow floodplains and as they progress into more heavily built up areas, they become substantially linked to constructed urban drainage systems, and in many cases are piped in sections.

The water bodies are also significant to Noongar people as both a source of food and providing spiritual connection to country. The Noongar people refer to Darling ranges as Moorda and Warget as the area along the foot of the Darling Ranges.

One of the long-term impacts of colonisation has been a significant shift in landscape ecology. Clearing of native vegetation and development creates isolated natural areas surrounded by extensive areas of pasture, houses, roads, and exotic plants.



Character

Armadale is, nestled amongst scenic parks, undulating hills and picturesque valleys, with cultural heritage and a unique community feel - is the modern City of Armadale.

Situated within the foothills and on the outskirts of several regional, national parks and orchards, Armadale the perfect escape for outdoor explorer or for those wishing to leave the hustle and bustle of the city behind and get better acquainted with nature, history and humble community attractions.

SITE GEOLOGY



SITE GEOGRAPHY + LANDSCAPE



Movement, Activities and Destinations

The map shows an overview of the existing destinations and activities around the Armadale City Centre.

LEGEND

- | | |
|-----------------------|---------------------------------|
| Rail | Shopping area |
| Train station | Offices |
| Principal shared path | Green space |
| Trails | Water |
| Pedestrian crossover | Area of Aboriginal significance |
| Street | Bus Station |
| Major roads | |
| Highway | |
| Bus network | |

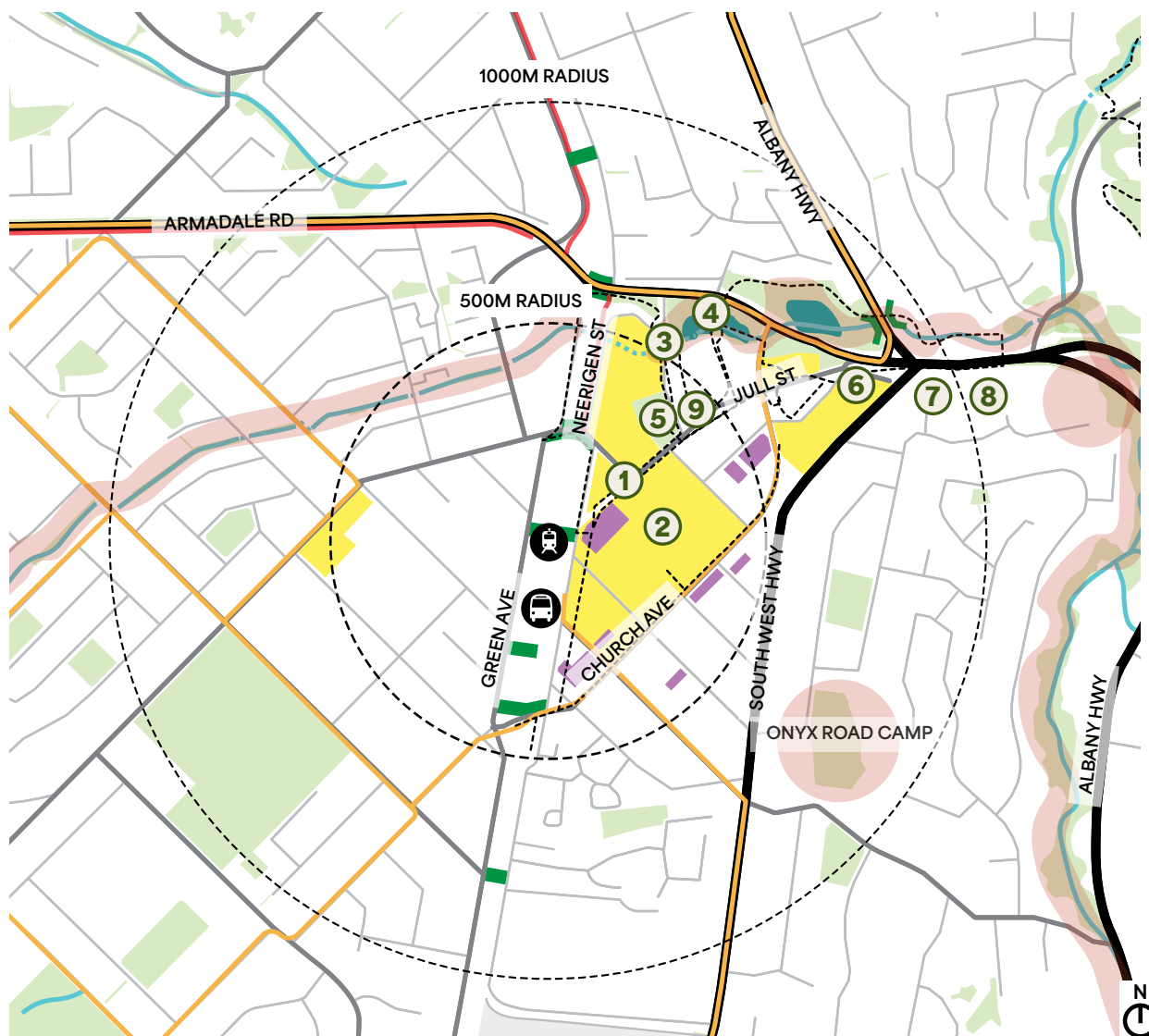


IMAGE LEGEND:



Jull St pedestrian mall



Big box retail



Armadale skate park



Minnowarra historic precinct



Memorial Park



Perth Hills Armadale Visitor Centre



Ye Olde Narrogin Inne



Pioneer Village



Civic Offices

Environment

The map shows an overview of the existing tree canopy and drainage in Armadale City Centre and surrounds.

LEGEND

- | | |
|-----------------------|-----------------------|
| Rail | 0-5% Tree coverage |
| ⚙️ Train station | 5-10% Tree coverage |
| ■ Water | 10-15% Tree coverage |
| — Heritage tree trail | 15-20% Tree coverage |
| | 20-25% Tree coverage |
| | 25%-30% Tree coverage |
| | 30%-40% Tree coverage |
| | > 40% Tree coverage |

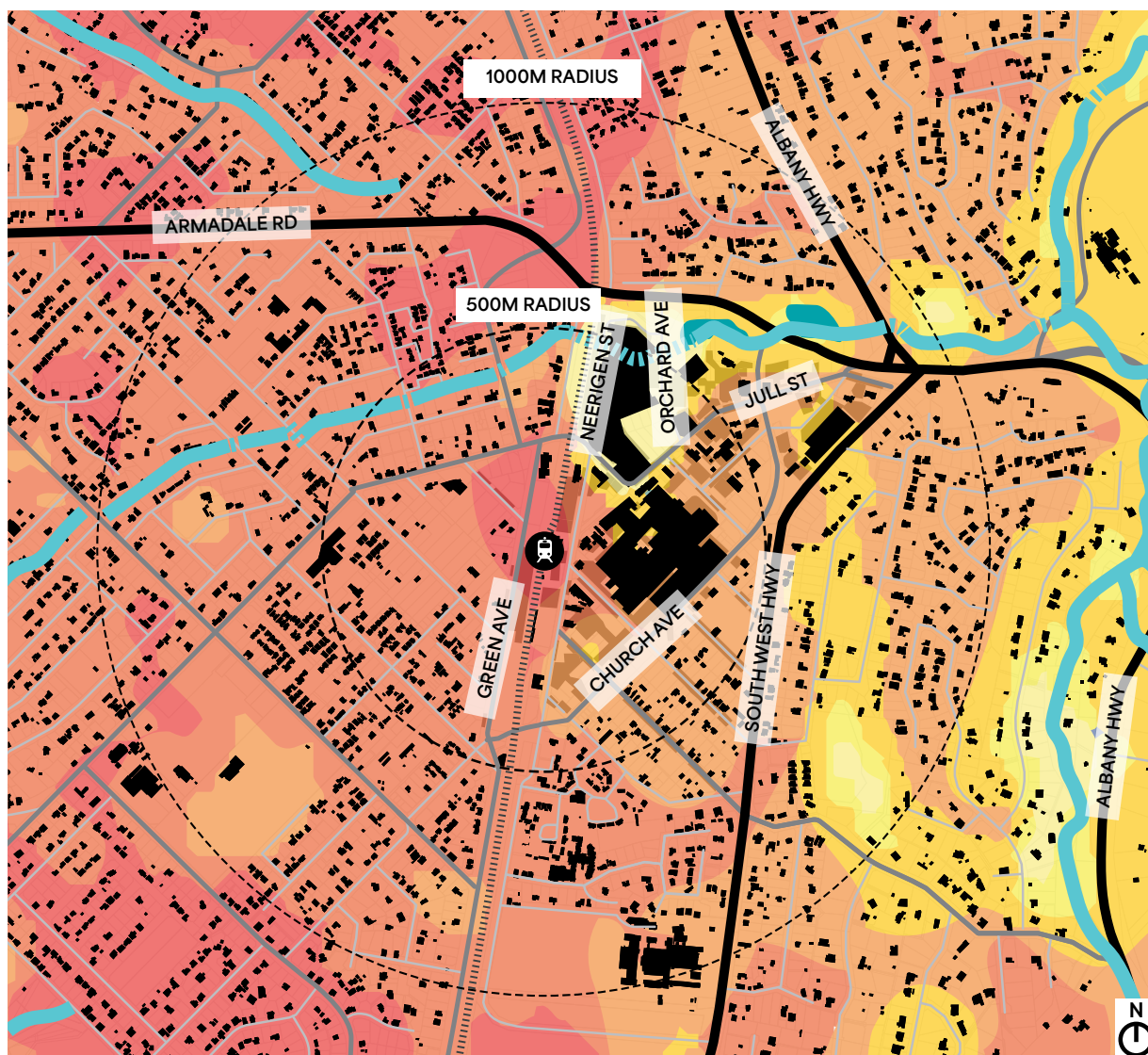


Built Form and Heat

The map shows an overview of the car parks, roads and buildings and the heat island effect in Armadale City Centre and surrounds.

LEGEND

Rail	Parking
Ⓜ Train station	<0°C Urban heat island
— Street	0-1°C Urban heat island
— Major roads	1-3°C Urban heat island
— Highway	3-5°C Urban heat island
Water	5-7°C Urban heat island
■ Built form	>7°C Urban heat island



Local Activities

The map shows an overview of the existing activities in Armadale City Centre.

LEGEND:

- Community
- Commercial
- Hospitality
- Transport
- Heritage Tree
- Heritage Building
- ➔ Pedestrian Entry

ICON LEGEND:

- | | | |
|-------------|----------|--------------------------|
| Police | Bank | Restaurant |
| Pharmacy | Gallery | Bar/pub |
| School | Retail | Cafe |
| Information | Office | Takeaway |
| Civic | Gym | Bottle shop |
| Vet | Grooming | Heritage Tree Trail |
| Library | Grocery | Heritage Listed Building |
| Church | Parking | Train Station |

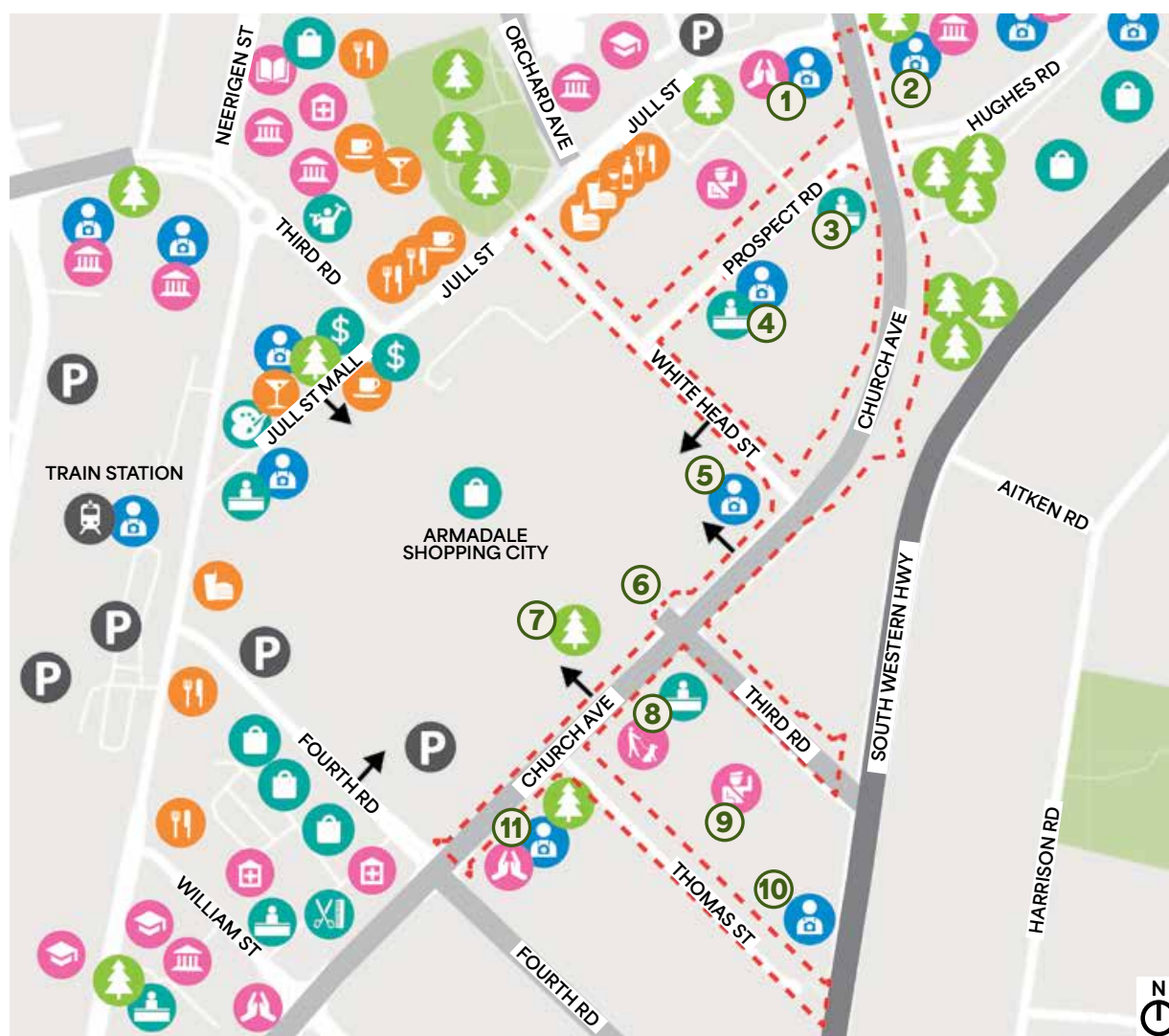


IMAGE LEGEND:



St. Matthew's Church is heritage listed



Armadale District Hall is heritage listed



Local accountants office



Heritage listed building



The Manse Restaurant is permanently closed but still is heritage listed



Armadale Shopping City entry along Church Ave



500+ year old Jarrah tree located within Armadale



Local vet with adjacent bus stop



New justice precinct currently under construction



Francis Xavier Church

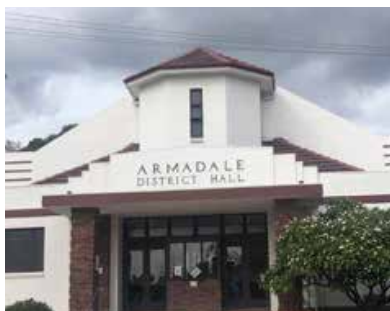


Masonic Hall holds services weekly and is heritage listed

Place Character + Condition

Place Character

This portion of Armadale has a fascinating blend heritage listed buildings, new developments, local materials, mix of exotic and native vegetation, local artwork, incredible views, steep topography, key community destinations and dense pockets of green.



Site Views

This portion of Armadale has some incredible views to the hills and the city. The listed views on the right are to be celebrated and embraced.



Church Ave terminating view



West view at the intersection of Church Ave and Fourth Rd



City view at the intersection of Church Ave and Third Rd



Hills view at the intersection of Whitehead St and Church Ave

Place Condition

KEY MAP:



Northern portion of Church Ave has a distinct green identity



The mid portion of Church Ave is extremely barren with no street trees and a footpath on only one side



The footpath along the east portion of Whitehead St is extremely narrow and is adjacent to a retaining wall



The footpath along the west portion of Whitehead St has quite a wide verge



Red brick paving and parallel parking bays on both side of Prospect Rd



Southern portion of Church Ave has a foot path on one side of the road and steep verges on the other side



Along Third Rd the footpaths and verges are in poor condition and there are no street trees on one side



The cul-de-sac on Thomas St is quite well shaded and green

Key Findings

Strategic Importance

- The City is strategically located in the region's south eastern corridor
- The City is one of the fastest growth areas in the metropolitan area
- The study area is subject to significant transformative development
- A strong strategic framework has been established, guiding development, community and environmental outcomes
- Significant investment is occurring in public infrastructure

The City's Strategic Community Plan's vision has very strong correlation to the study area:



- Country town features remain and the way people generally interact is friendly and bit more relaxed than other City Centres.
- There are strong connection to the hills, enforced through the sloping topography and clear views.
- Old native trees flourish and local wildlife is abundant.
- Beautiful parks and gardens provide green relief and all-year-round activity and interest.
- There is a strong Whadjuk Noongar heritage and diverse historical places - many stories can be shared.
- Intensification and diversification of land use and commerce will attract more people to live, work and play in the study area.

Physical Characteristics

- Many of the streets lack street trees.
- Many of the street trees are of poor quality (small canopy, below average health/form).
- Footpaths are non-existent or too narrow in parts, a mix of surface types and variable quality.
- Verges, are poorly maintained, variable levels and lacking planting.
- Above ground power remains in parts.
- Street lighting varies (Western Power and different CoA private lighting).
- There is almost no activation of the streets other than for movement.

Opportunities & Constraints

The map shows an overview of the opportunities and constraints for the project area.

LEGEND

-  Heritage tree
-  Heritage building
- Developable lots
-  ① Greening Church Ave with trees down the median, planting and bike lanes. Red line indicates future semi active edge
-  ② Reinforce existing green character at intersection of Church Ave and Jull St
-  ③ Prospect Rd historical ties and character
-  ④ The eastern side of Whitehead St has a narrow verge and the western side has a normal width verge
-  ⑤ Potential micro green spaces on Shopping Centre land
-  ⑥ New TAFE site
-  ⑦ This is city owned land which could be a future POS with a feature landmark at view termination down Church Ave. Site topography poses as a constraint
-  ⑧ Potential pedestrian connection
-  ⑨ Gateway art coming from South Western Hwy into town
-  ⑩ New justice precinct
-  ⑪ Restored Church Micro Park
-  ⑫ Overhead power lines





Place Drivers



NATURAL BEAUTY

WHY THIS IS IMPORTANT TO THE PLACE?

- Ecological significance
- Unique landscape identity
- Contextual ties to the hills
- Noongar connection to country

WHAT DOES IT LOOK AND FEEL LIKE?

- Ample tree canopies and gardens with dappled sun light
- Easy to walk, bike ride and use alternative transportations
- Greenery is integrated into places people sit and walk
- Dense vegetation that reflects the local landscape identity



RICH HERITAGE

WHY THIS IS IMPORTANT TO THE PLACE?

- Unique pioneering history
- Noongar historical ties
- Historical destinations
- Celebrated local stories

WHAT DOES IT LOOK AND FEEL LIKE?

- Incorporated local stories
- Shared history information
- Integrated historical wayfinding elements
- Public art
- Style and materiality sensitive to historical and cultural references





THRIVING CULTURE

WHY THIS IS IMPORTANT TO THE PLACE?

- Relaxed and friendly community
- Frequent community events
- Celebrated Noongar culture
- Up and coming creative community

WHAT DOES IT LOOK AND FEEL LIKE?

- Culturally diverse and inclusive
- Many cultural activities
- Event spaces
- Incorporated local art
- Places for social gathering and people watching
- Catering for everyday needs and special events



PROSPERING CITY

WHY THIS IS IMPORTANT TO THE PLACE?

- Growing city
- Focus on economic development
- Thriving tourism industry
- Diversification

WHAT DOES IT LOOK AND FEEL LIKE?

- Places that support trade
- Lively and activated streets
- Dining and retail venues spilling out into the public realm
- Places that support a growing population
- Easy to get around



Great Places Principles



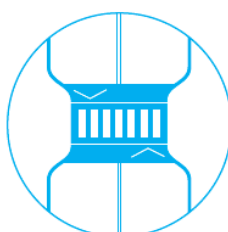
Global Street Design Guide By Global Designing Cities Initiative

The Global Street Design Guide is supporting practitioners to redefine the role of streets in cities around the world. Created with the input of experts from 72 cities in 42 countries, the Guide offers technical details to inform street design that prioritizes pedestrians, cyclists, and transit riders.

The guide outlines the principles to create places and in particular great streets. These principles will guide all design recommendations for the Armadale City Centre.



**STREETS FOR
PEOPLE**



**STREETS FOR
SAFETY**



**STREETS ARE
MULTIDIMENSIONAL
SPACES**



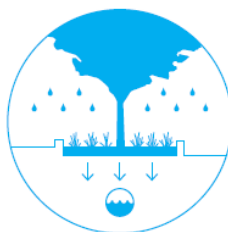
**STREETS FOR
HEALTH**



**STREETS ARE
PUBLIC SPACES**



**STREETS ARE
MULTIMODAL**



**STREETS AS
ECOSYSTEMS**



**GREAT STREETS
CREATE VALUE**



**STREETS FOR
CONTEXT**



**STREETS CAN
CHANGE**

Public Realm Precincts

CHURCH CONNECTOR

Main connector street that prioritises accessibility and comfort for pedestrians. Creating a green connector which becomes an ecological link within the City Centre.

PROSPECT PLACE

These roads connect people to key community destinations. They are a combination of some of the newest and old streets in Armadale.

THIRD ROAD GATEWAY

Gateway to the City Centre and commercial destinations for visitors traveling along South Western Highway.

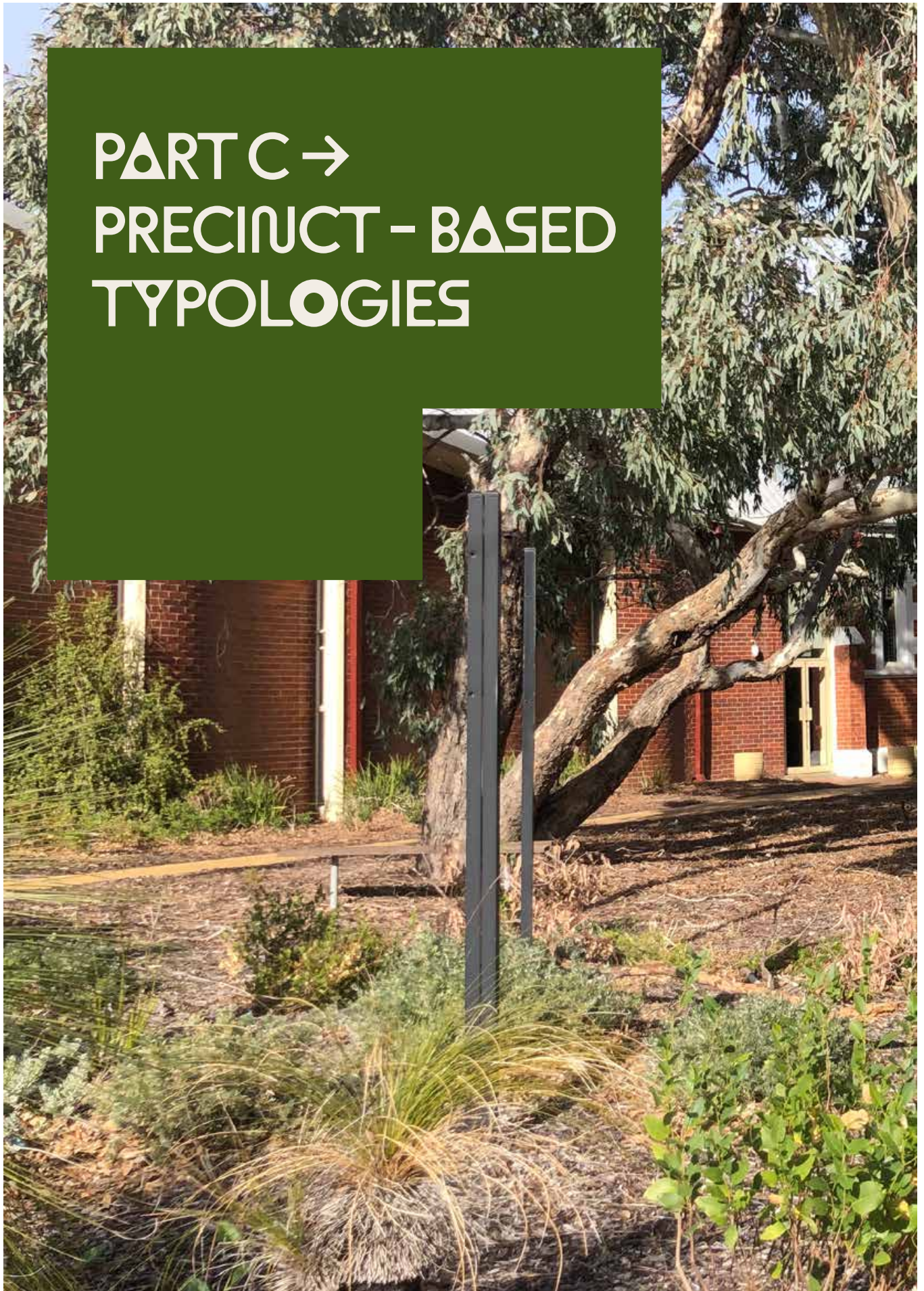
THOMAS CLOSE

Peaceful and playful place for local residents to connect. With a green, comfortable and welcoming feel.

This precinct also provides main access to the new Police Station which is used for law enforcement vehicular purposes.



PART C → PRECINCT – BASED TYPOLOGIES





Overarching Design Strategies

Blending Public and Private

Creating greater interactions between public and private land will increase economic vitality and invite businesses to do their bit to activate the street.

Looks like:

- Alfresco seating areas
- Retail spill out
- Seating to be enjoyed from the street
- Pot plants outside of shops
- Art murals to be enjoyed from the street
- Community newspaper stands
- Community notice boards
- Merchandise displayed on the street



Creating Equitable Spaces

Creating equitable spaces particularly in a hilly area like Armadale is essential to ensure disabled, elderly, children and women are all considered.

Looks like:

- Accessible spaces and connections despite significant level changes
- Street furniture that caters to all and in particularly the elderly and disabled
- Gender sensitive design interventions
- Play opportunities for all levels and abilities
- Public art that can be experienced through multiple senses
- Provide areas for rest



Celebrating Uniqueness

Armadale has such a diverse, interesting and unique history that needs to be celebrated!

Looks like:

- Incorporating signage that informs visitors about any unique history or features that are present on site
- Using feature paving treatments to signify the presence of any significant sites, buildings or trees
- Making a feature of unique views present on site
- Incorporate native vegetation which is unique to Armadale
- Incorporating elements that celebrate local Aboriginal stories and culture



Establishing Adaptable Streets

Armadale is an evolving city so its streets need to be adaptable be responsive to new development and changing demographics.

Looks like:

- Parklet interventions
- Incorporate flexible areas for alfresco and retail spill out
- Movable planters
- Modular street furniture
- Event friendly spaces with retractable bollards
- Planters that can be customised by shop owners



Enhancing Biophilia

Enhancing peoples interaction and connection to nature is vital, particularly in a growing city like Armadale which is subject to increased urbanisation.

Looks like:

- Integrating planting with seatings
- Incorporating vertical greenery such as green walls and climbers
- Creating dense native planting areas and continuous tree canopy to enhance ones connection to the hills
- Incorporate greenery at bus stops
- Seasonal planting
- Arbors



Fostering Friendly Interactions

The Armadale community is welcoming and friendly. Spaces should help foster positive social interactions.

Looks like:

- Social seating arrangements
- Alfresco seating areas
- Community noticeboards
- Dog water bowls for pet friendly streets
- Culturally sensitive social gathering areas
- Event friendly spaces



Green & Blue Infrastructure Framework

Green Infrastructure

All green infrastructure should reinforce the existing green character in Armadale. It should connect people to the city's natural context along with providing shady and comfortable streets for its residents and visitors.

Improving the street tree canopy as per the City of Armadale Urban Forest Strategy will reduce urban heat island effect, increase biodiversity, improve pedestrian amenity, act as traffic calming measure, improve sense of place and connect to local identity

BLENDING APPROACH

Although a preference towards native planting is preferred, a blended approach towards natives and exotics should be adopted. There are many exotic species within the City and they add to the local character. However, they must only be selected where they provide more amenity and suitability over a native species.

LOCALLY RESPONSIVE

Create a design response which is unique to local features and site conditions such as:

- Seek additional tree alignments to provide more shade and continuous canopy
- Species selection to respond to heritage buildings or sites of local significance
- Choosing large canopy cover where more shade is required
- Creating local green spaces

GREEN WAYFINDING

Feature trees and planting located at arrival points and destinations act as informal wayfinding markers.

HILLS CHARACTER

Tall native trees and bush planting should work together to connect people to Armadale's city-in-a-forest context.

URBAN AMENITY

A mix of exotic and native trees and planting work together to provide a comfortable place for people to enjoy throughout the year.

A blend of medium and small sized trees work together to create a green character that relates to the human scale.

Also planting distribution should be strategic to ensure a green impact. Along with utilising layers of greenery and visually connected planted areas.

Blue Infrastructure

Seek to manage stormwater insitu and integrate into landscape treatments. Water Sensitive Urban Design (WSUD) interventions could include small rain gardens in parking nibs and green spaces. Potentially a swale median along Church Ave.



Small rain garden filters and treats storm-water run off



Bioretention swales provides water infiltration and ecological benefits



Tall native trees have a strong visual character and identity



Dense planting creates a strong green presence along an urban street



Full canopy avenue of natives provide immense shade










Formal arrangement and selection of waterwise native planting



Feature trees with a distinct and unique look can act as wayfinding markers

LEGEND

-  Forest Median
-  City Green Links
-  Suburban Greenway
-  Heritage Tree
-  Green Space: Forrest Node
-  Green Space: Pocket Park
-  Green Frame to City Edge



Wayfinding & Connectivity Framework

Connectivity Typologies

The following connectivity typologies identifies the role each street plays within the study area:

CITY CONNECTOR

This type of street connects pedestrians and vehicles to and through the city from the local surrounds.

LOCAL ACCESS

This type of street is predominately used to access areas within the city.

DESTINATION STREET

This type of street supports uses of activity of a unique nature.

Future Destinations and Connectivity

The two new community destinations are the justice precinct and TAFE. Enhancing the connectivity between the destinations and public transport by implementing seamless path networks and wayfinding measures is vital.

Pedestrian Paths and Crossings

Footpaths on both sides of the road is essential to ensure seamless pedestrian connectivity.

Pedestrian crossings are required at the leg of each intersection to provide a safe environment for pedestrians.

Accessibility and Inclusivity

Consistent use of tactile paving, safe crossing points and having regular rest points along steeper streets is essential.

Vehicle Access and Parking

Access into the shopping centers is vital for residents in Armadale. Adequate off street parking should be provided where possible. On street parking should be carefully balanced with ensuring high quality, comfortable and greened pedestrian access.

Wayfinding

Wayfinding elements helps visitors to intuitively navigate the town. It also provides a branding opportunity for the City of Armadale.

The following wayfinding elements are proposed in the study area as per the City of Armadale Signage Strategy and Style Guide documents:

INTERPRETIVE SIGNAGE

Elements such as Large Pylon, Medium Pylon, Wide Stand, Small Stand .

STREET SIGNAGE

Elements such as Street Blades.

WAYFINDING SIGNAGE

Elements such as:

- Wayfinding Sign Type A: For main pedestrian decision points e.g. Train Station or Visitor Centre
- Wayfinding Sign Type B: For pedestrian entry points into the CBD
- Wayfinding Sign Type C: For secondary decision points within the CBD
- Wayfinding Sign Type D: For minor decision points and reassurance



Roundabout planting provides a green visual reference for wayfinding



Markers in the landscape provide directional cues to pedestrians





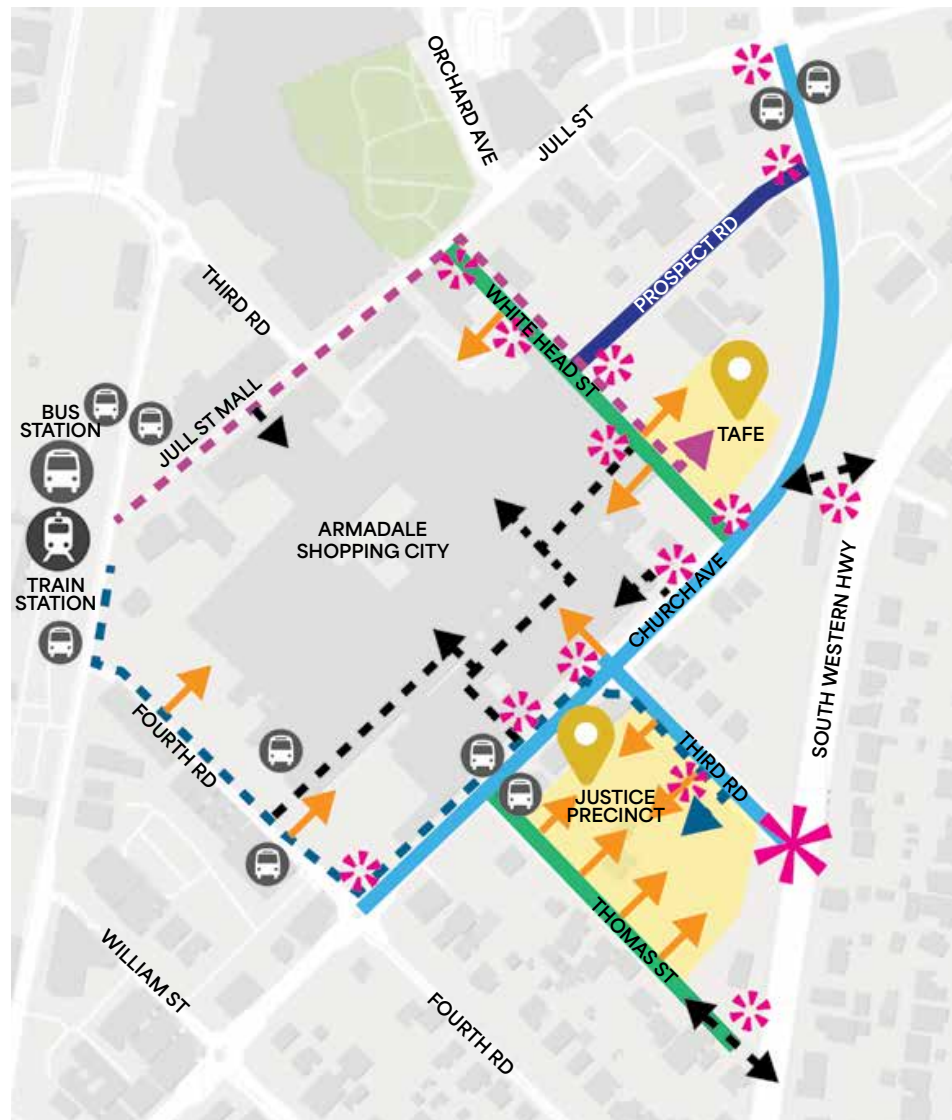
Playful wayfinding signage reinforces the City's branding



Road murals create a key pedestrian wayfinding element

LEGEND

- City Connector
- Local Access
- Destination Street
-  Train Station
-  Bus Stop
- - - Pedestrian route from train station to TAFE
- - - Pedestrian route from train station to Justice Precinct
- - - Pedestrian Access to Shopping Centre
- ➔ Key Vehicle Accesses
- ✱ Wayfinding Gateway
- ✱ Wayfinding Cue



Street Furniture & Pavement Framework

Family of Furniture

Consistent furniture palette which expresses the character and identity of Armadale and become the foundation of an aesthetic and visually appealing streetscape. The following elements should be of a consistent palette:

- Seating
- Tables
- Bus Stops
- Bike racks
- Drinking Fountains
- Bins
- Tree Grates
- Planter Boxes
- Retaining Walls
- Bollards
- Service Pits
- Lighting

Furniture Configurations

SOCIAL PODS

Having group seating elements encourages social interactions rather than single benches.

REST POINTS

Having seating like a bench located every 10m as a minimum provides people with a spot to rest. This is particularly important along streets with a noticeable level change

GREEN POCKET

Having seating integrated with planting provides a direct connection to nature.



Integration of planting and seating reconnects people with nature



Informal seating spaces encourage a varying range of social interactions



Planters that can be moved accommodate for changing tenancies



Flexible outdoor dining options such as parklets provide street vibrancy



Modular furniture is adaptable to changing street situations

Flexible Typologies

MODULAR FURNITURE

Which will allow for different configurations depending on the situation and adjacent business occupancy.

MOVEABLE PLANTERS

To allow for alfresco. Also useful for seasonal planting. Can be moved to address different entrances.

RETRACTABLE BOLLARDS

Including retractable bollards on certain streets will give the street the capacity to be transformed into an events space.

PARKLETS

Can be installed in front of hospitality venues to provide outdoor dining spaces and places for people to socialise.

Pavements

The vehicle and pedestrian pavements need to create a simple and timeless canvas for urban life that fits the character of Armadale but does not draw too much attention. Consideration should be given to the need to periodically access underground services and amend pavements to accommodate new development and infrastructure upgrades.

Materials, patterns and colours should reflect the local geology and natural materials. For example, the warm ochres of the hills geology could be reflected in the materiality. Armadale is also well known for its clay pits and brick manufacturing. Opportunities for bespoke elements should be explored in key locations.



Permeable paving should be used where possible to as a WSUD measure



Utilising local stone such as coffee rock to celebrate the hills identity



Utilising clay bricks as a way of relating back to Armadale's historical brickworks

Lighting & Power

A new standalone lighting palette (i.e.) not connected to above ground power poles will reflect the hierarchy of streets while improving quality of lighting for pedestrians. It is highly recommended that new lighting installation be coordinated with relocating above ground power underground in Church Ave, Third Rd and Thomas St.

The palette of street lighting should reinforce the identity and brand of the City. Opportunities should be explored to coordinate and extend the private street lighting network throughout the City Centre, including allowances for Smart Cities technology integration. Limited feature/aesthetic lighting could be allowed for at special nodes or points of interest.



Utilising local stone such as granite to relate to the granite outcrops in the hills



Prioritising continuous pedestrian connectivity over vehicular access



Paving being used as traffic calming measure to ensure pedestrian safety

Public Art Framework

Public Art Typologies and Narratives

The following public art typologies and narratives are outlined in the City of Armadale Public Art Strategy:

TYOLOGIES

- Discovery Art
- Indigenous Art
- Interactive Art
- Stand Alone Art
- Community Art

NARRATIVES

- Crossroads
- Flora Story
- Heritage/Memorial
- Aboriginal Heritage
- Growth
- Healing Place

Public Art Opportunities

DISCOVERY ART - HERITAGE/FLORA

Walkable art trail along Church Ave that celebrates the historical trees and buildings as part of a larger city wide trail.

INTERACTIVE ART - GROWTH

Interactive installation to celebrate the growth of the city from it's historical days, where Prospect Rd was one of the first gazetted roads. Also nod to educational growth of the youth with the nearby TAFE.

STAND ALONE ART - CROSSROADS

Gateway art piece which is stand alone and acts as a landmark. Celebrates the importance of crossroads in Armadale.

COMMUNITY ART - HEALING

Community art project tied to the justice precinct and the church with a theme of healing.

INDIGENOUS ART - ABORIGINAL HERITAGE

Celebrate connection to country and provide a culturally safe space within the forest node along Church Ave.



Discovery art trail acts as a creative thread which stitches the City together



Interactive art provides vibrancy and interest to the Prospect Precinct



Stand alone art which acts as a key entry statement into the City



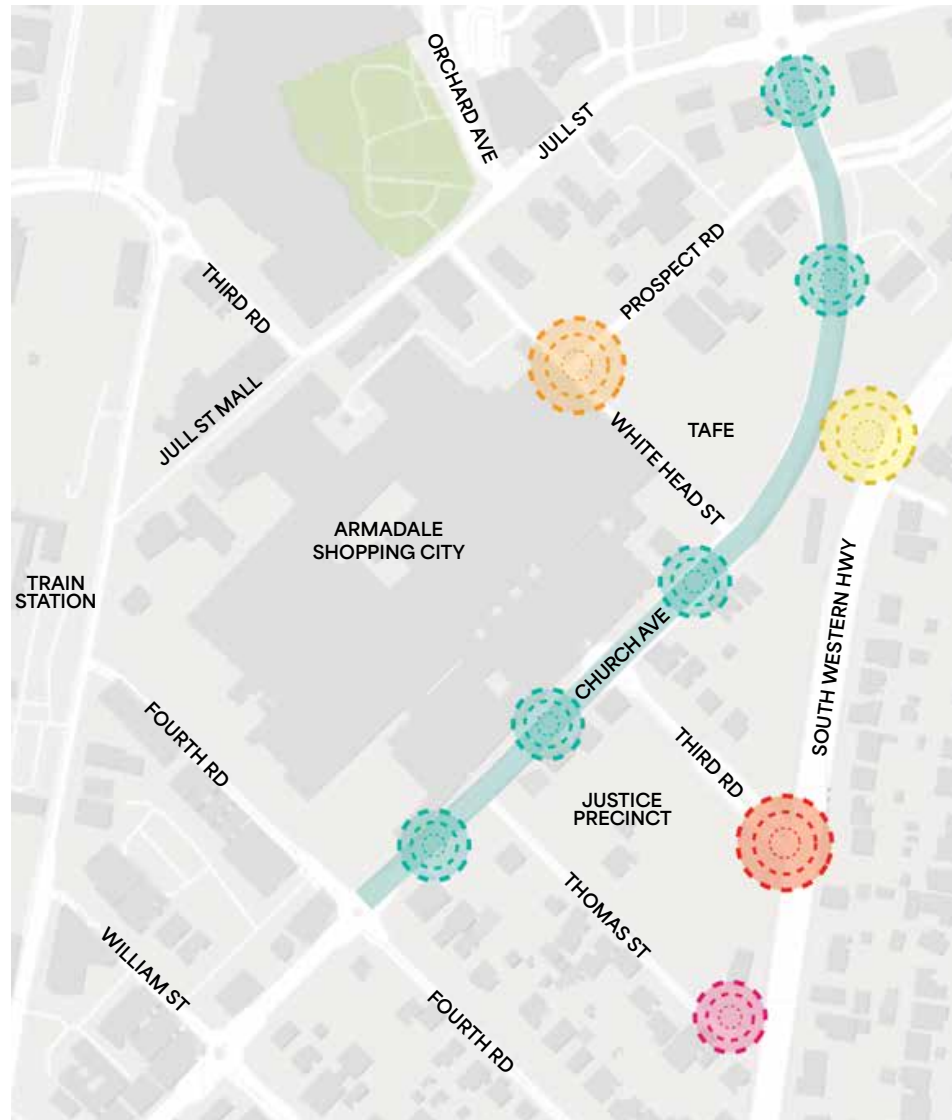
Community art adds a layer of civic pride within the City



Indigenous artwork that celebrates connection to Country

LEGEND

-  Interactive Art - Growth
-  Discovery Art - Heritage/Flora
-  Stand Alone Art - Crossroads
-  Community Art - Healing
-  Indigenous Art - Aboriginal Heritage



Church Connector Concept Design

Place Vision

A green connector which becomes an ecological link within the City Centre. A distinct forest character for this area establishes a strong connection back to the hills and Country.

Key Features

- Wide bush green median
- Cultural area
- Revegetation area
- Hangout nodes

Place Drivers



Legend:

- Project Area
- Proposed Tree
- Existing Tree
- Revegetation Tree
- Private Planting
- Boundary Greenery
- Cross Over
- Private Parking
- Off Street Parking
- Node
- Wayfinding
- Public Art

Key Precinct Plan:



Parking Count:
Current: 0
Proposed: 0

Scale
1:1250 @A4

CHURCH AVE (JULL ST TO WHITEHEAD ST)



Key Features

- History marker
- Vertical greenery
- Discovery art trail
- Flexible spaces for alfresco

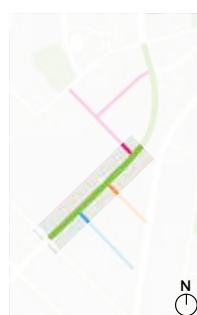
Place Drivers



Legend:

- Project Area
- Proposed Tree
- Existing Tree
- Revegetation Tree
- Private Planting
- Boundary Greenery
- Cross Over
- Private Parking
- Off Street Parking
- Node
- Wayfinding
- Public Art

Key Location Plan:



Estimated Parking Count:
Current: 16
Proposed: 42

Scale
1:1250 @A4

CHURCH AVE (WHITEHEAD TO FOURTH RD)



Vibe Images

BUSH MEDIAN



CULTURAL AREA



HISTORY MARKER



HANGOUT NODES



ALFRESCO OPPORTUNITIES



REVEG AREA



ART TRAIL



BOUNDARY GREENERY



Church Connector Sections

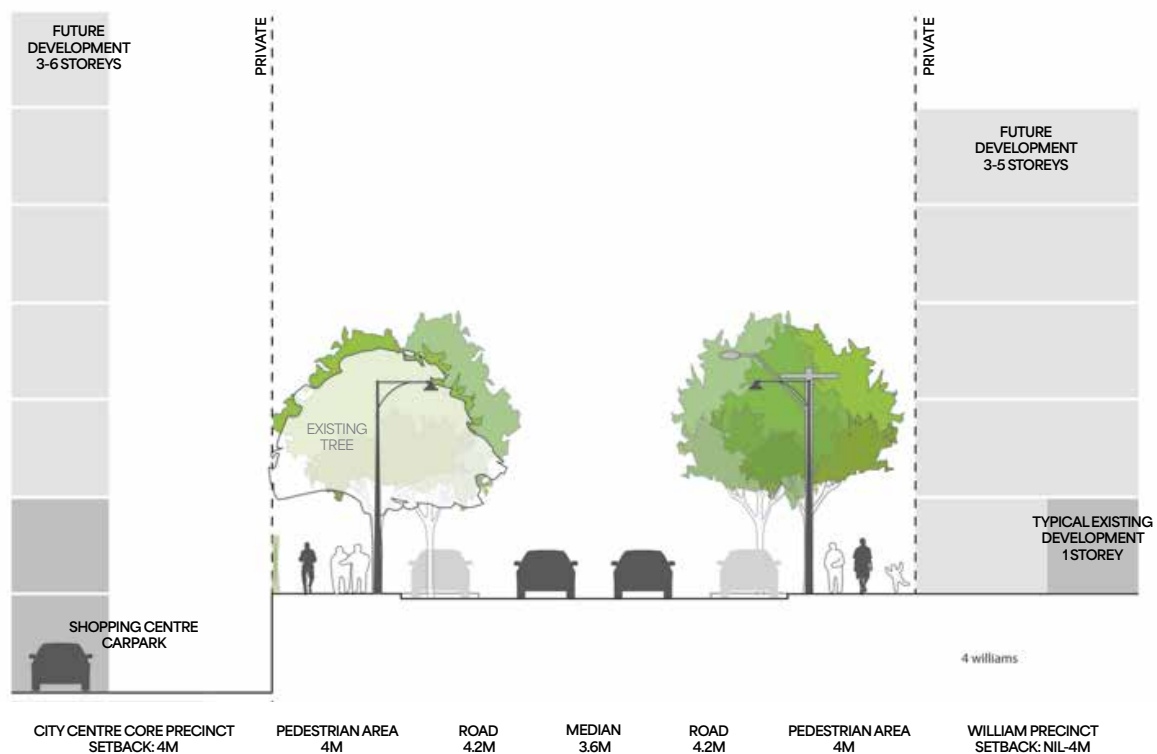


SECTION:AA (TYPICAL) CHURCH AVE (JULL ST TO WHITEHEAD ST)

Scale 1:200 @A4

NOTES:
POWER POLES AND ABOVE GROUND POWER
(SHOWN IN LIGHT GREY) TO BE REMOVED AND
RELOCATED UNDERGROUND

PROPOSED TREE GRAPHICS USED IN SECTIONS
ARE GENERIC IN NATURE. ACTUAL TREE SIZES
WILL DEPEND ON SPECIES SELECTION AND
WILL VARY OVER TIME AS THEY GROW AND
MATURE.



SECTION:BB (TYPICAL) CHURCH AVE (WHITEHEAD TO FOURTH RD)

Scale 1:200 @A4

NOTES:
POWER POLES AND ABOVE GROUND POWER
(SHOWN IN LIGHT GREY) TO BE REMOVED AND
RELOCATED UNDERGROUND

PROPOSED TREE GRAPHICS USED IN SECTIONS
ARE GENERIC IN NATURE. ACTUAL TREE SIZES
WILL DEPEND ON SPECIES SELECTION AND
WILL VARY OVER TIME AS THEY GROW AND
MATURE.

Prospect Place Concept Design

Place Vision

A vibrant hub celebrating one of the oldest streets in Armadale while attracting highly activated development. Potential to temporarily close Prospect Rd to allow for events.

Prospect Rd Key Features

- Boundary greenery
- Alfresco opportunities
- Public art
- History marker

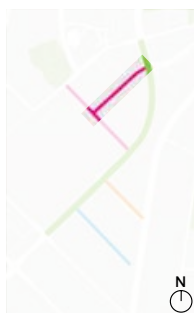
Place Drivers



Legend:

- Project Area
- Proposed Tree
- Existing Tree
- Revegetation Tree
- Private Planting
- Boundary Greenery
- Cross Over, Parking + Traffic Calming
- Private Parking
- Feature Road Treatment
- Wayfinding
- Public Art

Key Location Plan:



Estimated Parking Count:

Current: 27
Proposed: 26
*Plus additional motorcycle bays

Scale
1:1250 @A4



Whitehead St Key Features

- History marker
- Shopping centre entry clarification
- Green comfort edge
- Improved frontage to TAFE
- Rest spots

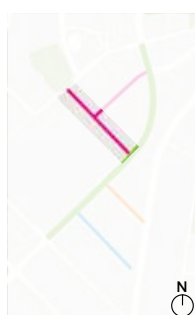
Place Drivers



Legend:

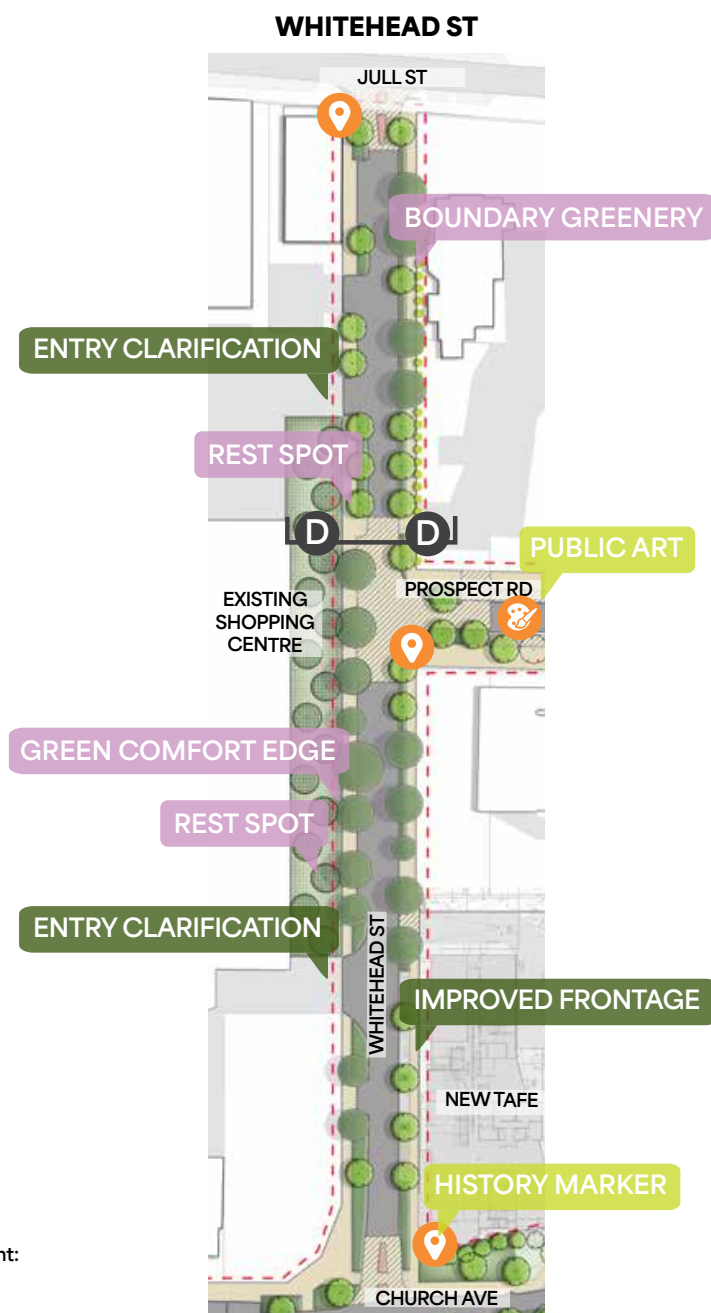
- Project Area
- Proposed Tree
- Existing Tree
- Revegetation Tree
- Private Planting
- Boundary Greenery
- Cross Over
- Private Parking
- Off Street Parking
- Node
- Wayfinding
- Public Art

Key Location Plan:



Estimated Parking Count:
Current: 20
Proposed: 18

Scale
1:1250 @A4



Vibe Images

GREEN COMFORT EDGE



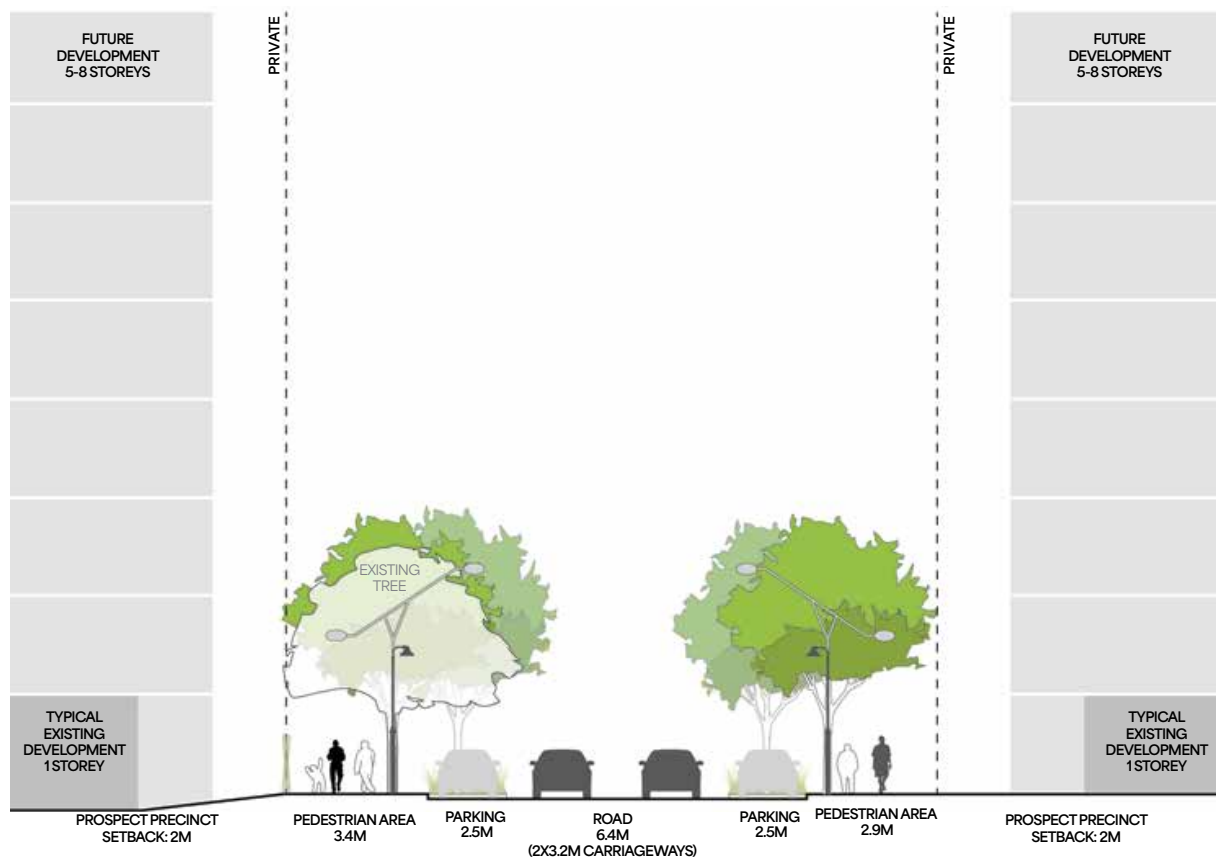
BOUNDARY GREENERY



HISTORY MARKER



Prospect Place Sections



SECTION:CC (TYPICAL) PROSPECT RD

Scale 1:200 @A4

NOTES:

EXISTING LIGHTING (SHOWN IN LIGHT GREY)
PROPOSED TO BE REPLACED WITH NEW LIGHTING

PROPOSED TREE GRAPHICS USED IN SECTIONS
ARE GENERIC IN NATURE. ACTUAL TREE SIZES WILL
DEPEND ON SPECIES SELECTION AND WILL VARY
OVER TIME AS THEY GROW AND MATURE.



SECTION:DD (TYPICAL) WHITEHEAD ST

Scale 1:200 @A4

NOTES:

EXISTING LIGHTING (SHOWN IN LIGHT GREY)
PROPOSED TO BE REPLACED WITH NEW LIGHTING

PROPOSED TREE GRAPHICS USED IN SECTIONS
ARE GENERIC IN NATURE. ACTUAL TREE SIZES WILL
DEPEND ON SPECIES SELECTION AND WILL VARY
OVER TIME AS THEY GROW AND MATURE.

Third Road Gateway Concept Design

Place Vision

Gateway to the City Centre for locals and visitors traveling along South Western Highway. An eye catching entry statement welcome visitors into the City centre and establishes the City's identity and brand.

Third Rd: Key Features

- Entry statement
- Green corridor on north east verge (potential for future on street parking)
- Encourage bolstering of planting along justice precinct
- Accommodate future South Western Hwy intersection upgrade

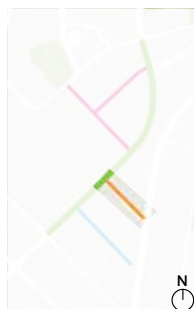
Place Drivers



Legend:

- Project Area
- Proposed Tree
- Existing Tree
- Revegetation Tree
- Private Planting
- Cross Over
- Private Parking
- Off Street Parking
- Node
- Potential Future Main Road Changes
- Wayfinding
- Public Art
- Entry Statement

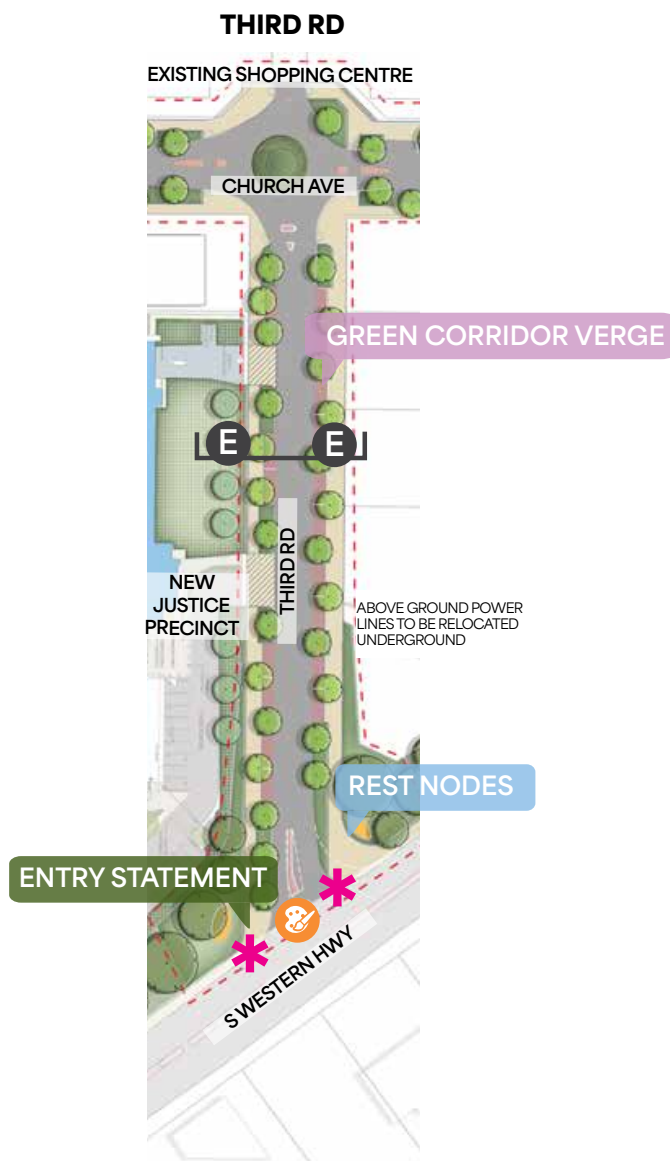
Key Precinct Plan:



Estimated Parking Count:

Current:	13
Proposed:	17

Scale
1:1250 @A4



Vibe Images

ENTRY STATEMENT



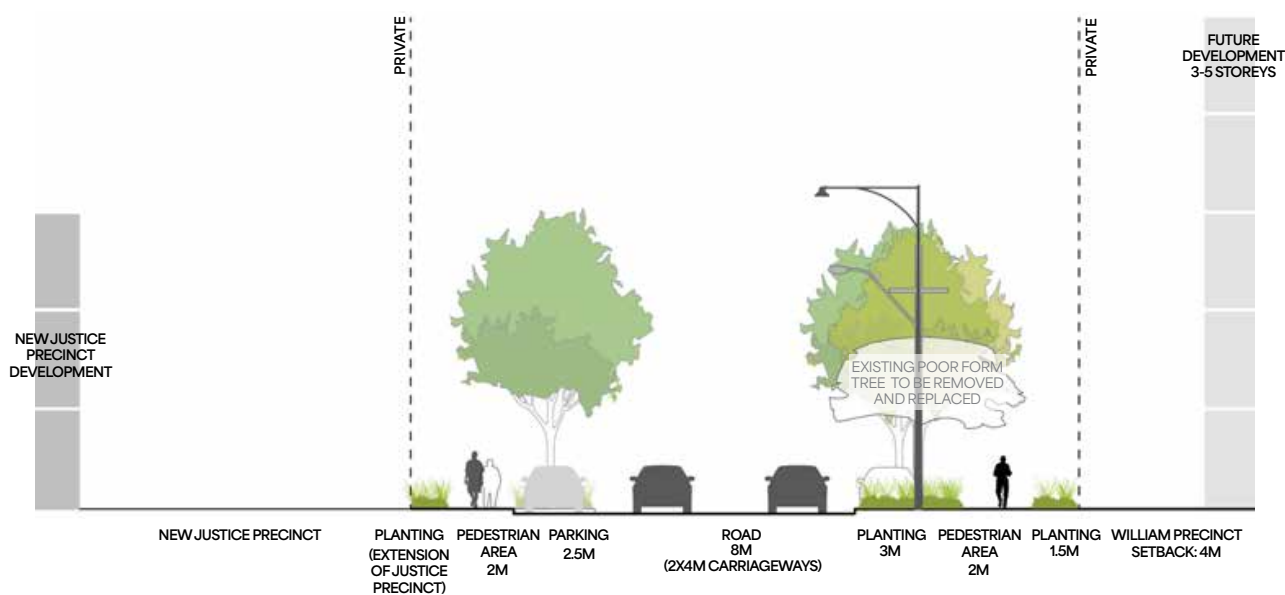
GREEN CORRIDOR VERGE



REST NODES



Third Road Gateway Sections



SECTION:EE (TYPICAL) THIRD RD

Scale 1:200@A4

NOTES:
POWER POLES AND ABOVE GROUND POWER (SHOWN IN LIGHT GREY) TO BE REMOVED AND RELOCATED UNDERGROUND

PROPOSED TREE GRAPHICS USED IN SECTIONS ARE GENERIC IN NATURE. ACTUAL TREE SIZES WILL DEPEND ON SPECIES SELECTION AND WILL VARY OVER TIME AS THEY GROW AND MATURE.

Thomas Close Concept Design

Place Vision

Local feel that is green and comfortable. A street that can foster a sense of community and encourage social interactions. The old Church pocket park provides amenity to residents and visitors.

Thomas St Key Features

- Generous verge planting
- Pocket park with parking
- Planted entry
- Community art

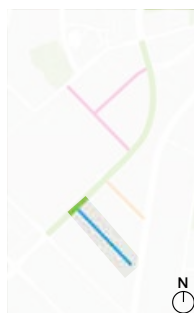
Place Drivers



Legend:

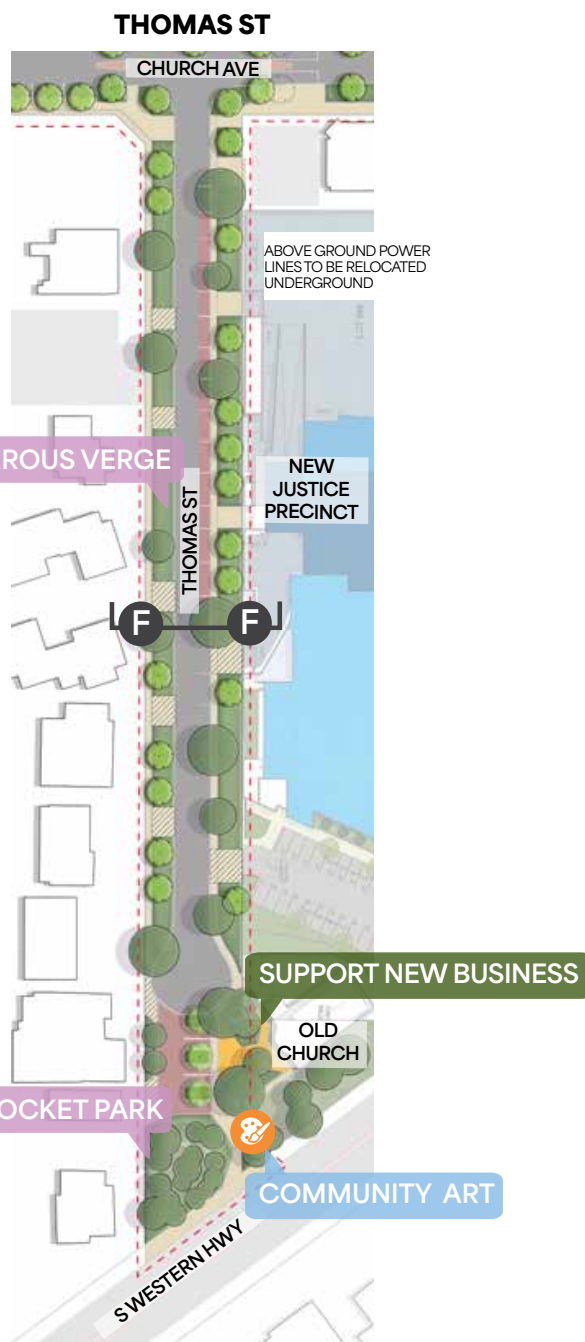
- Project Area
- Proposed Tree
- Existing Tree
- Revegetation Tree
- Private Planting
- Cross Over
- Private Parking
- Off Street Parking
- Node
- Wayfinding
- Public Art

Key Precinct Plan:



Estimated Parking Count:
Current: 22
Proposed: 19

Scale
1:1250 @A4



Vibe Images

GENEROUS VERGE



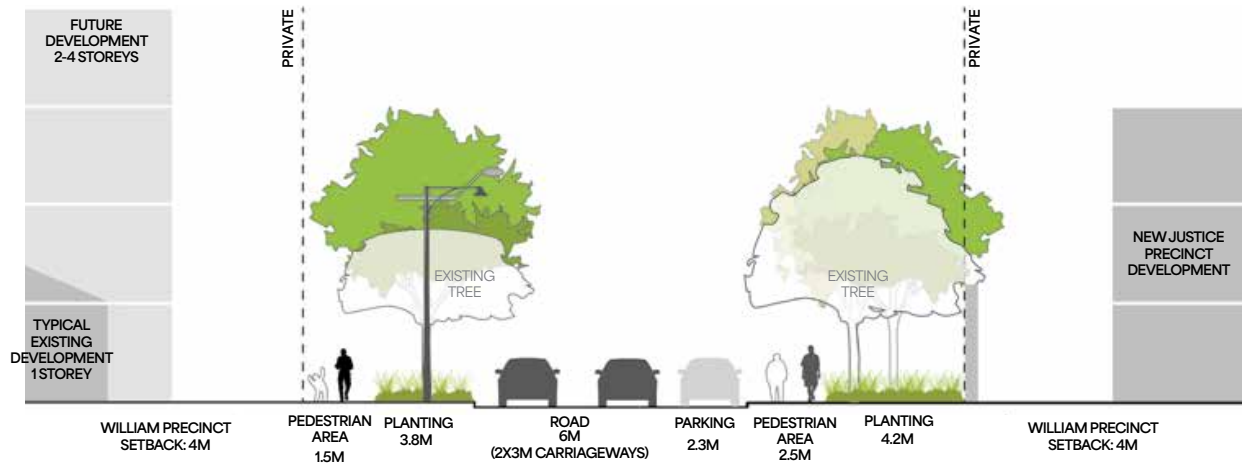
POCKET PARK



COMMUNITY ART



Thomas Close Sections



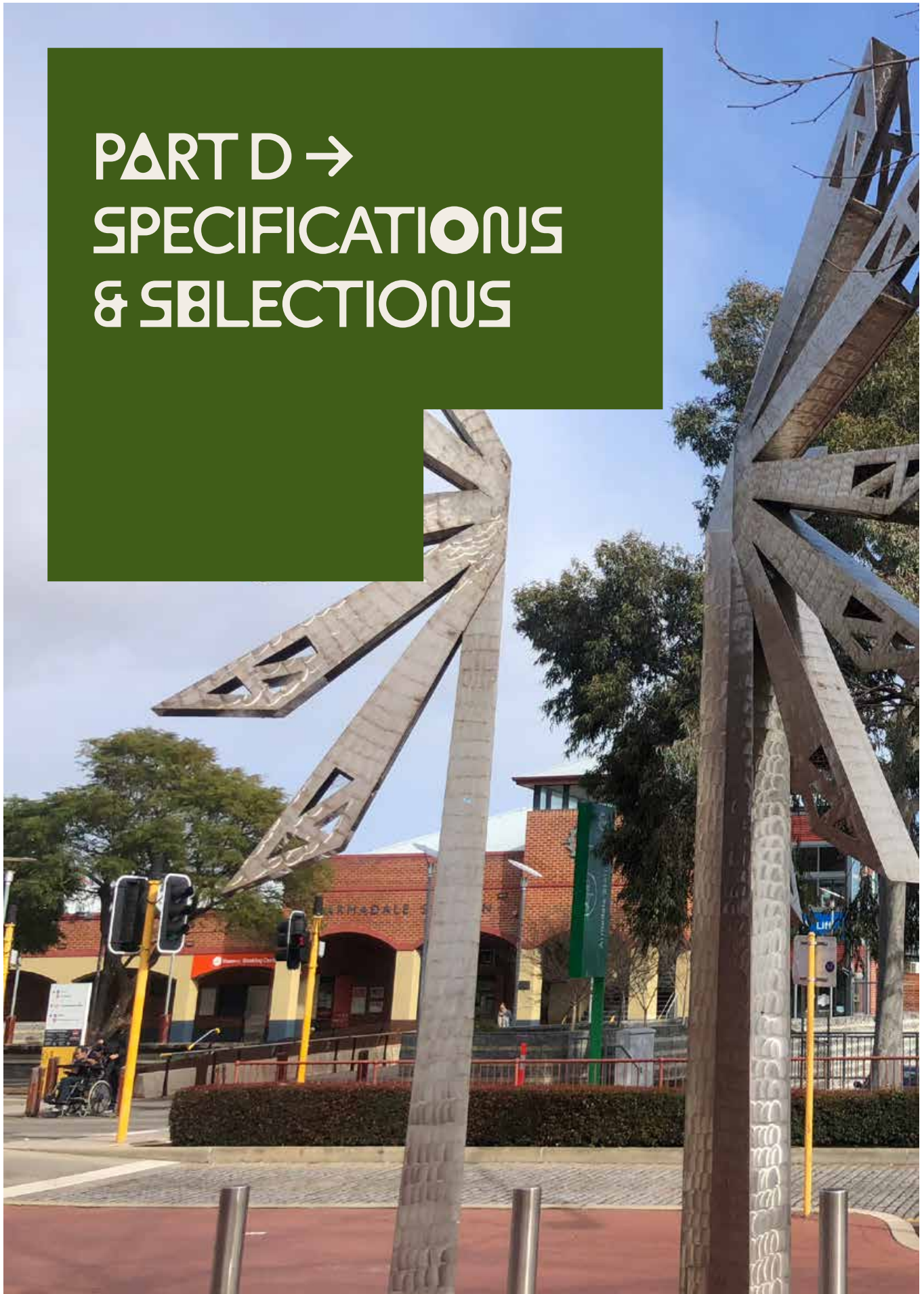
SECTION:FF (TYPICAL) THOMAS ST

Scale 1:200 @A4

NOTES:
POWER POLES AND ABOVE GROUND POWER
(SHOWN IN LIGHT GREY) TO BE REMOVED AND
RELOCATED UNDERGROUND

PROPOSED TREE GRAPHICS USED IN SECTIONS
ARE GENERIC IN NATURE. ACTUAL TREE SIZES
WILL DEPEND ON SPECIES SELECTION AND
WILL VARY OVER TIME AS THEY GROW AND
MATURE.

PART D → SPECIFICATIONS & SELECTIONS





Existing Condition Audit

Lighting



Hughes Rd - Street Lighting



Thomas St - Lighting with Power Line



Jull St - Mall Lighting



Train Station - Lighting



Jull St - Private Lighting



Third Rd - Lighting with Power Line



Church Ave - Western Power



Whitehead St & Prospect Rd - Private Lighting



Church Ave - Lighting with Power Line

Paving & Tactile



Jull St - Paving and Tactile



Church Ave - Paving and Tactile



Train Station - Paving



Prospect Rd - Paving



Third Rd - Concrete Footpath

Seats



Jull St - Mall Seating



Jull St - Public Seating

Others



Jull St - CCTV



Jull St - CCTV



Train Station - Bin



Church Ave - Bus Stop & Bin



Jull St - Bin



Jull St - Mall Bollards



Whitehead St - Bollards



Jull St - Signage



Jull St - Wayfinding Signage



Church Ave & Third Rd - Interpretive Sign

Investment Levels

Three-Tiered Palette

The three-tiered palette of Gold, Silver and Bronze indicate varying levels of capital cost investment. This ensures that the level of quality and expenditure is relevant to the area of application.

Hybrid Strategy

Some streets will have a designated tier with nodes/features of a differing tier. For example and silver street with nodes/features. This approach allows targeted capital cost investment in areas of significance.

Example Streets

Although this document outlines the tiered palette for the project area, it is to be applied to the whole City Centre. Refer to the following for example streets for each palette:

GOLD

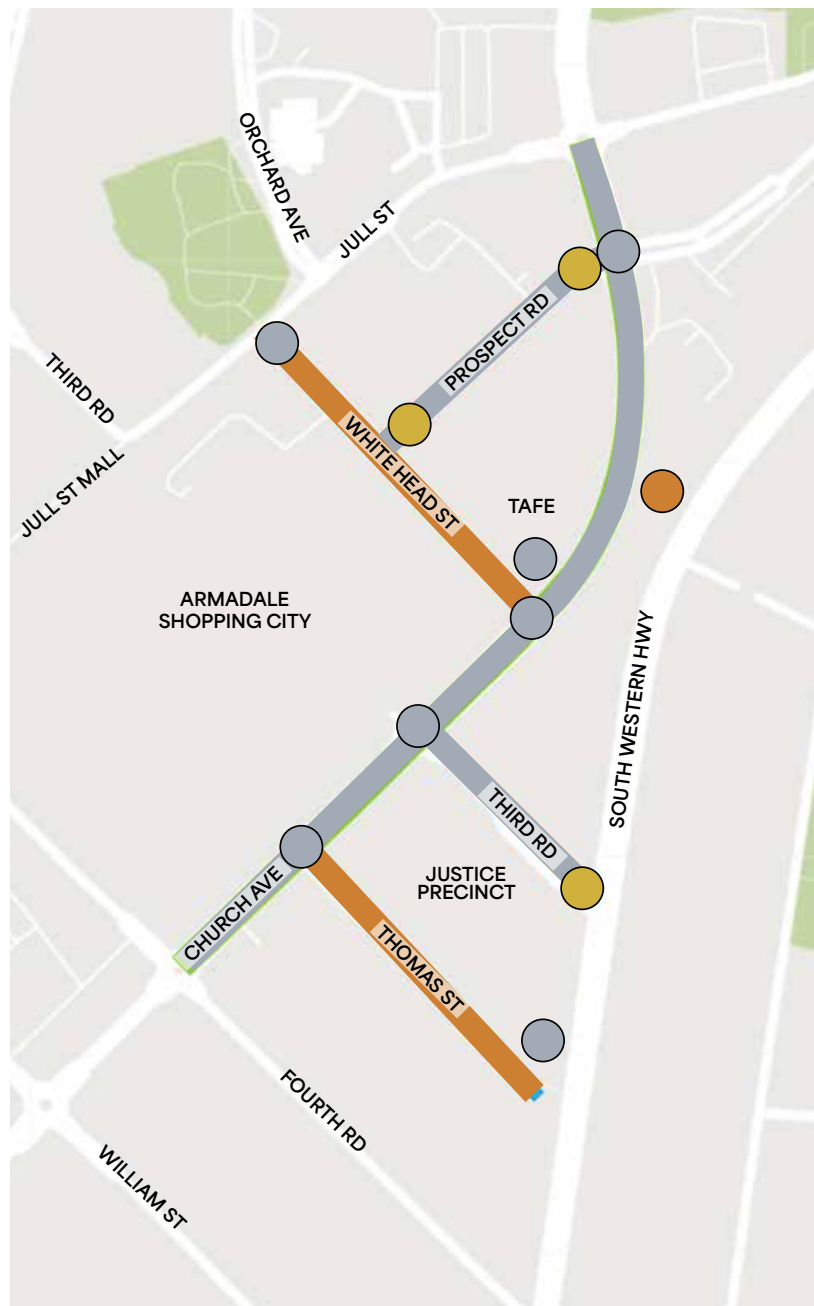
Example streets include: Jull St Mall, parts of the City Views Civic Precinct, Upgraded Armadale Train Station and other parts of Armadale CBD.

SILVER

Example streets include: Commerce Ave, Jull St, William St and other parts of Armadale CBD.

BRONZE

Example streets include: Neerigen St other parts of Armadale CBD.



LEGEND

 Gold Tier Street	 Gold Tier Node
 Silver Tier Street	 Silver Tier Node
 Bronze Tier Street	 Bronze Tier Node

GOLD

The Gold palette is used for feature streets that hold special significance. This palette applies to various nodes on Church Ave, Third Rd and Thomas St.

Pavement:
Local stone paver

Furniture + Structures:
Custom furniture

Art:
High value public art

Planting:
Advanced nursery stock



Stone pavers



Custom furniture



Feature structures

SILVER

The Silver palette is used for mid level streets that required slight enhancements. This palette applies to Church Ave, Prospect Rd and Third Rd.

Pavement:
High quality unit paver with feature patterns

Furniture:
High quality off the shelf furniture

Planting:
Medium advanced nursery stock



High quality paving unit



High quality off the shelf furniture



Feature paving patterns

BRONZE

The Bronze palette is used for basic level streets that required slight enhancements. This palette applies to Thomas St.

Pavement:
Concrete/basic quality unit paver

Furniture:
Basic off the shelf furniture

Planting:
Least advanced nursery stock



Basic quality paving unit



Basic quality off the shelf furniture



Tinted concrete

Street Furniture

Predominant Themes

The following design direction are proposed for the majority of the City Centre:

WARM URBAN

- A modern, urban and contemporary feel with warmth
- A friendly and approachable palette that relates to Armadale's hills personality
- Warmer tones instead of the typical cold sterile greys that are common in new developments
- Soft lines and rounded geometries to create comfortable environments

The following images are given examples of selections which are aligned with the warm urban theme.



'PARBEN' BENCH SEAT
IGUANA CREATIVE



MANHATTAN BIN
ENCLOSURE 240L
CSA (COMMERCIAL SYSTEMS AUSTRALIA)



MONASH SWIVEL SEAT
DRAFFIN STREET FURNITURE



URBANIA BOLLARD
CSA (COMMERCIAL SYSTEMS AUSTRALIA)



DEK
STREET AND GARDEN



MANHATTAN
CSA (COMMERCIAL SYSTEMS AUSTRALIA)



CHILLOUT TREE
STREET FURNITURE AUSTRALIA



MANHATTAN PICNIC SET
CSA (COMMERCIAL SYSTEMS AUSTRALIA)



FRAME PLANTER
STREET FURNITURE AUSTRALIA



CIRCULAR TREE GRATE CLASS A
CSA (COMMERCIAL SYSTEMS AUSTRALIA)



WEDGED STEEL
SKATEBOARD DETERRENTS



ARQUA FOUNTAIN
STREET FURNITURE
AUSTRALIA



ARQUA REFILL POLE
STREET FURNITURE
AUSTRALIA

Supplementary Themes

The following design direction are proposed for the special parts of the City Centre:

COLOUR POP

- Provide visual interest and contrast against other materials
- Celebrate the playful and youthful side of Armadale's personality
- Provides opportunities to draw attention to special feature elements and locations

Example Application:
Whitehead St node



BESPOKE SEATING ELEMENT
WITH COLOUR PANEL INSERT

TOUCHES OF HERITAGE

- Pay homage to the heritage vernacular of Armadale
- Sensitive incorporate Whadjuk Noongar identity
- Highlight key heritage locations with relevant bespoke element

Example Application:
Prospect Rd



ALBERT PARK SEAT
CSA (COMMERCIAL SYSTEMS
AUSTRALIA)

REFLECTIONS OF NATURE

- Curvilinear geometry that mimics organic shapes found in nature
- Featuring natural materiality such as wood, clay and stone
- This palette softens the typical urban harshness of a city

Example Application:
Church Ave node



PORTO MODULAR RANGE
CSA (COMMERCIAL SYSTEMS
AUSTRALIA)



FRAME PLANTER
STREET FURNITURE AUSTRALIA



BESPOKE CAST IRON STOOLS



BESPOKE SEATING WALL MADE
WITH LOCAL STONE

Selection Criteria

The following criteria provide a general guide to the performance expectations for furniture selections. Application of the criteria will help ensure the intent of the strategy is maintained, while providing flexibility in final choices, which will be made as part of implementation.

MATERIALITY

- ✓ Wood
- ✓ Local stone
- ✓ Powder coated/painted metal
- ✓ Natural green colours
- ✓ Warm ochre colours
- ✓ Robust and vandal resistant
- ✓ Easy to clean, maintain and repair

FORM

- ✓ Circles
- ✓ Curves
- ✓ Organic form
- ✓ Rounded edges
- ✓ Simple yet elegant

SUPPLY

- ✓ Highly durable
- ✓ Reputable supplier
- ✓ Ease and timeliness of replacements and parts
- ✓ Above and below ground fixing options for flexibility of installation
- ✓ Able to be installed on slopes

FUNCTIONALITY

BIKE RACKS

- ✓ Space efficient and tidy
- ✓ Provide adequate support to bicycles

Example Selection:
Manhattan Bike Rack
Commercial Systems Australia

BINS

- ✓ General waste and recycling
- ✓ Weather hood
- ✓ Fits 120 litre wheelie bins
- ✓ Strong locks

Example Selection:
Manhattan Bin Enclosure
Commercial Systems Australia

BOLLARDS

- ✓ Adequate colour contrast

Example Selection:
Urbania Bollard
Commercial Systems Australia

DRINKING FOUNTAINS

- ✓ Water refill station
- ✓ Pet drinking bowls
- ✓ Differing heights
- ✓ Accessible by wheelchair

Example Selection:
Arqua Fountain and Arqua Refill Pole
Street Furniture Australia

SEATS

- ✓ Back rest options
- ✓ Arm rest options
- ✓ Comfortable

Example Selection:
Parben Bench Seat
Iguana Creative
Dek
Street and Garden

TABLES

- ✓ DDA compliant table height
- ✓ Seat opening for wheelchairs

Example Selection:
Manhattan Picnic Set
Commercial Systems Australia

PLANTER BOXES

- ✓ Minimum 300mm width
- ✓ Ability to drain while preventing water stains on paving

Example Selection:
Frame Planter
Street Furniture Australia

SHELTERS

- ✓ Varying heights and sizes
- ✓ Customisable

Example Selection:
Chillout Tree
Street Furniture Australia

TREE GRATES

- ✓ High heel shoe friendly
- ✓ Trafficable for light vehicles
- ✓ Can be altered to accommodate increasing trunk diameter

Example Selection:
Circular Tree Grate Class A
Commercial Systems Australia

Hardscape

Overall Materiality

- Clay brick pavers make up the majority of the hardscape palette which pays homage to the old Armadale Brickworks Quarry. This paving typology features in footpaths along with parking bays.
- Local Stone of the area should only be used as a paving treatment in streets and nodes that are classified as gold tier.
- WSUD paving options should also be utilised where appropriate such as around tree planting to allow storm water to be absorbed back into the ground
- Black asphalt should be utilised as it will provide a suitable contrast to the warm coloured paving



Simple red clay brick paving provides a simple yet classic hardscape



Pavestone Original paver in Autumn Blend by Midland Brick



Local stone paving provides a high end look to the streetscape



Australia Granite local stone "Austral Coffee" pavers by Urban stone



Permeable paving around vegetation and tree planting



Aqua Tri-Pave "Heritage Red" by Midland Brick

Feature Materiality

Certain areas can be highlighted through the use of paving patternations, mega graphic asphalt treatments and stone inlays to celebrate unique site influences.



Clay brick pavers with a patternation which emulates water movement



Combination of varying coloured bricks work together to create visual interest



Mega graphic asphalt ground treatment creates a sense of vibrancy



Heritage feature stone inlay into brick paving acts as visual feature

Street Lighting & Signage

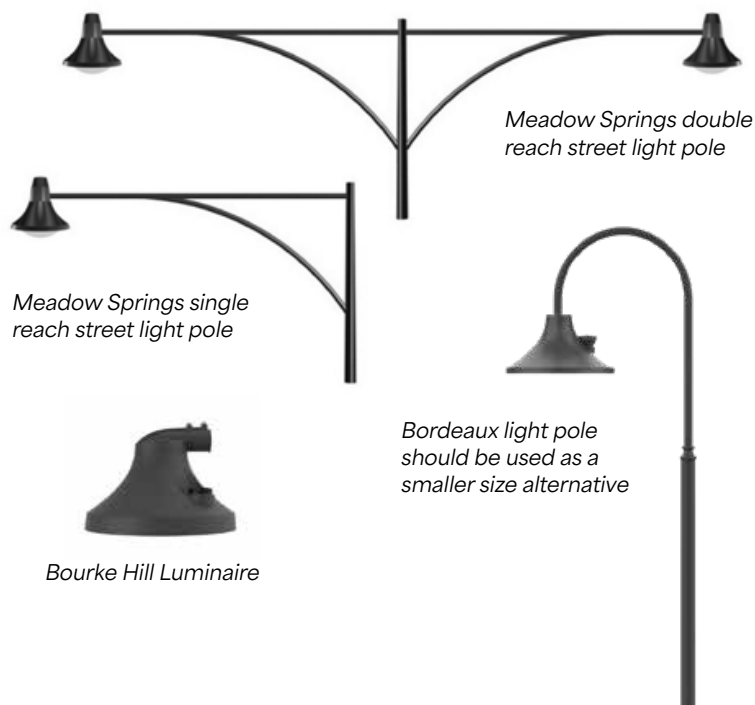
Western Power Lighting

The Meadow Springs/ Bordeaux street light pole and Bourke Hill Luminaire has been selected as they provide a modern look to the streetscape.

SELECTIONS & APPLICATIONS

- The double outreach poles should only be used if there is a suitable traffic island location otherwise single outreach poles should be utilised
- The 10.5m poles should only be used on Church Ave and Third Rd
- The 6.5m poles should be used for all other streets
- The 4.5m Bordeaux light pole is a smaller size alternative which could be utilised on Prospect Rd

* Disclaimer: Subject to lighting engineering inputs at implementation



PREFERRED COLOUR OPTIONS



Signage

The City of Armadale Signage Style Guide (2019) should be referred to when selecting specific signage items. In particular the following pages should be referred to as per the Wayfinding Strategy outlined earlier in this document:

- Interpretive Signage Pages 40-50
- Street Signage Page 57
- Wayfinding signage Page 59

Softscape

Green Character

Trees and planting selections should be in keeping with the Green Infrastructure Framework outlined in chapter one of the report.

FOREST MEDIAN

Native trees and planting that reflect the vegetation in the nearby hills.

CITY GREEN LINKS

A mix of native and exotic trees and planting which represents Armadale's unique history.

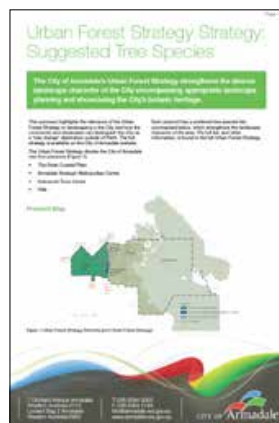
SUBURBAN GREENWAY

A relaxed mix of trees and planting that reflect the residential surrounds.



Species Selection

Tree and plant species should reflect the selections outlined in the Native Plants for Residents Plant List 2021 and Urban Forest Strategy documents by the City of Armadale.



Urban Forest Strategy



Native Plants for Residents Plant List 2021

Street Trees

OVERARCHING CONSIDERATIONS

- Adequate diversity for resilience is one of the main consideration for the species palette which consists of:
 - No more than 30% same family
 - No more than 20% same genus
 - No more than 10% same species
- Maximise diversity for resilience and pest and disease control (Myrtle rust). This is known to effect Eucalyptus, Melaleuca, Corymbia and Angophora
- Future proof for changing climate with species selection. Species selected should be robust enough to be able to tolerate anticipated 1-2 degrees increase within next 30yrs
- Consider species with longevity - Preferably species with an anticipated lifespan 50+ years where possible

CHURCH AVE - FORREST MEDIAN

- Informal *Eucalyptus marginata* (Jarrah) arrangement with intermittent local white barked gums. E.g. *Eucalyptus torquata* (Coral Gum), *Eucalyptus forrestiana* (Fuchsia Gum), *Eucalyptus laeliae* (Darling Range Ghost Gum) and/or *Eucalyptus lane-poolei* (Salmon White gum)

ROUNDBABOUTS AND INTERSECTIONS

- Feature trees - ornamental exotic trees, preferably showy deciduous
- *Liquidambar rotundiloba* (Sweet Gum), *Robinia pseudoacacia* 'Lace Lady' (Black Locust), *Quercus Rubra* (Nothern Red Oak) and *Ulmus parvifolia* (Chinese Elms)

CHURCH AVE - WHITEHEAD TO FOURTH AVE, PROSPECT RD, AND THOMAS ST

- Retain existing *Lophostemon confertus* (QLD Box Tree)
- Footpath trees - *Corymbia eximia* (Yellow Bloodwood), *Tristaniopsis luarina* (Water Gum), *Angophora costata* (Smooth-barked Apple)
- Embayed parking indents (larger planting beds) - Large Australian native species - *Eucalyptus torquata* (Coral Gum), *Eucalyptus forrestiana* (Fuchsia Gum), *Eucalyptus laeliae* (Darling Range Ghost Gum), *Eucalyptus nicholii* (Peppermint Gum), *Eucalyptus sideroxylon* 'Rosea' (Red Flowered Ironbark), *Eucalyptus leucxylon* (Yellow Gum)

THIRD AVE

- Wandoo grove in wide buffer zones at SW Hwy intersection as part of entry statement treatment.
- Suggest removal of existing *Lophostemon confertus* (QLD Box Tree). Very poorly pruned under power and unlikely to form well after power put underground. Also, in conflict with proposed path/parking alignment.

WHITEHEAD ST

- Additional *Corymbia maculata* (Spotted Gum)

Colour code shown corresponds to page 83-84



Coral Gum
Eucalyptus torquata
Endemic Tree
6m Height
3m Width



Darling Range Ghost Gum
Eucalyptus laeliae
Endemic Tree
10m Height
5m Width



Fuchsia Gum
Eucalyptus forrestiana
Endemic Tree
6m Height
3m Width



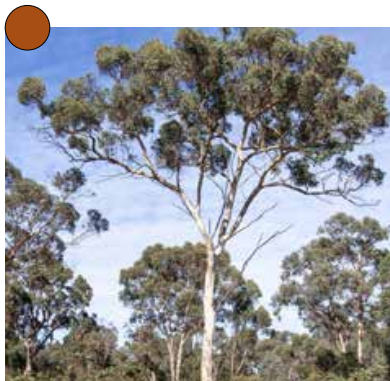
Jarrah
Eucalyptus marginata
Endemic Tree
15m Height
8m Width



Sweet gum
Liquidambar rotundiloba
Endemic Tree
13m Height
7m Width



Salmon White Gum
Eucalyptus lane-poolei
Endemic Tree
8m Height
5m Width



White Gum
Eucalyptus wandoo
Endemic Tree
15m Height
8m Width



Peppermint Gum
Eucalyptus nicholii
Native Tree
12m Height
4m Width



Red Flowered Ironbark
Eucalyptus sideroxylon 'Rosea'
Native Tree
15m Height
12m Width



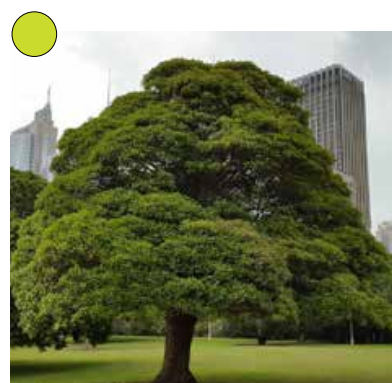
Smooth-barked Apple
Angophora costata

Native Tree
20m Height
10m Width



Spotted Gum
Corymbia maculata

Native Tree
20m Height
12m Width



Queensland Box Tree
Lophostemon confertus

Native Tree
25m Height
15m Width



Water Gum
Tristaniopsis laurina

Native Tree
15m Height
6m Width



Yellow Bloodwood
Corymbia eximia

Native Tree
12m Height
8m Width



Yellow Gum
Eucalyptus leucoxylon

Native Tree
20m Height
8m Width



Chinese Elms
Ulmus parvifolia

Exotic Tree
8 m Height
8m Width



Nothorn Red Oak
Quercus Rubra

Exotic Tree
10m Height
9m Width



Black Locust
Robinia pseudoacacia 'Lace Lady'

Exotic Tree
4m Height
3m Width

Selections Application

Per Street

The following table outlines which elements are proposed for the streets in the project area:

Street	Church Ave	Prospect Rd	Whitehead St	Third Rd	Thomas St
Furniture Items					
Bike Racks	X	X	X	X	X
Bins	X	X	X	X	X
Bollards	X	X	X	X	X
Drinking Fountains	X		X		
Seats	X	X	X	X	X
Tables	X				X
Planter Boxes		X	X	X	
Shelters	X				
Tree Grates	X	X	X	X	
Hardscape					
Brick clay paving	X			X	
Local stone paving		X			
Insitu concrete	X		X		X
Street Lighting					
Meadow Springs	X		X	X	X
Bordeux		X			
Bourke Hill	X	X	X	X	X
Softscape					
Forest Median	X				
City Green Links	X	X	X	X	X
Suburban Greenway					X

Implementations Considerations

The following considerations should be given as part of the next steps in expanding and implementing this strategy.

DETAIL RESOLUTION

The recommendations regarding the public realm palette of built and natural elements are primarily intended as a guide to illustrate intent. Various factors are currently beyond the scope of this strategy. In developing an implementation plan, further assessment will need to be undertaken by the City to inform final selection of materials, products, finishes, colours and plant species. This will include consideration of longevity of supply chains and procurement models.

APPLICATION TO BROADER ARMADALE CITY CENTRE

This strategy has been prepared keeping in mind the City's intention to extend application to the entire city centre. It is expected the strategy's principles, place drivers, design strategies and public realm palette directions will be applied to other parts of the city centre to inform site specific design frameworks and further development of palettes and selections.

FUNDING AND STAGING

Further work will need to be undertaken to better determine likely costs of implementation, priority and various means of funding. For example, some works may be able to be undertaken as part of ongoing asset renewal programmes. Other works could be imposed as part of development application approval conditions. Where there are areas of high priority identified, these may require the City to allocate specific funding to carry out the works

Further studies and informing works

It is recommended that additional technical work be undertaken to better inform implementation. These include:

- Feature and underground services surveys
- Drainage reviews, including further exploration of water sensitive urban design (WSUD) initiatives
- Arborist assessments of existing trees
- Crime Prevention Through Environmental Design (CPTED) review
- Safety in Design reviews
- Accessibility audits and recommendations
- Assessment of underground power requirements
- Audit of existing lighting and further consideration of extent of private lighting versus Western Power lighting

Further engineering design is required to firm up concept design for each street before proceeding to final design documentation and construction. Aspects to be resolved include:

- Road designs safety audits
- Review of signed speed limits
- Review of roundabouts to determine if traffic lights may be possible (to improve pedestrian outcomes)
- Further develop traffic calming measures

Traffic engineering solutions must be balanced with place making and environmental outcomes. The application of "movement and place" frameworks and assessment tools could assist with assessing design proposals and determining the best design approach for each location.

BEST PRACTICE PLANTING METHODS

Highly urbanised environments create harsh growing conditions for the trees and other plants. Any proposed planting works must apply best practice planting methods to support a thriving urban canopy, which in turn will maximise benefits to the city centre, community and natural environment.

Structural planting systems and structural soils are considered a critical requirement in setting the trees up with best chance of success. This approach also assists in reducing potential impacts of trees on engineering infrastructure, improving long term viability while reducing ongoing asset management costs.

Reliable water sources are also required for establishment of trees and long term success of planting beds. Water volume requirements will need to be determined and sources identified prior to any further planting design being undertaken.

Tree supply quality is also critical. Attention will need to be given to ensuring supply of high quality specimens of an appropriate size when required. Growing contracts may be required to ensure consistency and certainty of supply.

MAINTENANCE

In developing the implementation plan, it is critical that realistic maintenance programs and practices, in addition to the traffic management requirements to achieve this, be given consideration to ensure the strategy's vision and intent is achieved in an ongoing manner. Some critical aspects include:

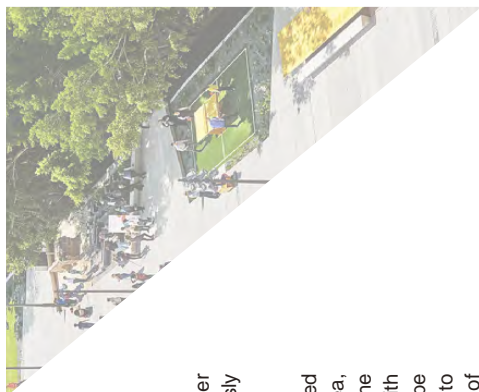
- Traffic management requirements – cost and safety implications for maintenance staff and the public
- Clarity on level of service – appropriateness for location
- Maintenance practices – Suitable approaches to achieve design intent and maximising longevity of planting e.g. pruning and weed management practices.

These aspects will need to be assessed in detail, and financial cost and resourcing implications be identified to allow consideration in future operational budgets. This should be done as part of the approval process for the capital works.



**PLACE
LAB**





5.3 Public Realm

5.3.1 Public Open Space Provision

The HTAC is framed on three sides by open space and is in proximity to other areas of open space within the wider Wungong Project Area. These areas of open space, including the abutting Neerigen Brook and Wungong River, provide a variety of opportunities for both passive and active recreation for residents and visitors.

Within the HTAC, the Structure Plan proposes five (5) small areas of Public Open Space:

- A small additional area adjacent to Community Park 12, this being 322m²;
- Two (2) small areas in the south western area of the HTAC, adjacent to the Neerigen Brook and Wungong River foreshore spaces and the key Road Avenue entry point into the HTAC from the south west. These spaces are proposed at 489m² and 526m². The areas will provide additional break out and recreational space adjacent to the foreshore areas and also provide the opportunity to create a landscaped entry statement for this main entry into the HTAC from the south west;
- A public plaza (840m²) connecting Weatherley Way/Main Street to Shipwreck Park; and
- A public plaza (425m²) approximately half way along the Main Street.

Community Park 13, as shown on the approved Precinct 15 (F) Structure Plan, is not proposed on the HTAC Structure Plan. It is considered that the provision of POS in this location is not appropriate for active recreation as it would compromise the safety of Forrest Road and the POS users. In addition, the original intent of this POS under the approved Precinct 15 (F) Structure Plan was to protect an archaeological site. This requirement is no longer applicable.

The Public Open Space provision of the Precinct 15 Structure Plan is further modified by the HTAC where it seeks to incorporate a portion of the previously designated 'Town Centre Park' (TCP) within the HTAC Structure Plan area.

The 5,000m² area of Community Infrastructure Plan (CIP) land to be provided within the HTAC has been maintained within the HTAC Structure Plan area, with Community land uses permitted within the Town Centre Core and the Mixed Use Frame. The CIP site location will be determined in consultation with the City of Armadale and Development WA. It is noted that the area may be provided across 2 -3 sites within the HTAC area. Stockland is continuing to engage with the City on this matter to work together on the early delivery of community infrastructure in the HTAC.

The POS Schedule for Precinct 15 (F) has been revised to account for the above proposed modifications to the provision of POS with the HTAC. In addition, a revised POS Plan has been prepared to reflect the proposed modifications to POS provision (refer Figure 35).

5.3.2 Public Spaces

The Structure Plan recognises the need for areas of both passive and active public use. Two key civic public open spaces are identified along or at the terminus of the Main Street to provide public spaces for the community to interact with the built environment. The intention of these civic squares is to promote spaces where the community can gather, foster local amenity and provide an area for respite from the surrounding urban environment. These spaces may include extensions of retail shop fronts, areas for alfresco dining, temporary markets and other uses which integrate the private and public realm.



A - Market Square
B - Town Square

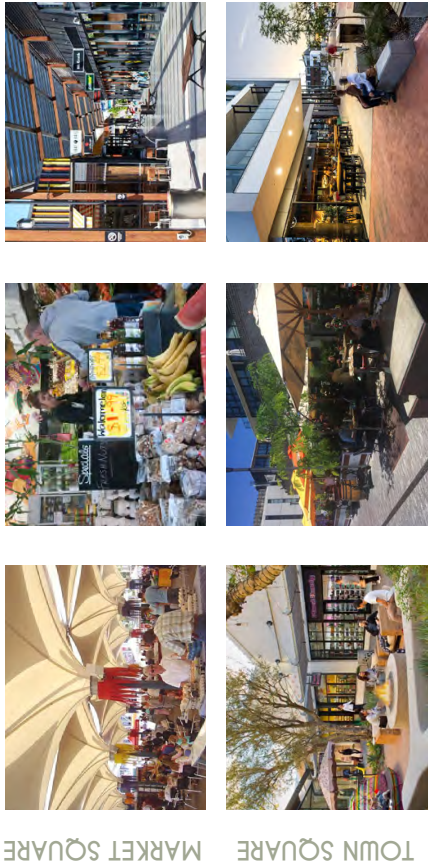


Figure 34: Public Space Character Image

5.3.3 Landscape

A Landscape Strategy has been prepared for the HTAC by Emerge Associates (refer Appendix 5).

The overall landscape strategy is to provide a cohesive streetscape setting that is connected both physically and in character with the site. Where possible native vegetation and existing landform will be retained and will help inform the design process. This encompasses choice of material, plant palette and POS activity to create a sense of place and a connection to the existing environment.

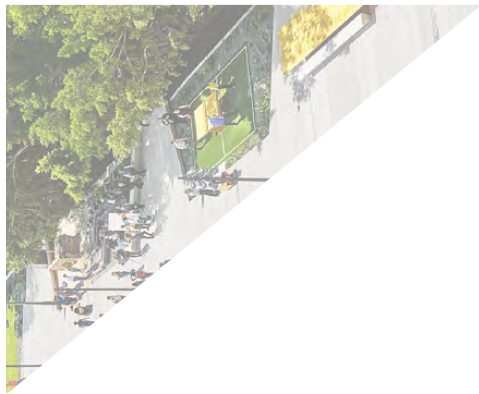
A strong emphasis has been directed on the ease of access throughout the site and into the surrounding areas for pedestrians and cyclists utilising the green corridors. This design approach provides a greater ratio of interface with the Town Activity Centre and residential areas throughout the site which will ultimately mean overall increased usage of these spaces by local residents.

Safety is also a key consideration with urbanised centres such as the HTAC. Crime Prevention Through Environmental Design (CPTED) strategies would be applicable during the design phase. Key response would be to build a sense of community among its inhabitants, promote a safe and comfortable environment to dispel the fear and incidence of crime, and provide an improvement in quality of life.

Some landscape areas also facilitate drainage infrastructure in the form of swales and basins. It is intended that these will have a vegetated batter with native wetland species and will add to the overall character and diversity of the development.

The HTAC interfaces with the Wungong and Neerigen Brook foreshores and the now established Shipwreck Park providing a strength in recreational facilities and activity for not only the immediate Sienna Wood community but visitors alike. Maintaining the natural aspect of the Wungong and Neerigen Brooks adjoining the HTAC will keep that connection with nature new developments usually lose and aims to improve the existing ecology and habitats for native flora and fauna to the region so these may flourish in future. Pedestrian access within foreshore areas should be limited to formal paths, trails and turfed areas.

The landscape master plan strategy aims to provide for a coordinated and integrated provision of an appropriate mix of land uses and infrastructure, necessary to support a strong, healthy, safe and vibrant HTAC, whilst delivering key social, environmental and financially sustainable outcomes.



- The streetscape character can be divided into three distinct categories:
- Urban Character – provide aesthetic and dynamic tree lined streets
 - Native Character – provide natural tree lined corridors
 - Wetland Character – provide connection with riparian corridors

Outdoor spaces within an urban town centre must be treated differently to traditional suburban open space. Landscaping within the Structure Plan area should be designed to accommodate the functional and cultural needs of open space within an urban context. This includes considerations regarding the adequate provision of seating, shade and wind protection, safety and security as well as general pedestrian movement throughout the Structure Plan area.

The Landscape Strategy provides a sample of the variety of native and WA native species available for planting in public spaces throughout the HTAC. Final plant selection and species mix is to be coordinated with the City of Armadale. In addition, the Amenity Plan within the Landscape Strategy reflects the indicative location of public domain components including picnic facilities, shelter, seating, BBQ's, play space and fitness and sports equipment. The Landscape Strategy also includes a typical POS Concept illustrating how active space can be provided in addition to retention of mature, healthy trees where possible and creation of linkages to pedestrian path networks throughout the site.

Street tree planting will be critical to reinforcing the road hierarchy and providing legibility throughout the HTAC, guiding residents and visitors alike. Street trees will be provided generally in accordance with the Design Guidelines. A series of streetscape characters are located throughout the Structure Plan area to provide a distinct identity to the Main Street, as well as ensuring surrounding precincts are reflective of the local landscape character. It also takes into consideration the City of Armadale's Urban Forest Strategy (2014), tree value and the initiative to increase and improve the areas canopy coverage.

With regard to street trees in car parking areas, trees will be planted at a ratio of 1 tree for every 4 car bays for parallel parking arrangements, and at a rate of 1 tree for every 8 bays within dedicated car parking areas. However, it is proposed that for the HTAC the appropriate tree planting density within car parks will be approximately 1 tree for every 8 car bays, or as considered appropriate at detailed design stage in consultation with Development WA and the City of Armadale.

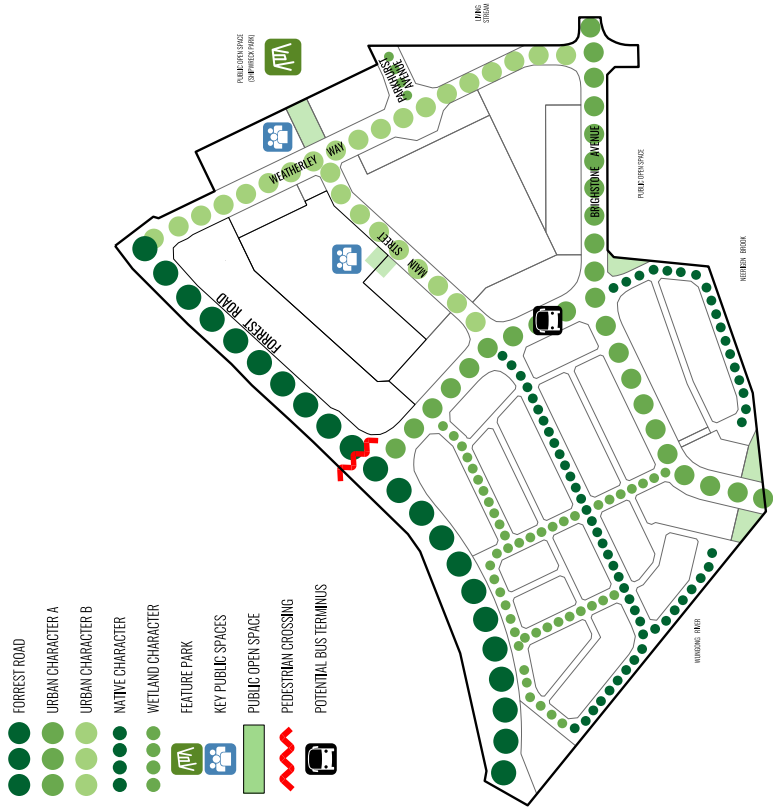


Figure 36: Public Domain

5.3.4 Public Art Strategy

Public Art is a great opportunity for a place or precinct to express its identity as well as developing character creating landmarks for the community.

Public Art can be diverse and take many forms, from murals, sculptures, lighting and mosaics. It is important that it is reflective of the community and its surrounds. Successful public art draws inspiration from the past and present as well as looking towards the future growing community.

All Public Art provided will be done in conjunction with relevant authority.

There will be three types of public art within the Town Activity Centre, those being:

- Lighting Structures
- Murals
- Sculptures

Lighting Structures

Lighting structures will be a key feature to the town centre and will be done in conjunction with a lighting designer and artist experienced in this form. An overhead lighting structure, such as catenary lighting or a suspended overhead form can add character to an urban centre as well as activating the precinct after dark.

Proposed locations: Town Centre

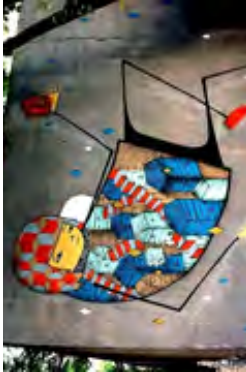


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Murals

Murals are an effective way of bringing colour and activation to a space. City's such as Melbourne have embraced wall murals as a way of activating laneways and bringing life to all parts of a City. Murals will reflect the local context and community.

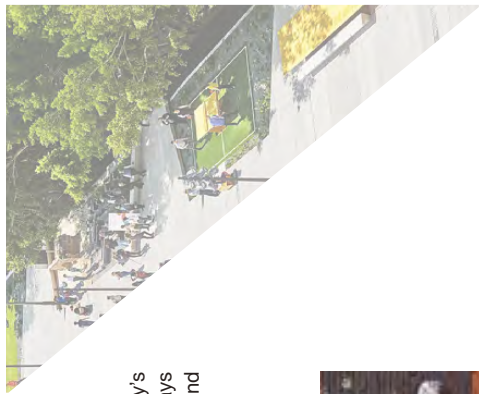
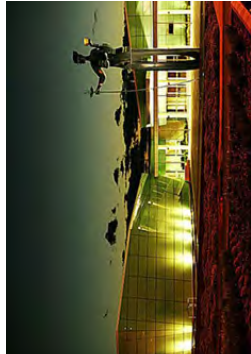
Proposed locations: Laneways, Carparks, Public Open Space



Sculptures

Public art sculptures can provide iconic landmarks or intricate works within a precinct. Sculptures should acknowledge local culture or community and use materials appropriate to the selected location. Sculptures should work at various scales, for people travelling through the precinct in a car or bike to people viewing the works up close and in detail. Sculptures can also double up as play structures and be included in public open space.

Proposed locations: Entry Nodes, Public Open Space





- The development of a site wide public art plan is anticipated with regards to nominated Artwork locations and potential budget spend for each item and timing of artwork linked to actual project phasing and development release.

Integration

There is the potential for certain landscape elements such as paths, walls or structures to provide a working platform and plinth to be integrated with public art to gain a dual benefit which may best provide a cost effective outcome while ideally expanding the volume of public art.

Themes

The project's design ethos is aimed at extending aspects of Sienna Wood's character into the Town Activity Centre. A key theme of "modern living" in natural surrounds" is proposed. This theme will be interpreted by artists through their designs but is expected to pick up on concepts such as local flora and fauna, past land uses, local aboriginal heritage and contemporary urban life.

A number of artwork pieces may be developed, encompassing some standalone pieces to items integrated into the landscape infrastructure as well. Some design aspects that may be considered include:

- A focus on providing legibility of theme and an evident story / journey for residents and visitors.
- The scale and size of artwork may differ with possibly some pieces to be small and intimate whilst others are to be statement pieces / focal points. Artwork typologies may vary from traditional sculptural instalments to more integrated user-friendly pieces.
- There is the potential for Artwork to encompass kinetic attributes to highlight the changing micro-environment and respond to built-form or landscape elements.
- The material palette and options available for component artwork pieces across the development may vary dependent on location, access, budget, safety, longevity and robustness.

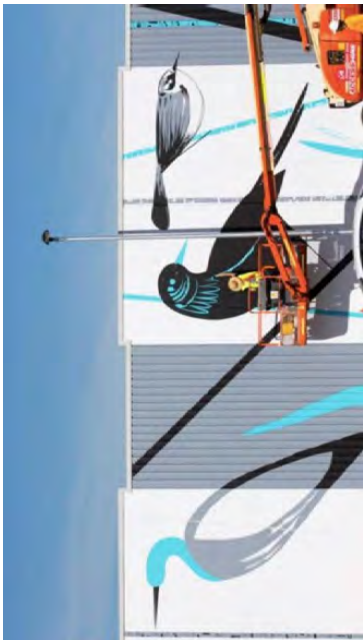


Image on this page is indicative and for illustrative purposes only.

Project Aims

The provision of public art to this project is proposed to:

- Assist in the presentation of the project to the public and its future residents.
- Reflects the areas diverse, authentic and unique built and natural environments. This includes subjects and themes that reference or depicts:
 - Aboriginal/European Settlement;
 - Local life or celebrates a particular event or aspect of the community.
- Provide a reference point and landmark that can be identified with the Sienna Wood development.
- Potentially provide secondary use aside from only visual public art.
- To bring scale and impact to the future public spaces and where appropriate to areas of built form faces and edges.
- To contribute to the TAC character and overall development themes.

Artist Selection

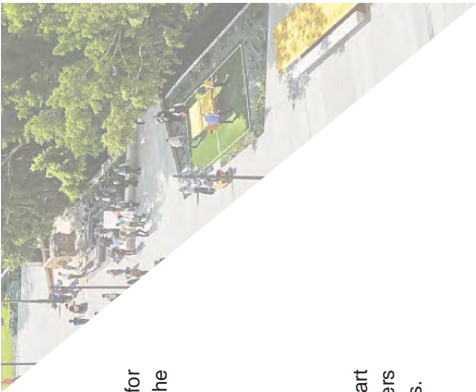
Stockland will work closely to develop a shortlist of appropriate artists for the relevant works within the Town Activity Centre. Influencing factors in the selection of the artists:

- Experience in similar works
- Current workload and availability
- Artists local to the area will be investigated

We propose that upon the selection of the shortlisted artists, that a public art procurement and delivery tender be put together, inviting selected tenderers to prepare concepts for review based on a detailed brief and scope of works.



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5.3.5 Public Lighting Strategy

The Town Activity Centre will become a key central hub for Sienna Wood and will be a space where residents and visitors will use until late into the evening. A focus on lighting the main street and public realm will enhance people's experience after dark as well promoting safety and amenity within the centre.

The following provides a high level overview of the proposed lighting strategy for the precinct, detailed lighting design will be completed by an electrical engineer in conjunction with a lighting specialist to meet or exceed AS/NZS 1158 Set: 2010 Lighting for roads and public spaces. The street lighting will be covered under the civil detailed design package, while pole-tip lighting, bollard lighting and up-lighting will be captured under the landscape detailed design drawings.

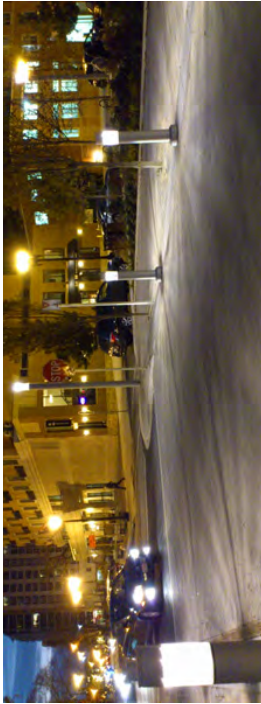
From a lighting perspective, there are four key areas that will need to be considered with the Town Activity Centre, those being:

- Main Street
- Town Centre
- Entry Nodes
- Recreational Nodes

Main Street

The main street provides primary access into and out of the town centre for vehicles, pedestrians and cyclists. To ensure safety off all users are maintained, a mixture of lighting fixtures are proposed:

- Street lighting
- Bollard lighting
- Pole-top lighting

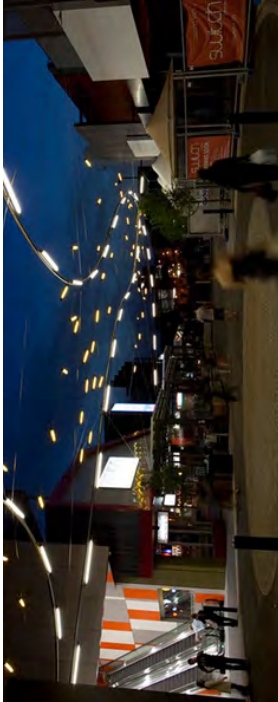


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Town Centre

The town centre will have high pedestrian activity at certain times of the day and night and will need to cater for a range of different commercial users. Lighting to the Town Centre will include:

- Catenary / Feature lighting
- Pole-top lighting
- Bollard lighting
- Up-lighting



Entry Nodes

The entry nodes into the Town Activity Centre will include signage and amenity that will signal the arrival at the town's key precinct. Entry nodes will have the below lighting:

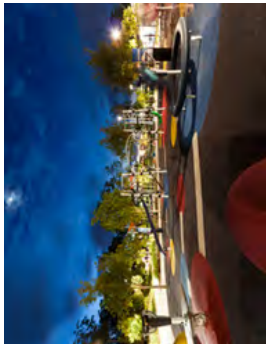
- Up-lighting



Recreational Nodes

There are a number of key recreational nodes located within the precinct which will include varied levels of amenity for passive and active recreation. Recreational nodes will include the below lighting:

- Pole-top lighting
- Up-lighting



Lighting types

Lighting fixtures will be selected in conjunction with the City of Armadale and relevant minimum lighting standards. Lighting fixtures have been selected with two key considerations, maintenance and sustainability.

Street Lighting:

Hub Smart Pole – 166mm diameter pole with street lighting, pedestrian lighting, CCTV and signage



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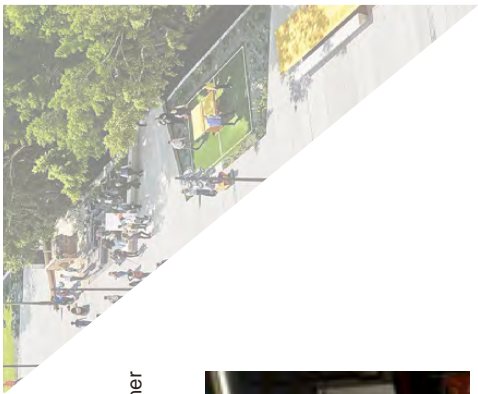
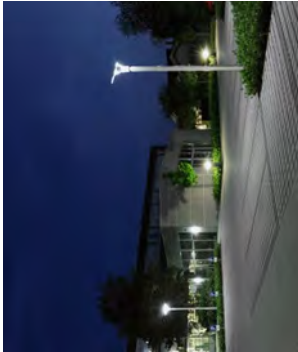
Catenary Lighting:

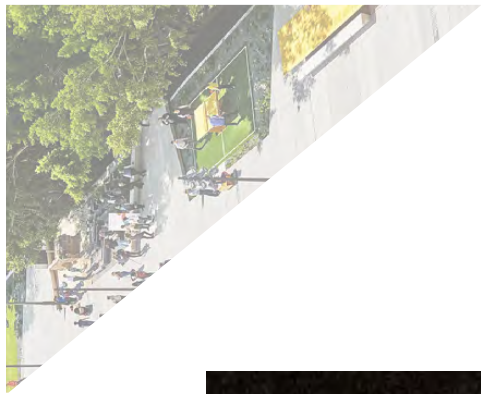
This will be designed in conjunction with a public artist and lighting designer and will involve colour, trellis and potentially landscaping.



Pole-top Lighting:

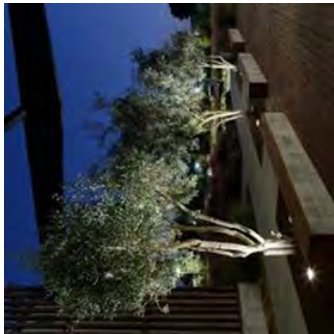
4m high LED Symmetrical Optical Assembly – Neutral White.





Up-lighting:

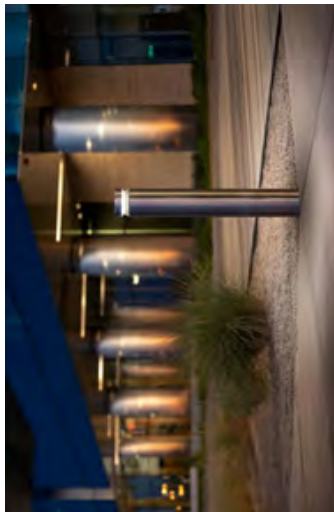
Stainless Steel trafficable in-ground location luminaires – 4.3 W.



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Bollard Lighting:

170mm diameter aluminium LED bollard light.

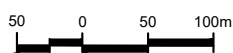




AERIAL PLAN

Harrisdale District Centre
Future Public Realm Areas Strategy

DATE 5 January 2021 - REVISION 2101
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