



Part C: Typologies

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Part C: Typologies outlines the design parameters for streetscapes, designated POS areas, and tree and shrub plantings.

The information in this section has been adapted and expanded from the following:

- Place Partners – Cockburn Coast Place Making Strategy
- TPG in association with Yates Heritage & Big Island Research
- Hassell – Cockburn Coast District Structure Plan, Volumes 1 and 2
- Hassell – Cockburn Coast Foreshore Management Plan
- Site investigations undertaken by Urbis, December 2013



(C) TYPOLOGIES

1.1 Street Tree Hierarchy

Design Intent

The selections of the street trees throughout the various streetscapes are driven by the following factors:

- exposure to prevailing winds
- proximity to built form
- shading from building heights
- soil conditions
- coastal exposure
- overall themes
- location/proximity to POS areas
- striking an endemic vs exotic balance with regards to indigenous and european heritage

The following design factors should be considered when selecting the final tree species:

- changing of street tree species where street interfaces with POS area to mark the entry to the various parks within the development
- selecting landmark trees where appropriate to mark gateways into the various precincts
- establishing habitable spaces below canopies on main streets
- interface with public transport infrastructure to ensure remedial works are minimised when trees mature.
- underground service requirements.

The proponent will require the approval on all species from the City.

Figures 1 and 2 outline acceptable species to establish each streetscape typology, however, approval on final species from local authority will be required.



Figure 1_street tree hierarchy plan

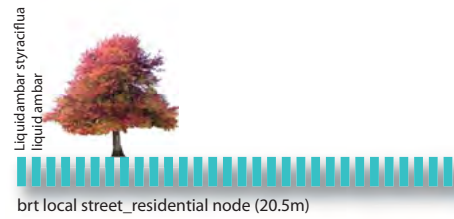
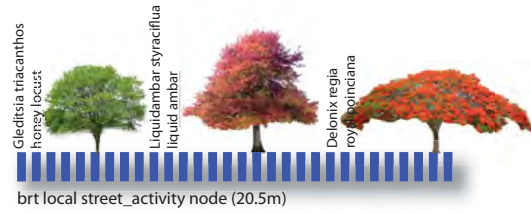
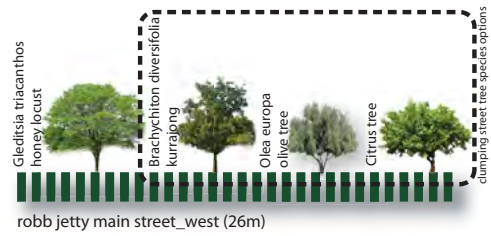
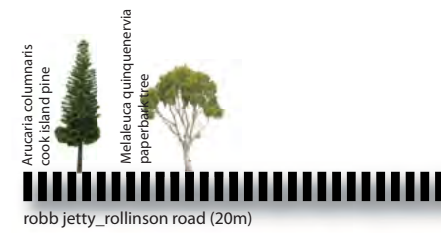
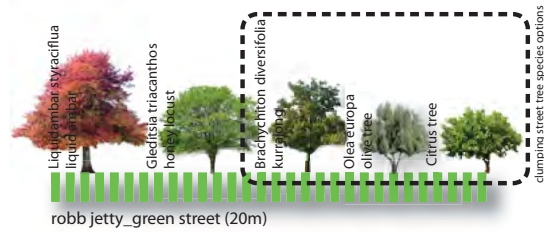


Figure 2_street tree species



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2.1 Streetscape Typologies

Design Intent

The streetscapes have been designed with coordination with the City to create serviceable, habitable streets that have high functional and aesthetic outcomes. They are an evolution of the design intent expressed in the LSP.

Each street typology is distinct to itself in terms of its functional requirements, with a standard minimum aesthetic being applied to all streets.

The streetscape designs promote shared surfaces where possible, and a low speed environment to encourage pedestrian and cycling emphasis over vehicular use

The streetscape typologies have been designed in conjunction with the following considerations:

- Public transport infrastructure and network
- Pedestrian and cyclist networks
- Street Tree Hierarchy
- Material selections
- Proprietary and custom furniture selections
- Planting palettes
- On street parking solutions
- Way finding and signage
- Public Art Strategy
- Water Sensitive Urban Design Principles
- Precinct theming strategies



streetscape typologies location plan



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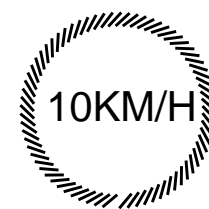
2.2 Robb Jetty Main Street West

Robb Jetty Main Street West is to be a refined, high quality shared street that incorporates the following principles:

- Significant tree transplants with low, spreading canopies as the primary street tree selection
- Additional supplementary street tree selections chosen from a suite of species
- Implements strong water sensitive urban design principles
- Has planted zones that act as rain gardens that allows for water run off infiltration. Will have a supplementary automatic irrigation system.
- Has adequate parking bays located both sides of the streets that is integrated between street trees, planting, dedicated furniture/bicycle parking/moped parking zones and disabled parking bays
- Streetscape furniture selections to be refined and slim line in nature
- Has a generous, habitable width on the southern side of the street to create a pleasant winter environment.
- Unwanted verge parking to be deterred through bollards, positioning of street furniture and planting beds.

An important aspect of the streetscape is the interface with the existing rail line and transition to the Beach side Plaza.

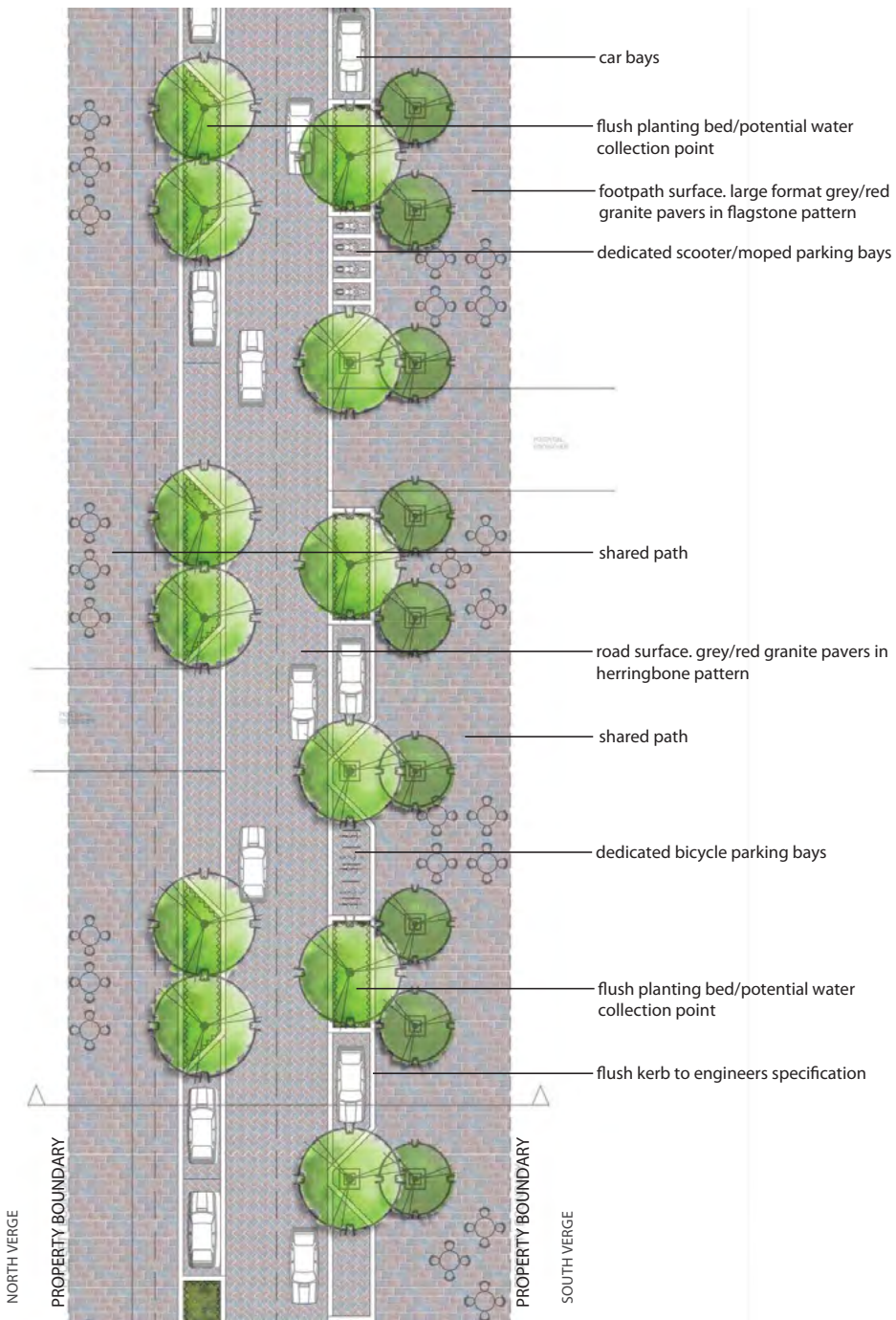
The design is to ensure that pedestrian crossing of this area maximises safe passage, considers vehicular queuing, maintains high quality in design and construction, has effective signage and way finding elements, and has significant visual queues that link the Main Street and the Beach side Plaza.



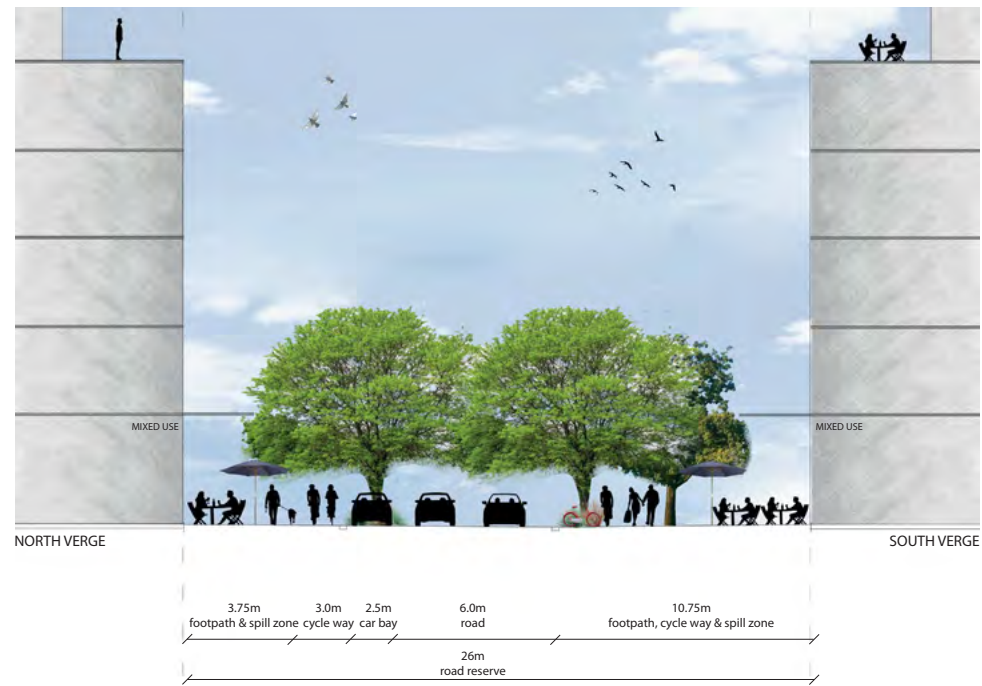
location plan



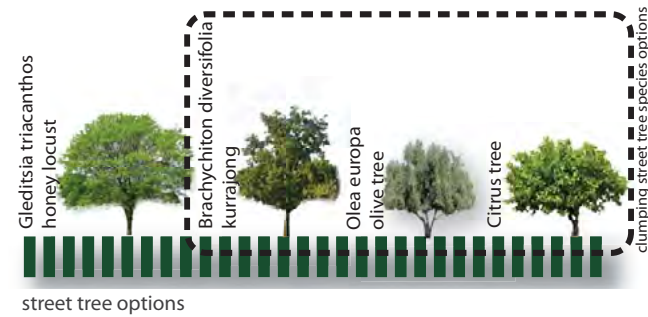
vibe images



Robb Jetty Main Street West - Typical Plan



Robb Jetty Main Street West - Typical Section





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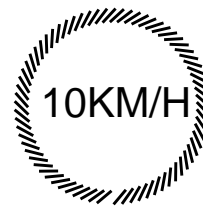
2.3 Robb Jetty Main Street East

Robb Jetty Main Street East is to be a refined, high quality shared street that incorporates the following principles:

- Landmark, significant tree transplants that reflect building scale and mark the entry to the Main Street as the primary street tree selection
- Additional supplementary street tree selections that provide significant shading to the street
- Implements strong water sensitive urban design principles
- Has a central planted median that acts as a rain garden and has a raised and segmented kerb that allows water run off to infiltrate the median. Will have a supplementary automatic irrigation system.
- Has adequate parking bays located both sides of the streets that is integrated between street trees, planting, dedicated furniture/bicycle parking/moped parking zones and disabled parking bays.
- Streetscape furniture selections to be refined and slim line in nature

An important aspect of the streetscape is the interface with the proposed primary school, and the entry off Cockburn Road.

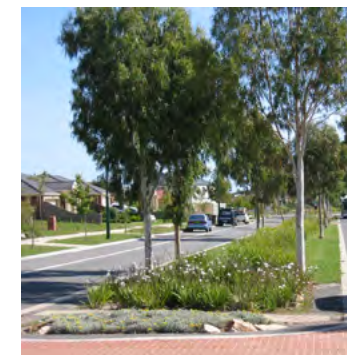
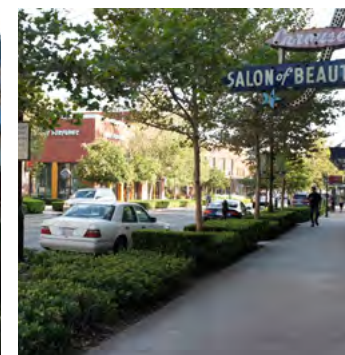
The streetscape should have a distinct feel and scale upon entry that promotes a shared surface, and assists with minimising vehicular speeds.

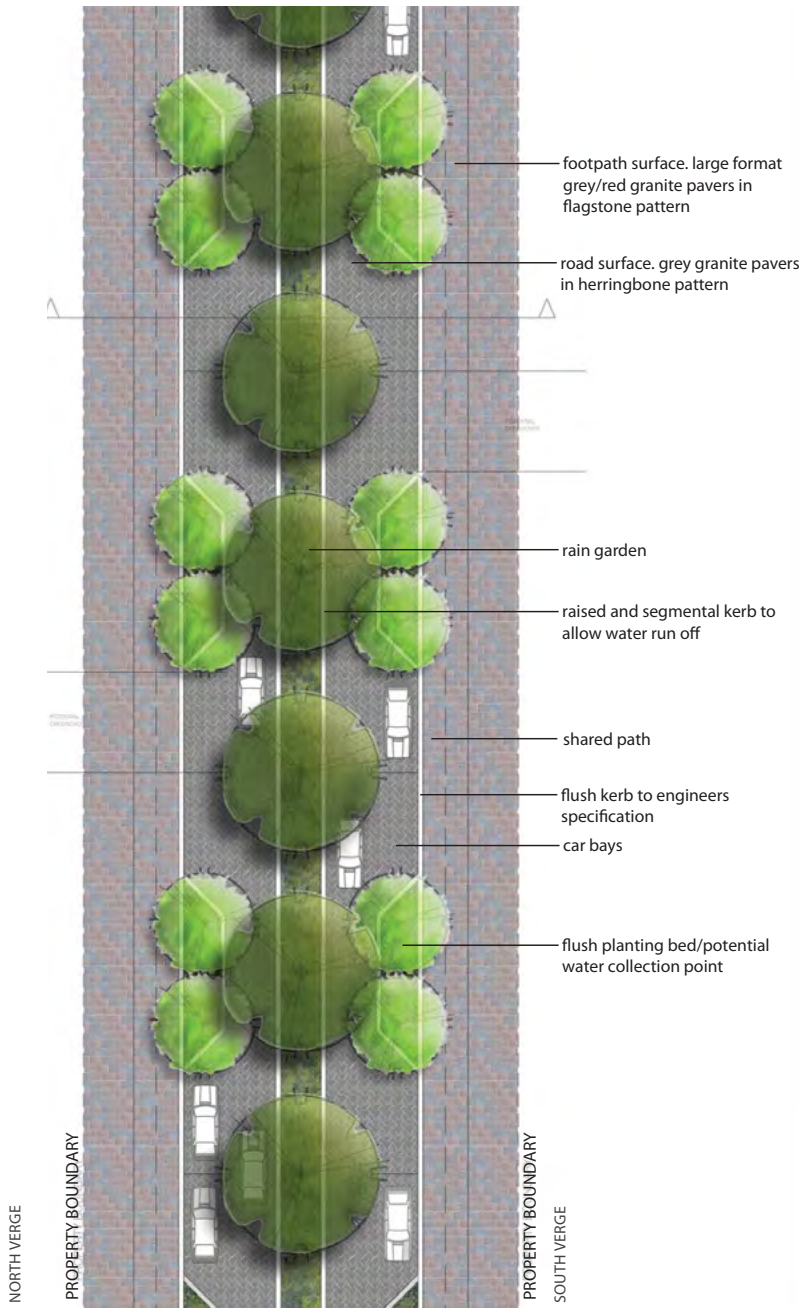


location plan

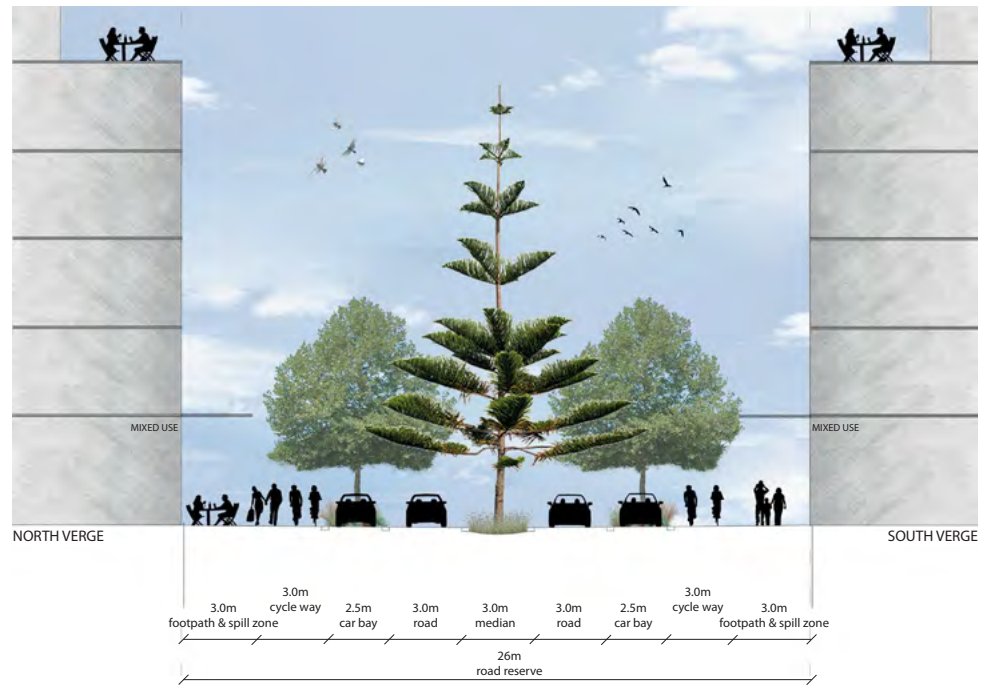


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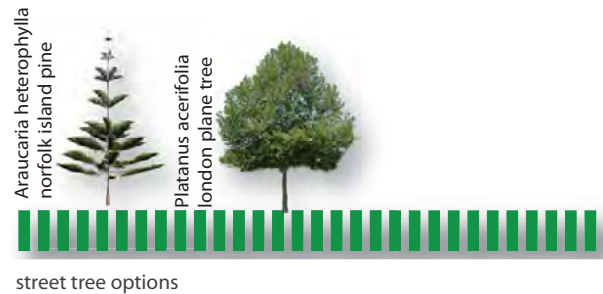




Robb Jetty Main Street East - Typical Plan



Robb Jetty Main Street East - Typical Section



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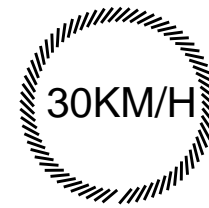


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2.4 BRT Local Road_Activity Zone

The BRT Local Road is to be a robust high quality street that incorporates the following principles:

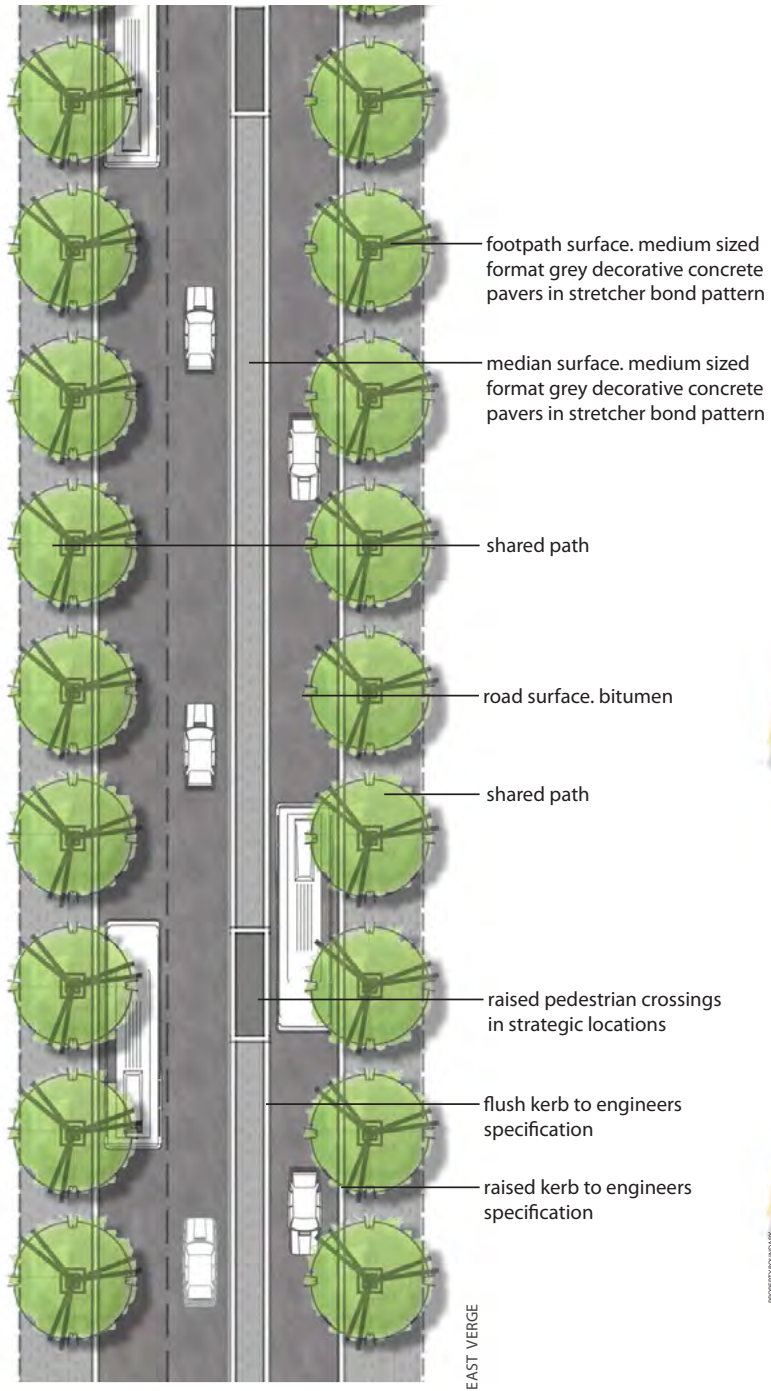
- Tree selections that provide a distinct feel to the street
- Limited under-story planting restricted around bus stop locations to assist in creating 'station precincts'
- Has generous shared surfaces either side of the street to allow for informal pedestrian and casual cyclists to utilise the street
- Furniture is to be refined yet robust, and located in positions that reduces remediation in the event that the LRT is built in the future.
- Furniture to be readily available and easily maintained.
- The street is to have raised kerbs with traditional side entry pits to which the water run off will fall to with the assistance of a crowned road surface.
- Consider change in tree species where streetscape interfaces with POS



location plan



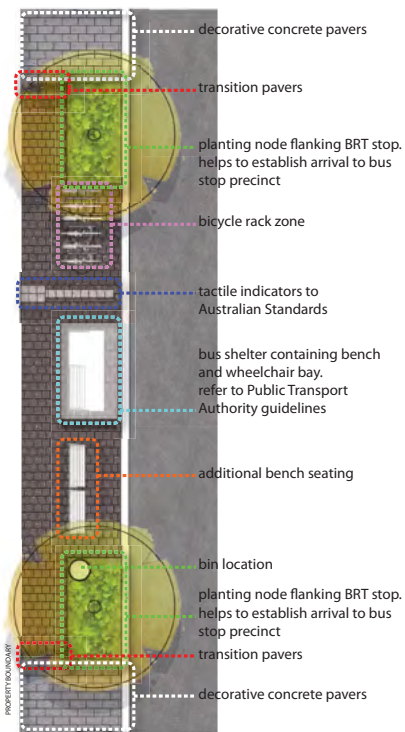
vibe images



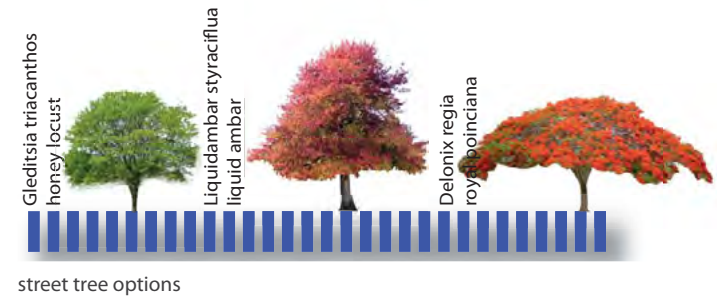
BRT Local Road_Activity Zone - Typical Plan



BRT Local Road_Activity Zone - Typical Section



BRT Stop - Typical Plan





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2.5 BRT Local Road_Residential Zone

The BRT Local Road is to be a robust high quality street that incorporates the following principles:

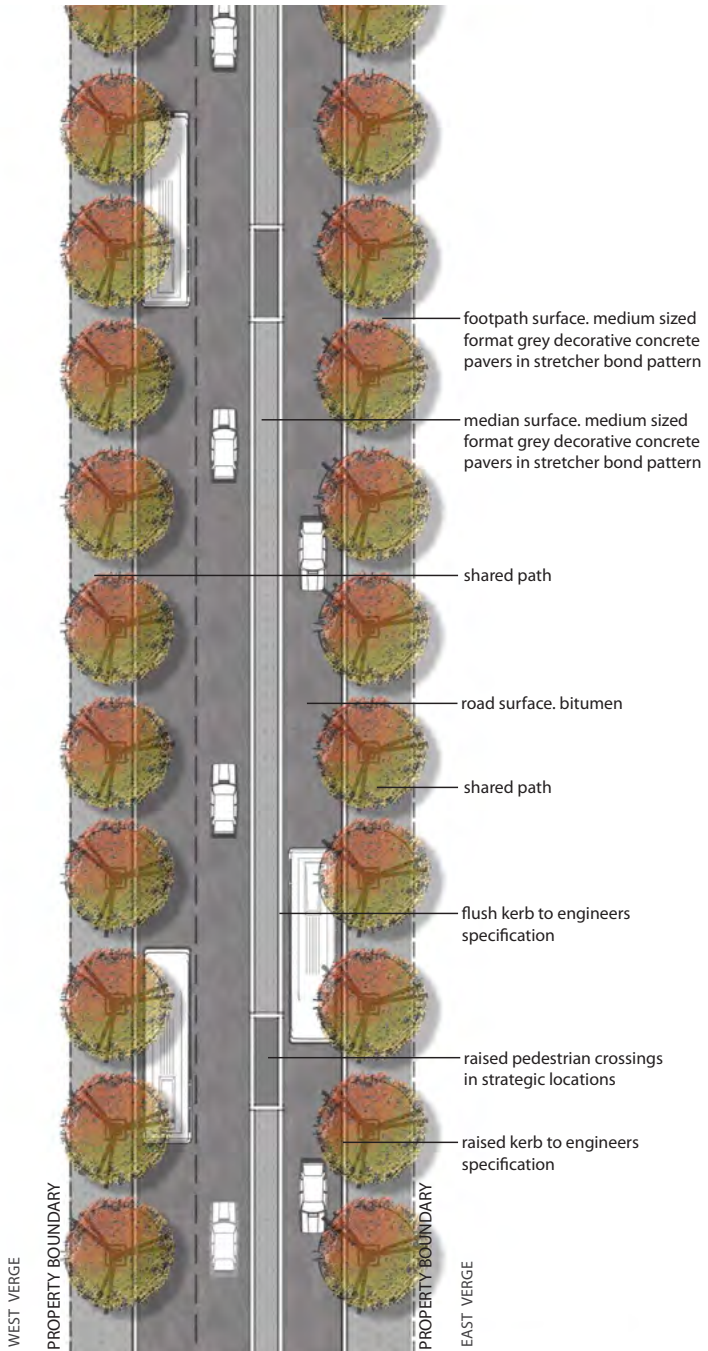
- Tree selections that provide a distinct feel to the street
- Limited under-story planting restricted around bus stop locations to assist in creating 'station precincts'
- Has generous shared surfaces either side of the street to allow for informal pedestrian and casual cyclists to utilise the street
- Furniture is to be refined yet robust, and located in positions that reduces remediation in the event that the LRT is built in the future.
- Furniture to be readily available and easily maintained.
- The street is to have raised kerbs with traditional side entry pits to which the water run off will fall to with the assistance of a crowned road surface.
- Consider change in tree species where streetscape interfaces with POS
- Differs from BRT Local Street Activity Zone through change in tree species.



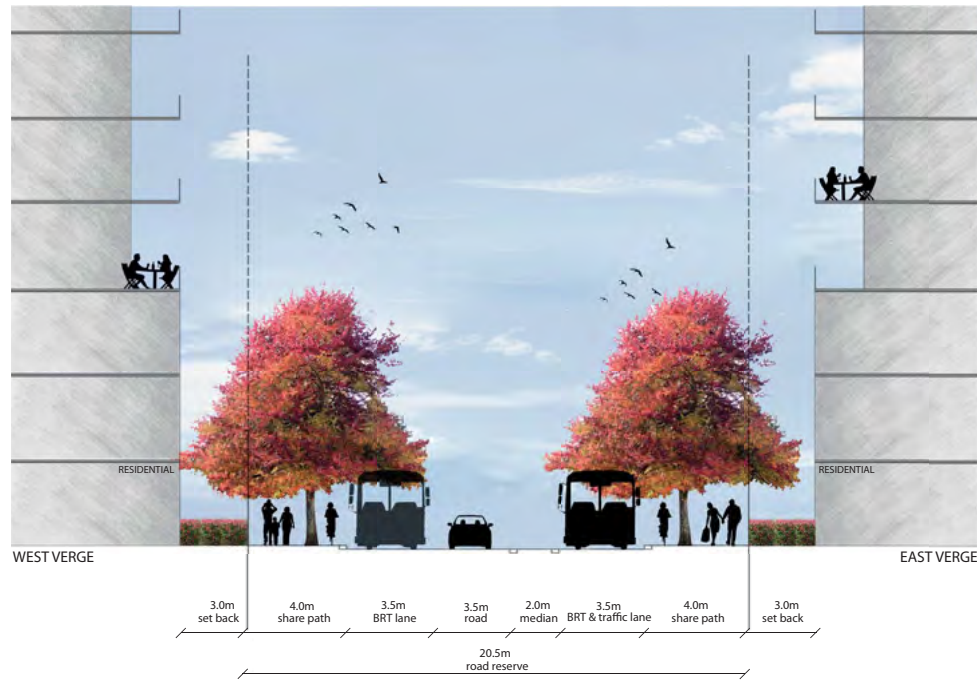
location plan



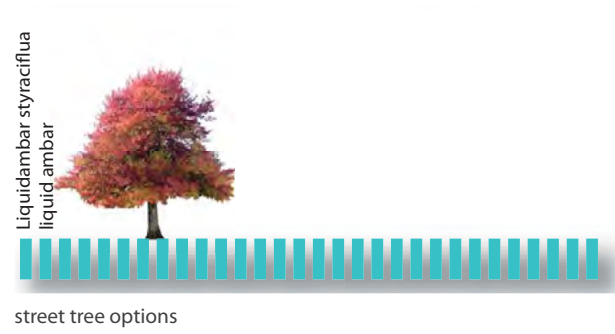
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BRT Local Road_Residential Zone - Typical Plan



BRT Local Road_Residential Zone - Typical Section



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2.6 LRT Local Road_Activity Zone (BRT Local Street evolution)

The LRT Local Street Activity Zone is an adaption of the BRT Local road and is to be a robust high quality street that incorporates the following principles:

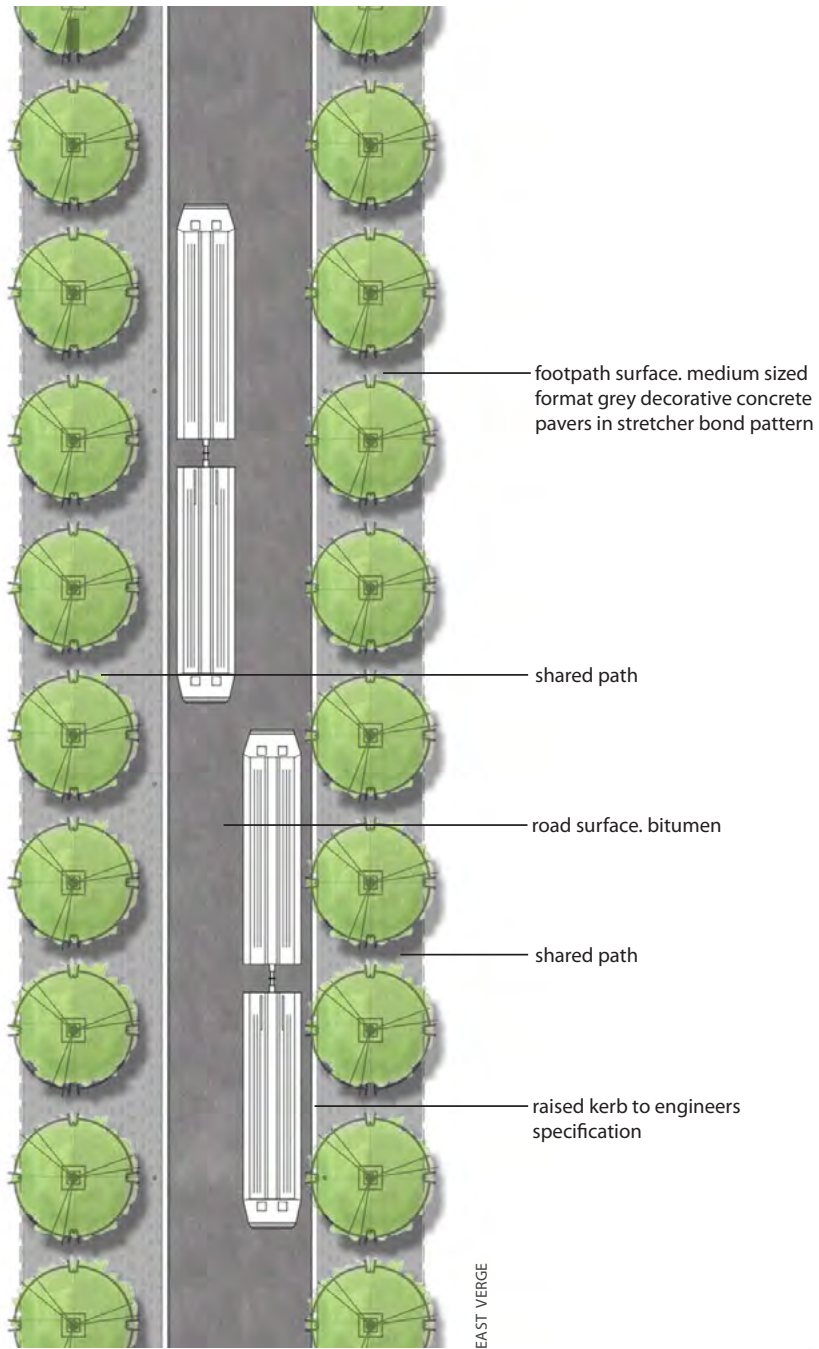
- Tree selections that provide a distinct feel to the street
- Limited under-story planting restricted around bus stop locations to assist in creating 'station precincts'
- Has generous shared surfaces either side of the street to allow for informal pedestrian and casual cyclists to utilise the street
- Furniture is to be refined yet robust, and located in positions that reduces remediation in the event that the LRT is built in the future.
- Furniture to be readily available and easily maintained.
- The street is to have raised kerbs with traditional side entry pits to which the water run off will fall to with the assistance of a crowned road surface.
- Consider change in tree species where streetscape interfaces with POS



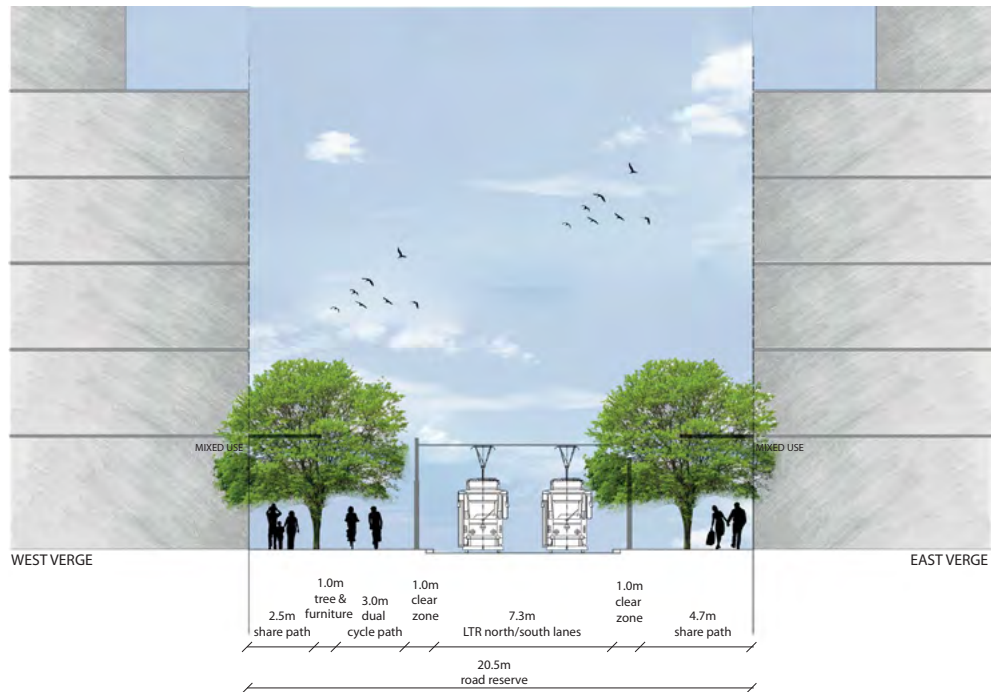
location plan



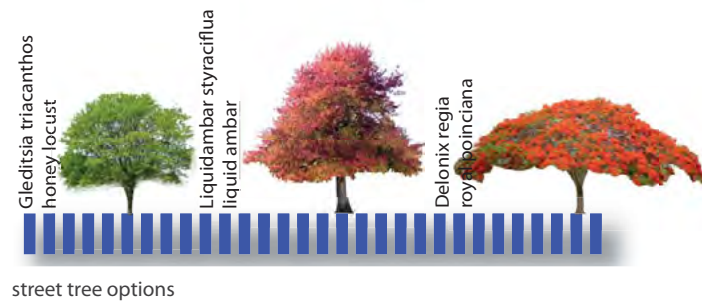
vibe images



LRT Local Road_Activity Zone - Typical Plan



LRT Local Road_Activity Zone - Typical Section



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(C) TYPOLOGIES_STREETSCAPES

2.7 LRT Local Road_Residential Zone (BRT Local Street evolution)

The LRT Local Street_Residential Zone is an adaption of the BRT Local road and is to be a robust high quality street that incorporates the following principles:

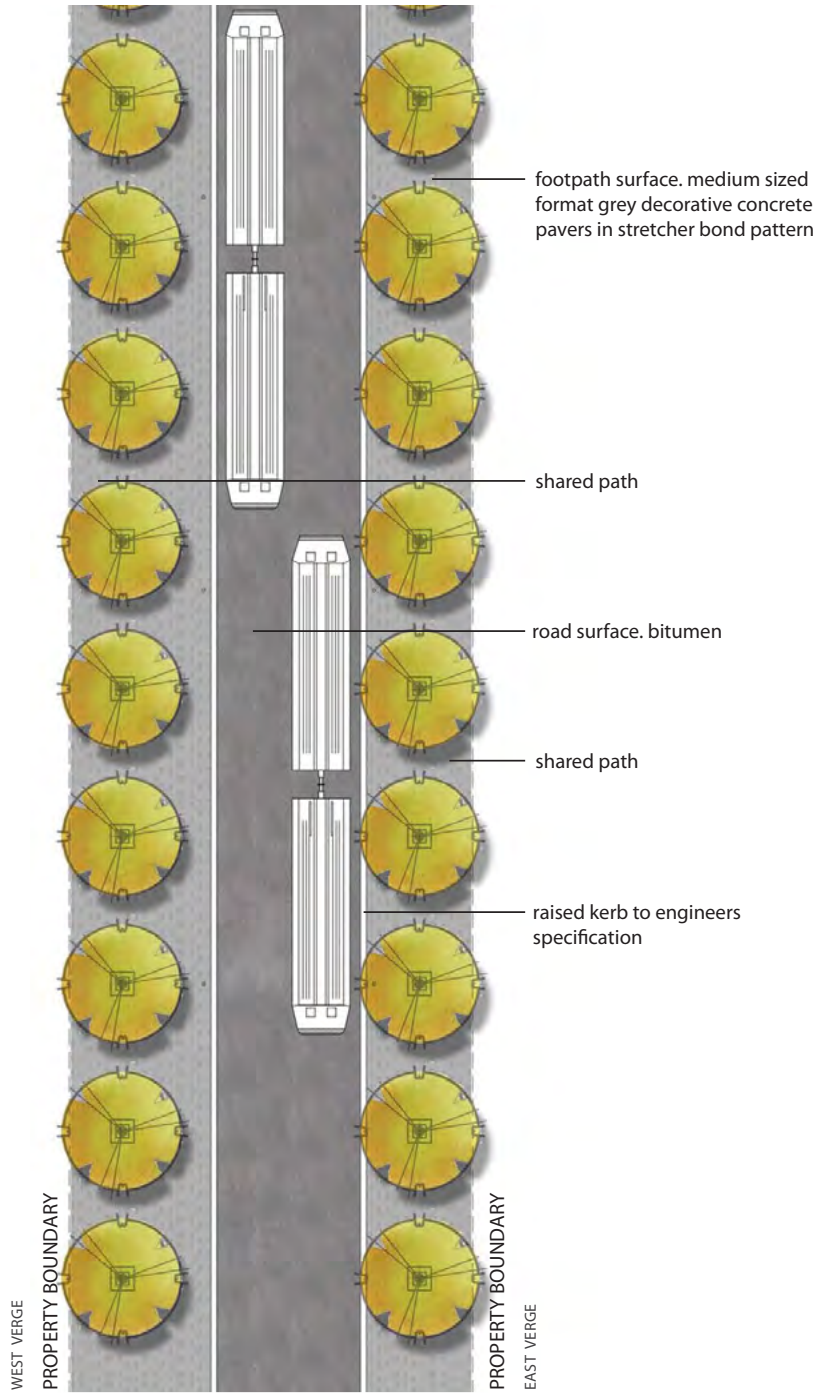
- Tree selections that provide a distinct feel to the street
- Limited under-story planting restricted around bus stop locations to assist in creating 'station precincts'
- Has generous shared surfaces either side of the street to allow for informal pedestrian and casual cyclists to utilise the street
- Furniture is to be refined yet robust, and located in positions that reduces remediation in the event that the LRT is built in the future.
- Furniture to be readily available and easily maintained.
- The street is to have raised kerbs with traditional side entry pits to which the water run off will fall to with the assistance of a crowned road surface.
- Consider change in tree species where streetscape interfaces with POS



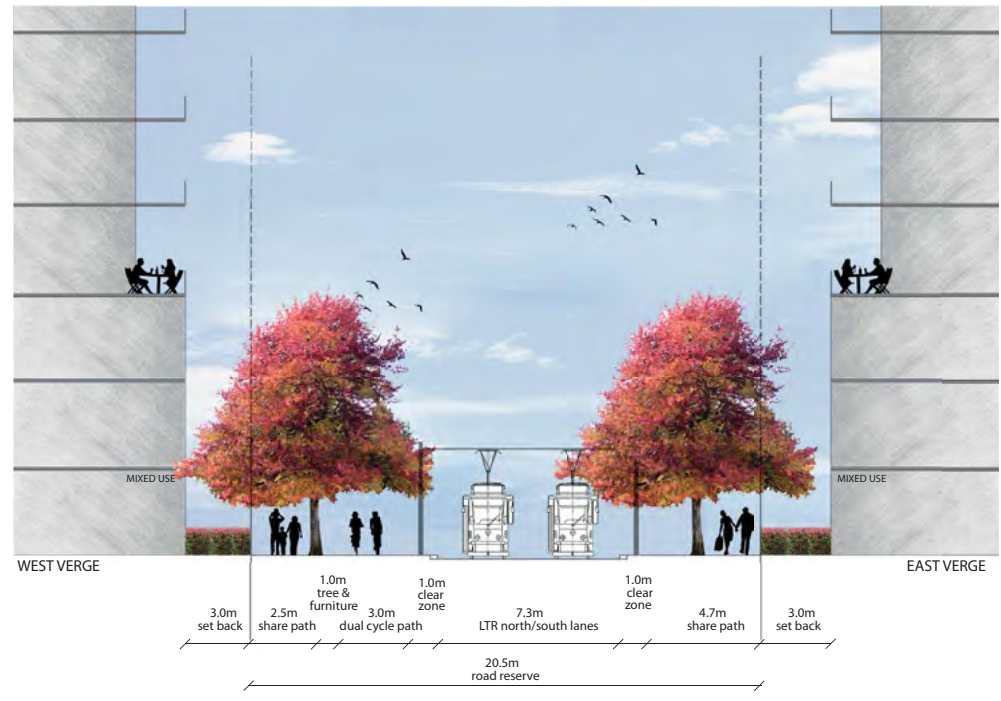
location plan



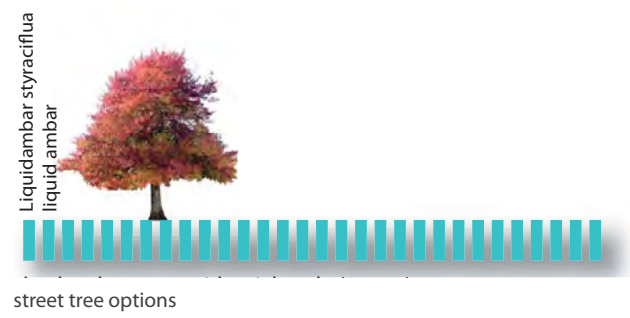
vibe images



LRT Local Road_residential Zone - Typical Plan



LRT Local Road_Residential Zone - Typical Section



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2.8 Cockburn Road_Mixed Use Zone

Cockburn Road is to be a robust connector road that incorporates the following principles:

- Tree selections that provide a distinct feel to the street
- Limited under-story planting restricted to median strip, and alternates with zones aimed at providing a safe zone for pedestrians as they cross the street
- Has generous shared surfaces either side of the street to allow for informal pedestrian and casual cyclists to utilise the street
- Furniture is to be robust located in areas that does not put users at risk with in relation to the busy road. Furniture to be readily available and easily maintained.
- The street is to have raised kerbs with traditional side entry pits to which the water run off will fall to with the assistance of a crowned road surface.
- Maximises opportunities for branding/creating sense of arrival through use of banner light poles and additional customisation of standard furniture selections
- Consider change in tree species where streetscape interfaces with POS
- Clear delineation between cycle path and pedestrian footpath required.

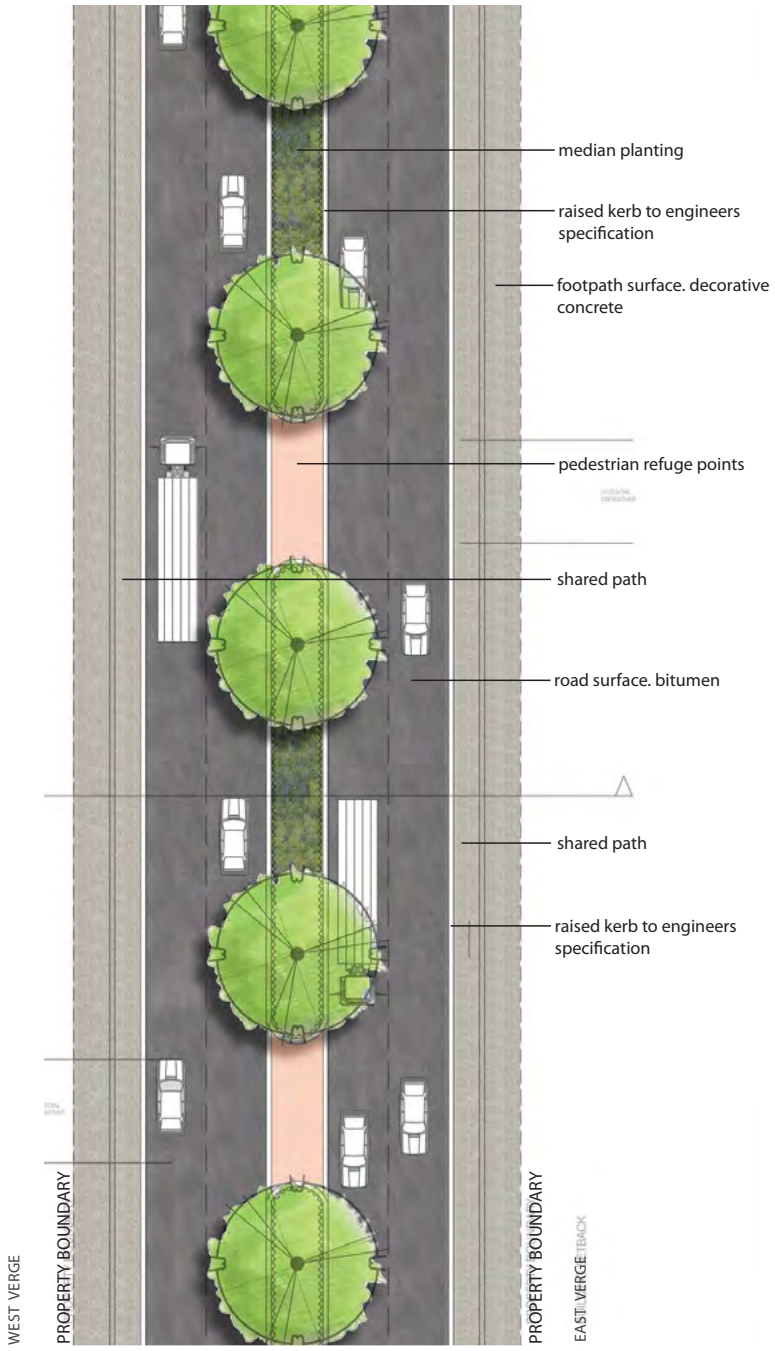
Cockburn Road will be the main north/south connector throughout the development and needs to be considered with regards to traffic speeds, pedestrian crossings, maximising traffic visual and noise reductions, and enter into the Robb Jetty and Hilltop precincts.



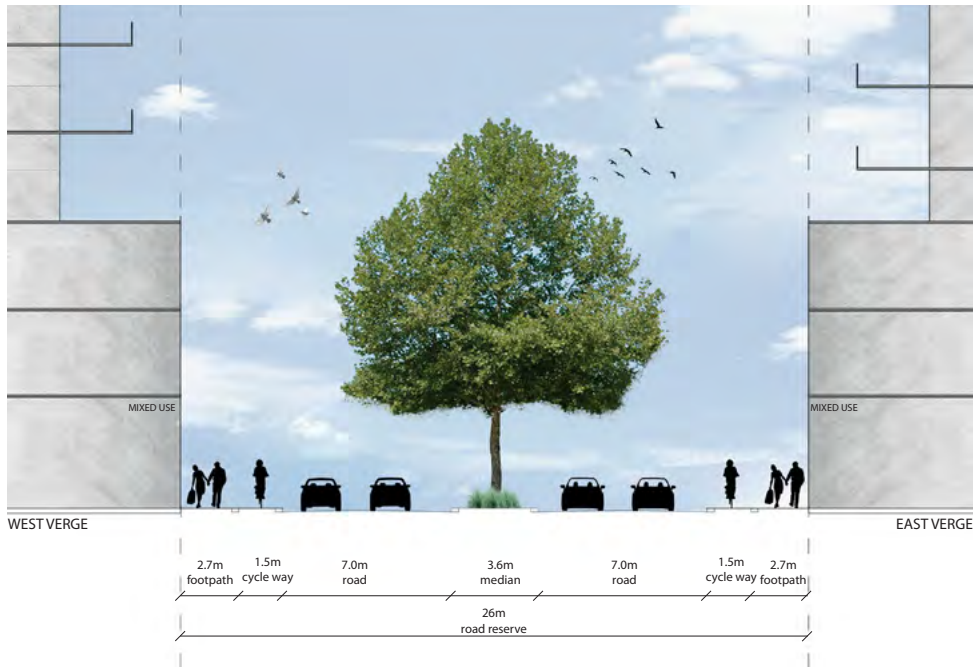
location plan



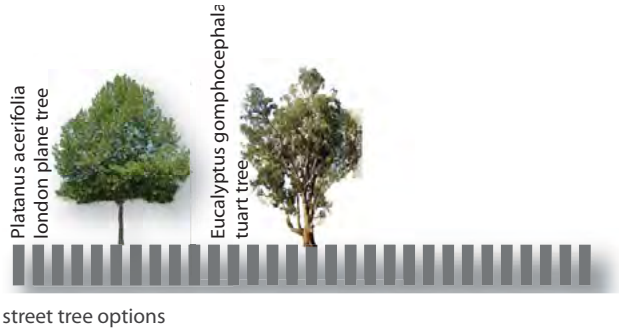
vibe images



Cockburn Road Mixed Use Zone - Typical Plan



Cockburn Road Mixed Use Zone - Typical Section



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TYOLOGIES_STREETSCAPES

2.9 Cockburn Road_POS Zone

Cockburn Road is to be a robust connector road that incorporates the following principles:

- Tree selections that provide a distinct feel to the street
- Limited under-story planting restricted to median strip, and alternates with zones aimed at providing a safe zone for pedestrians as they cross the street
- Has generous shared surfaces either side of the street to allow for informal pedestrian and casual cyclists to utilise the street
- Furniture is to be robust located in areas that does not put users at risk with in relation to the busy road. Furniture to be readily available and easily maintained. The street is to have raised kerbs with traditional side entry pits to which the water run off will fall to with the assistance of a crowned road surface.
- Maximises opportunities for branding/creating sense of arrival through use of banner light poles and additional customisation of standard furniture selections
- Considers interface with District Park and how to provide visual amenity in creating a gateway into the precinct.
- Clear delineation between cycle path and pedestrian footpath required.

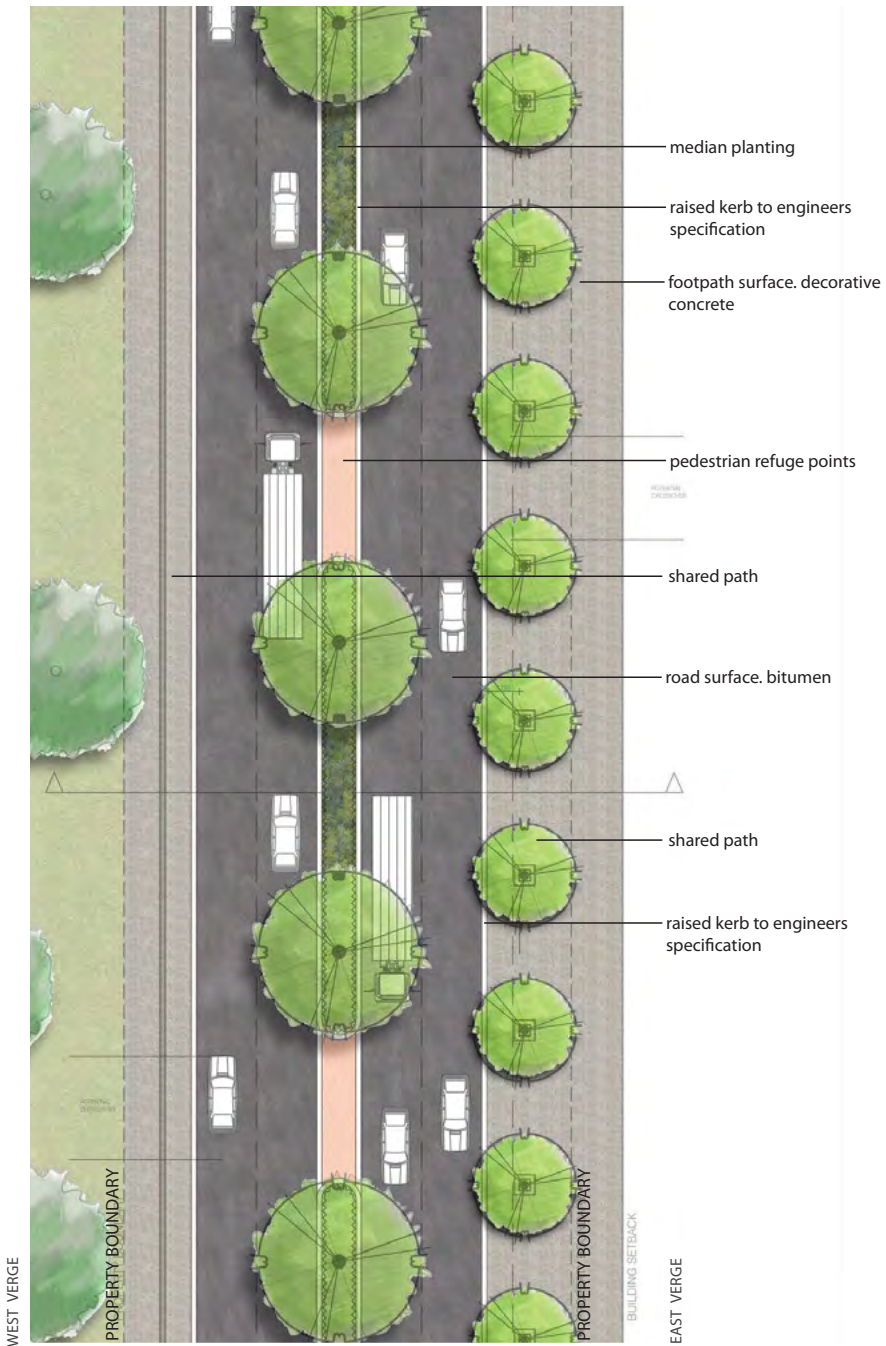
Cockburn Road will be the main north/south connector throughout the development and needs to be considered with regards to traffic speeds, pedestrian crossings, maximising traffic visual and noise reductions, and entry into the Robb Jetty and Hilltop precincts.



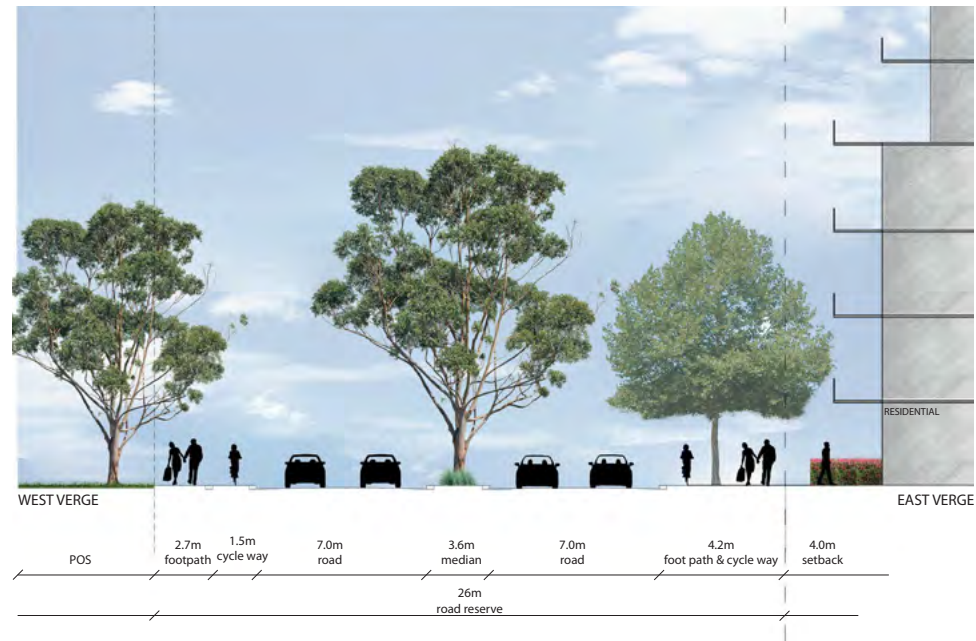
location plan



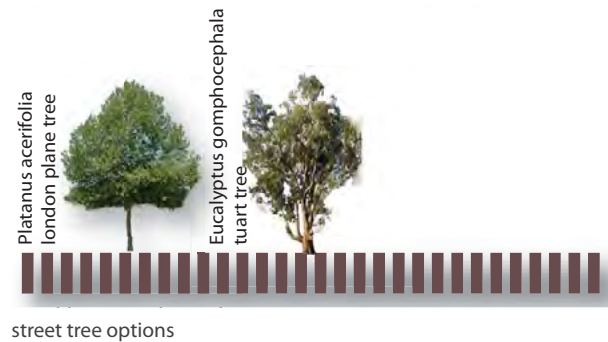
vibe images



Cockburn Road POS Zone - Typical Plan



Cockburn Road POS Zone - Typical Section



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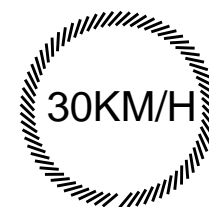


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2.10 Green Street_North

The Green Street_North are north/south running streets that incorporate the following principles:

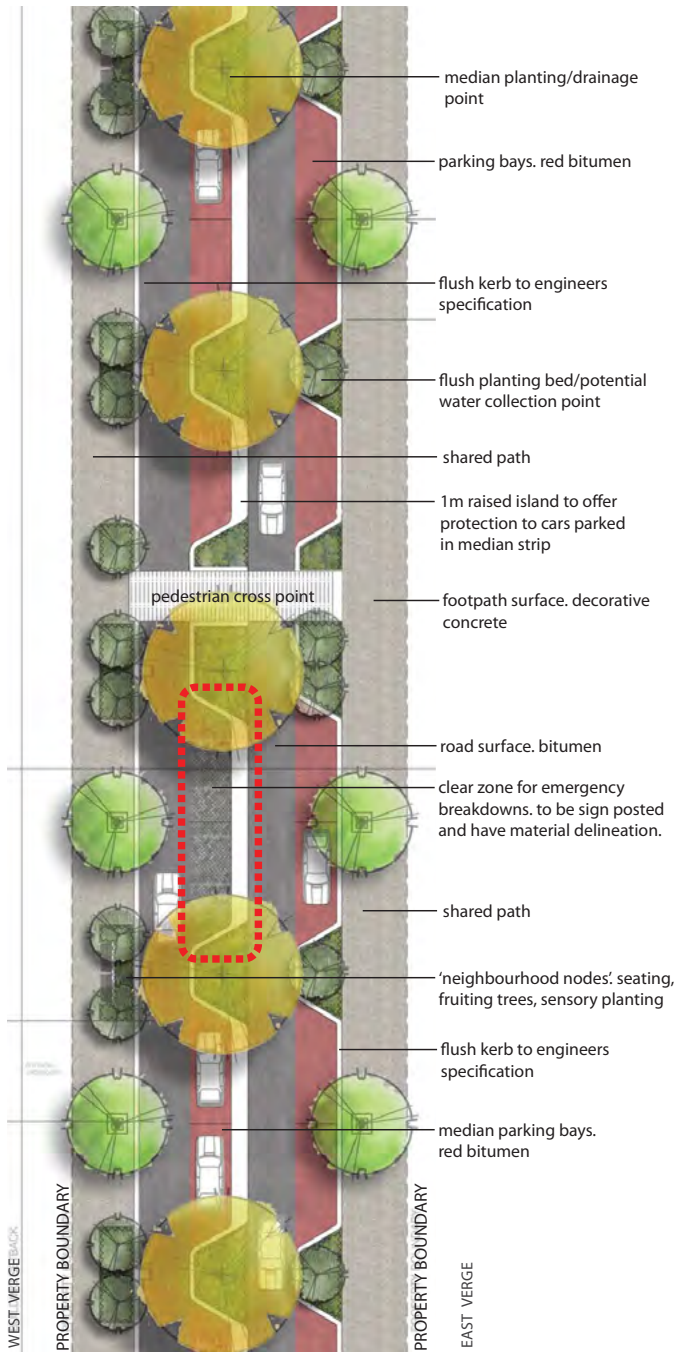
- Median street tree selections that provide a distinct feel to the street
- Supplementary tree species selected from a suite of trees that help create 'neighborhood nodes'.
- To consist of 'neighbourhood nodes' which include sensory and edible experiences through the selection of tree and plant species, and furniture selections that allow habitable zones which promotes ownership of the street
- Implements strong water sensitive urban design principles
- Has generous shared surfaces either side of the street to allow for informal pedestrian and casual cyclists to utilise the street
- Parking bays located in median zone which helps promote a low speed environment. Parking bays to be a minimum of 3.0m wide to allow for car door swings.
- Has raised and segmental kerb located in median that allows for water run off to tree wells and assists with directional parking.
- Furniture to be robust, readily available and easily maintained.
- Consider change in tree species where streetscape interfaces with POS
- Ensure sightlines lines are not compromised by planting heights at pedestrian crossing points.
- Clear zones required in the event of a breakdown. These allow traffic to overtake in specific locations



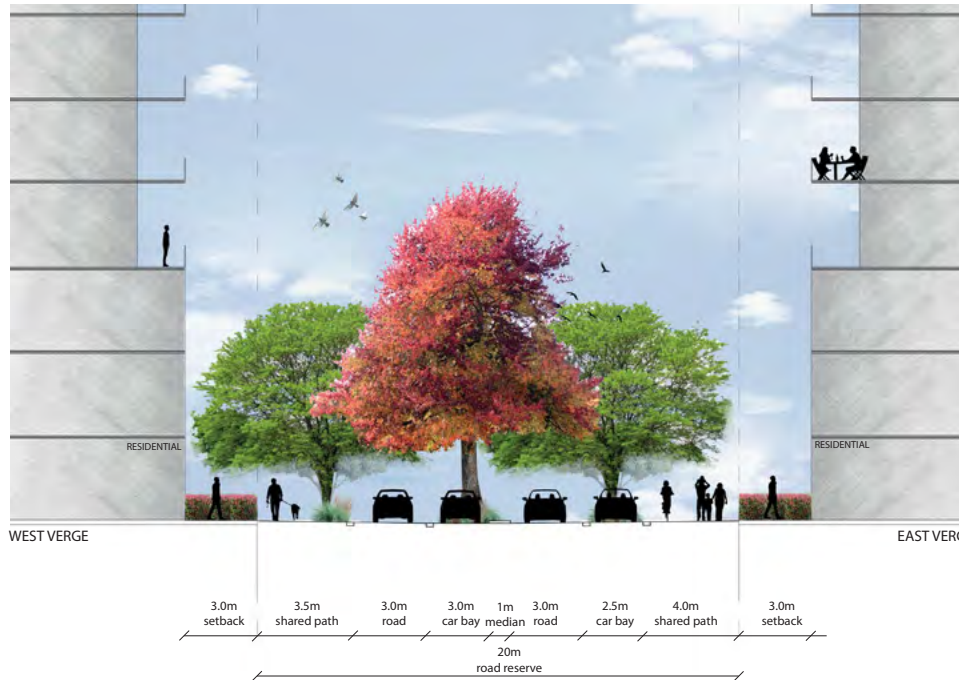
location plan



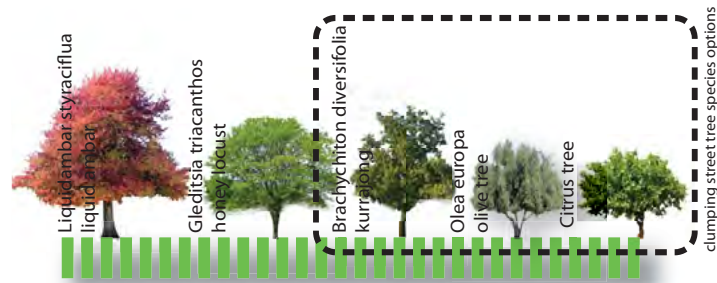
vibe images



Green Street - Typical Plan



Green Street - Typical Section



street tree options



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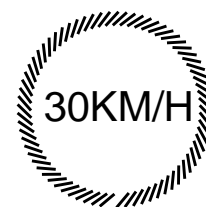


(C) TYPOLOGIES_STREETSCAPES

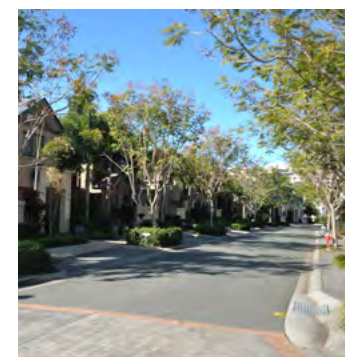
2.11 Green Street South

The Green Street_South are north/south running streets that incorporate the following principles:

- Tree species selected from a suite of trees that help create 'neighborhood nodes'.
- To consist of 'neighbourhood nodes' which include sensory and edible experiences through the selection of tree and plant species, and furniture selections that allow habitable zones which promotes ownership of the street
- Implements strong water sensitive urban design principles
- Has generous shared surfaces either side of the street to allow for informal pedestrian and casual cyclists to utilise the street
- Parking bays located both sides of the street which helps promote a low speed environment.
- Has raised and segmental kerb located in median that allows for water run off to tree wells and assists with directional parking.
- Furniture to be robust, readily available and easily maintained.
- Consider change in tree species where streetscape interfaces with POS
- Ensure sightlines lines are not compromised by planting heights at pedestrian crossing points.



location plan



vibe images



Green Street South - Typical Plan

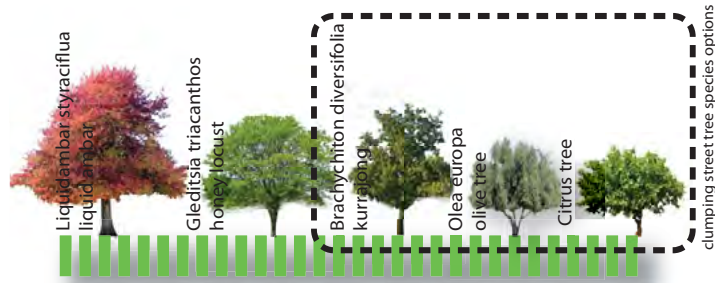


WEST VERGE

EAST VERGE



Green Street - Typical Section



street tree options



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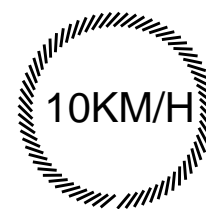


(C) TYPOLOGIES_STREETSCAPES

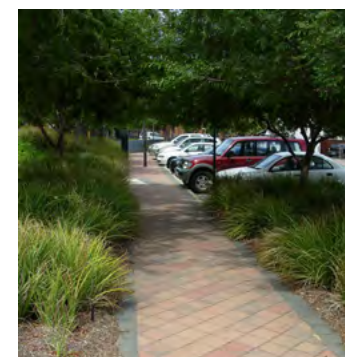
2.12 POS Street

The POS Street is west/east running street that interfaces with the Green Link POS and incorporates the following principles:

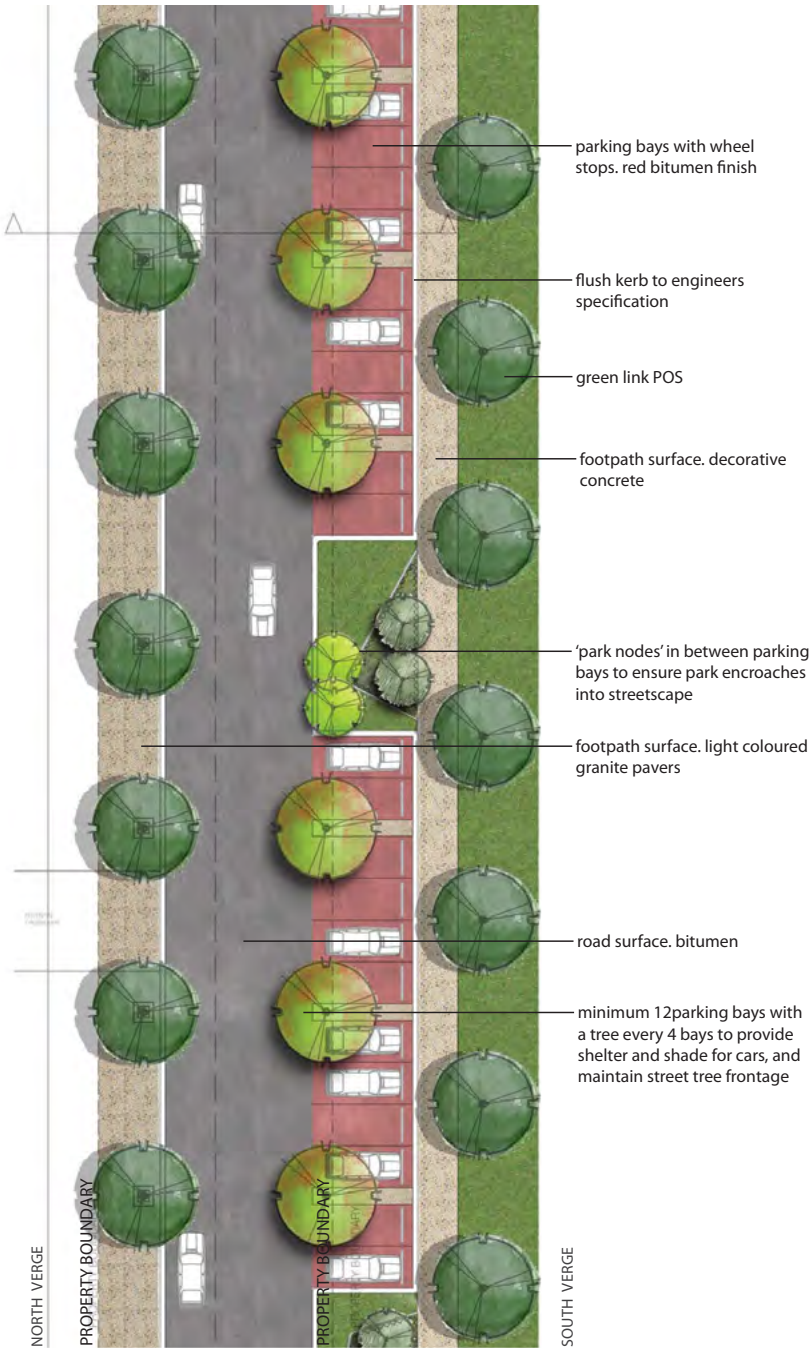
- Street tree selections that provide a distinct feel to the street
- Supplementary tree species selected from a suite of trees that help create a distinct Western Australian feel to the street.
- Has 'park nodes' inter-dispersed between parking bays to ensure the park condition is brought to the streetscape.
- Parking bays to be allocated in minimum of 12 bays with a tree integrated every 4 bays to provide shading and help create a parkland feel along the street.
- Surface treatment is to be of a high quality to assist in creating a streetscape hierarchy within the precinct.
- Furniture to be robust, readily available and easily maintained.
- Ensure sightlines lines are not compromised by planting heights in 'park nodes'.



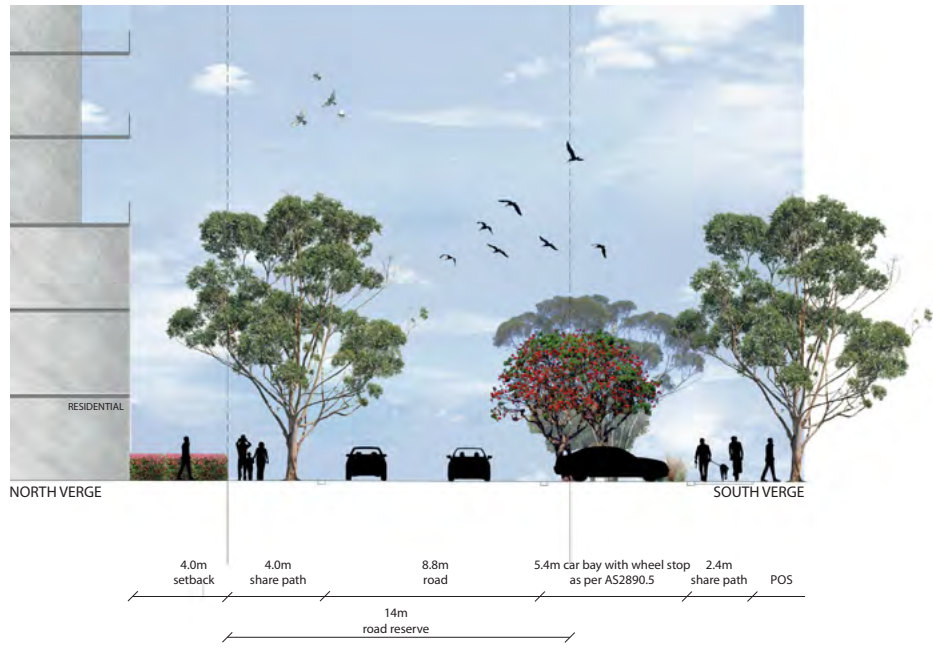
location plan



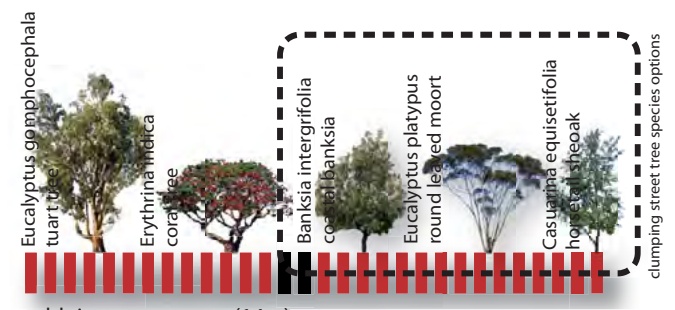
vibe images



POS Street - Typical Plan



POS Street - Typical Section



street tree options



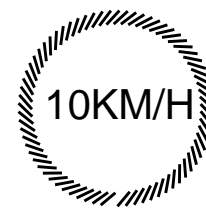


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2.13 Robb Jetty Local Street 1

The Robb Jetty Local Street 1 is west/east running street that incorporates the following principles:

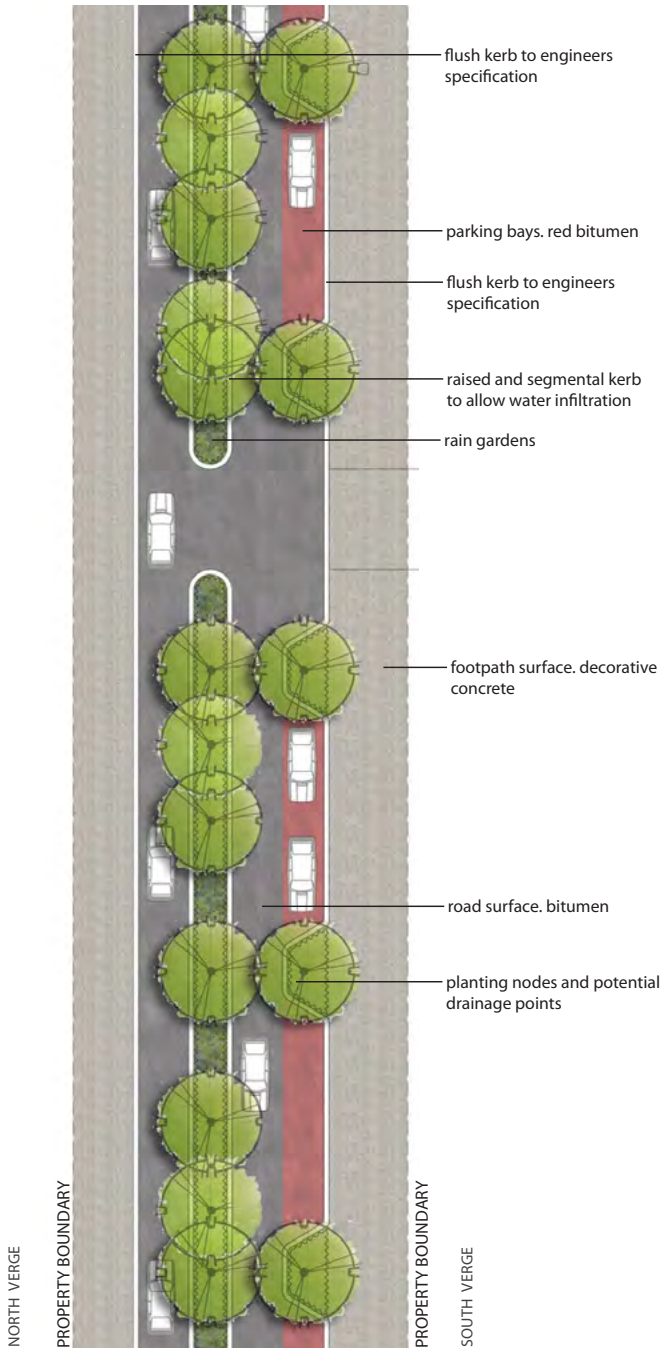
- Is a shared street with central median and allows for water run off through the implementation of a raised and segmented kerb.
- Street tree and median tree selections that provide a distinct feel to the street. Median trees should be clustered together to create a more informal feel in the street.
- Adequate parking bays allocated on south side of street, in between tree planting nodes.
- Furniture to be robust, readily available and easily maintained.
- Implements strong water sensitive urban design principles



location plan



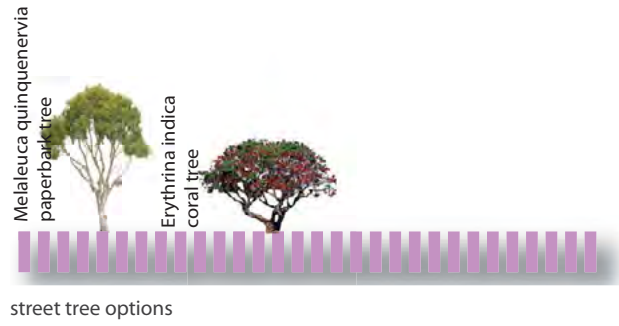
vibe images



Robb Jetty Local Street 1 - Typical Plan



Robb Jetty Local Street 1 - Typical Section



ROBB JETTY
PRECINCT

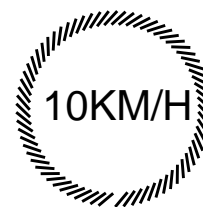


(C) TYPOLOGIES_STREETSCAPES

2.14 Robb Jetty Local Street 2

The Robb Jetty Local Street 2 are west/east running streets that incorporate the following principles:

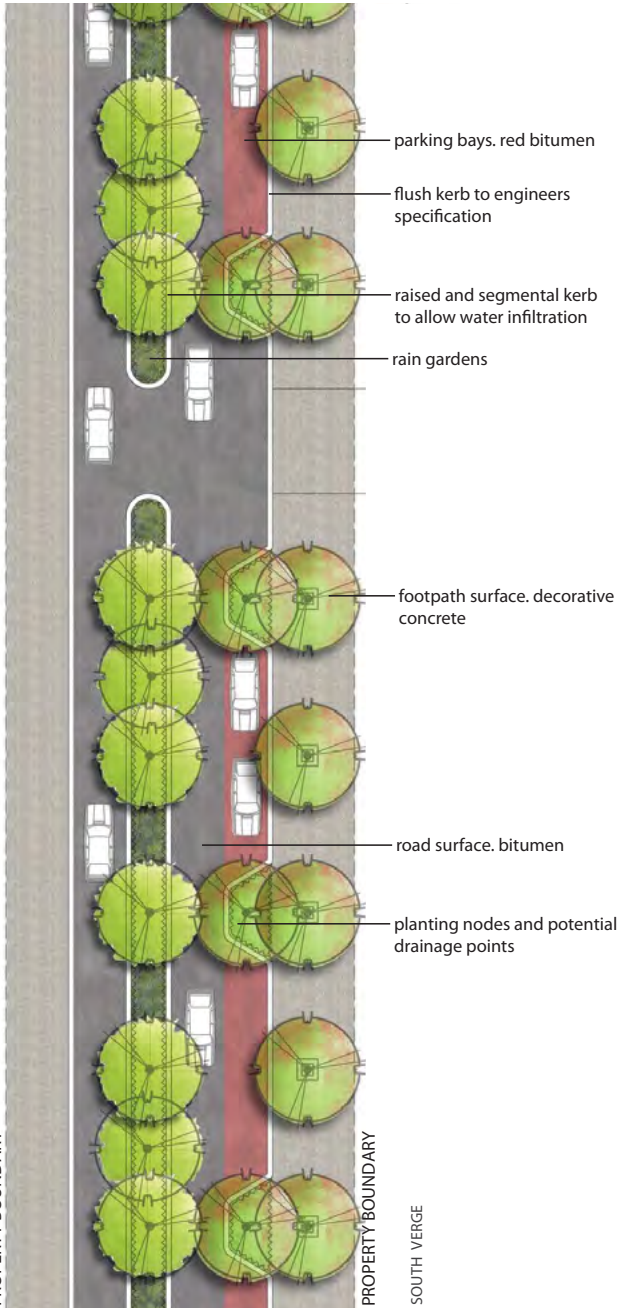
- Are shared streets with central medians and allow for water run off through the implementation of raised and segmented kerbs
- Street tree and median tree selections provide a distinct feel to the street. Median trees should be clustered together to create a more informal feel in the street.
- Adequate parking bays allocated on south side of street, in between tree planting nodes.
- Furniture to be robust, readily available and easily maintained.
- Implements strong water sensitive urban design principles



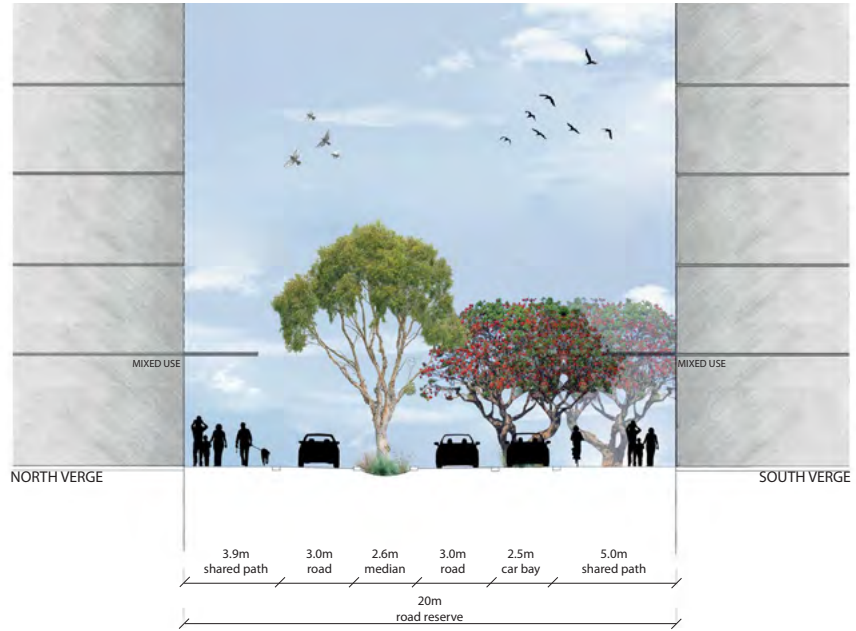
location plan



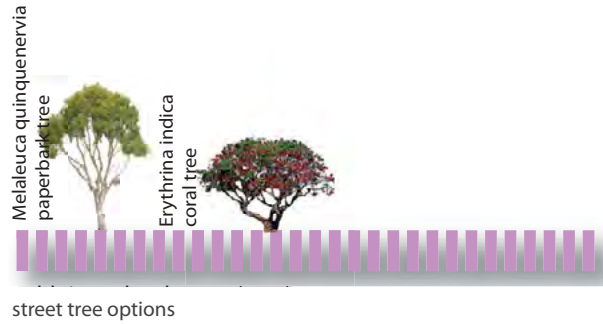
vibe images



Robb Jetty Local Street 2 - Typical Plan



Robb Jetty Local Street 2 - Typical Section



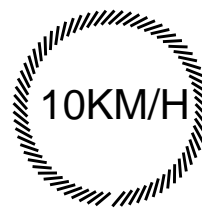


TYOLOGIES_STREETSCAPES

2.15 Robb Jetty Local Street 3

The Robb Jetty Local Street 3 are west/east running streets that incorporate the following principles:

- Are low speed environments with car bays allocated to the southern verge, with street trees located in between the car bays.
- Street tree selection provide a distinct feel to the street.
- Road to be crowned with semi-mountable kerbs installed to assist with water run off.
- Furniture to be robust, readily available and easily maintained.
- Implements strong water sensitive urban design principles



location plan



vibe images



Robb Jetty Local Street 3 - Typical Plan



Robb Jetty Local Street 3 - Typical Section



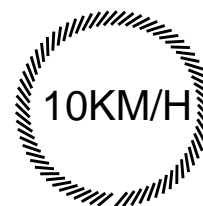


(C) TYPOLOGIES_STREETSCAPES

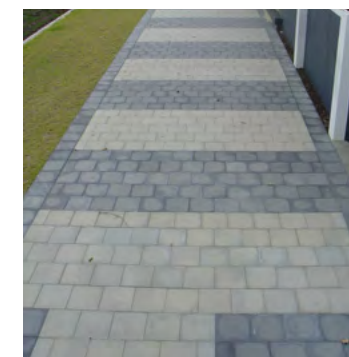
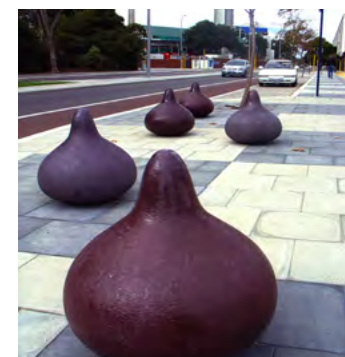
2.16 Robb Jetty Railway Road

The Robb Jetty Railway Road is a unique section of north/south running street that is located adjacent to the railway reserve. It incorporate the following principles:

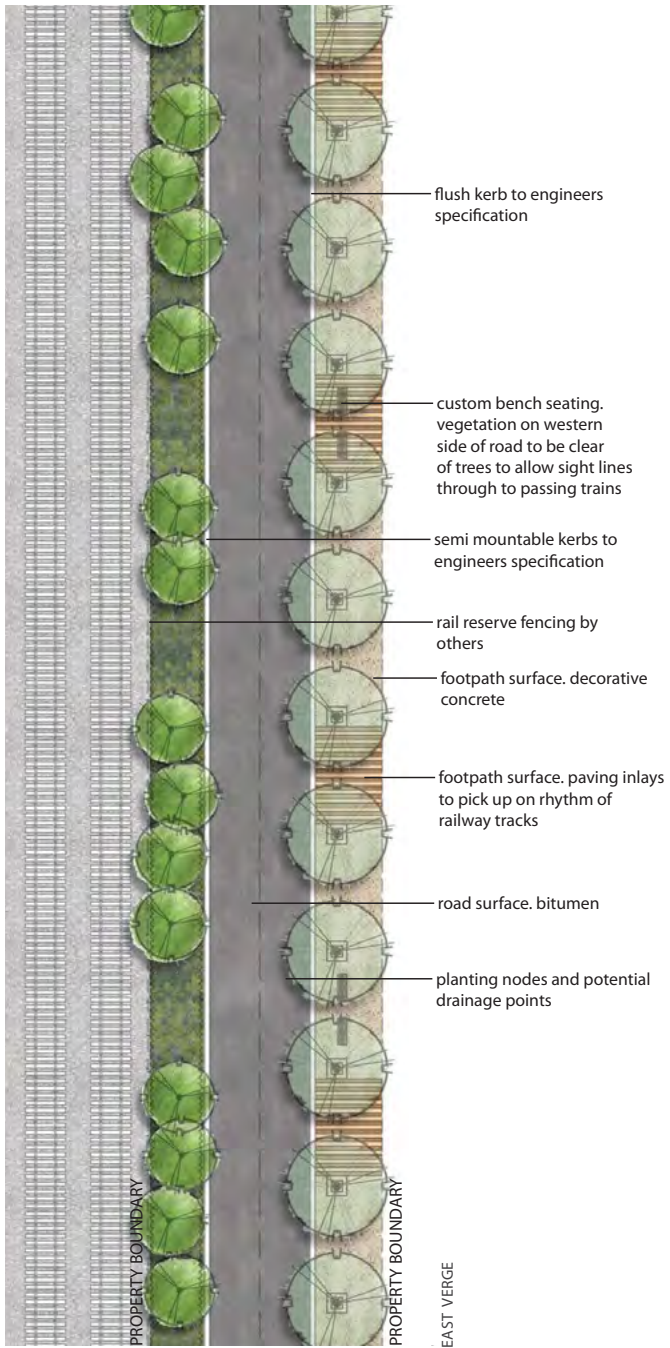
- Is a shared street with custom design elements to create a unique streetscape environment within the precinct, and has strong visual connections to the railway reserve
- Street tree selections provide a distinct feel to the street.
- Understorey planting selections that provide a visual link to the western side of the railway track and dunal system beyond.
- Paving patterns that pick up on the rhythm and character of the railway tracks
- Resting nodes that allow for visual interaction with the rail reserve and adjacent railway corridor.



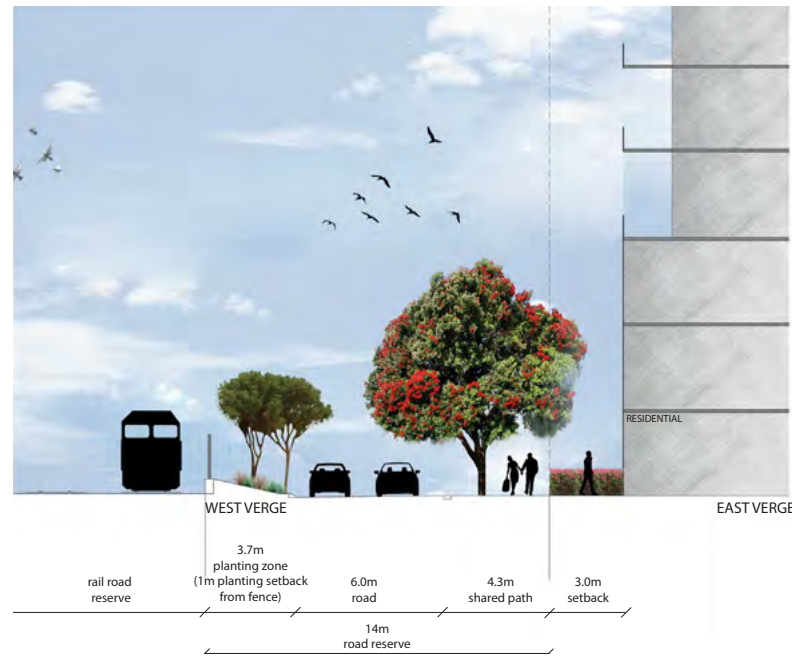
location plan



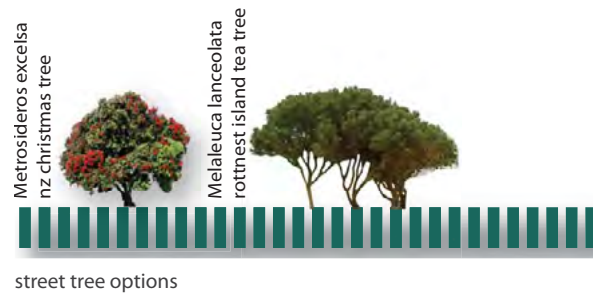
vibe images



Robb Jetty Railway Road - Typical Plan



Robb Jetty Railway Road - Typical Section



street tree options



ROBB JETTY
PRECINCT



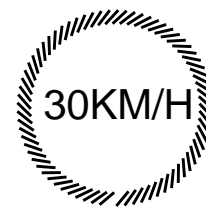
TYOLOGIES_STREETSCAPES

2.17 Rollinson Road East

Rollinson Road East is an east/west running portion of road that incorporates the following principles:

- Street tree selections that provide a distinct feel to the street and act as an entry marker into the precinct.
- Supplementary tree species selected from a suite of trees that help create a distinct Western Australian feel to the street.
- Furniture to be robust, readily available and easily maintained.

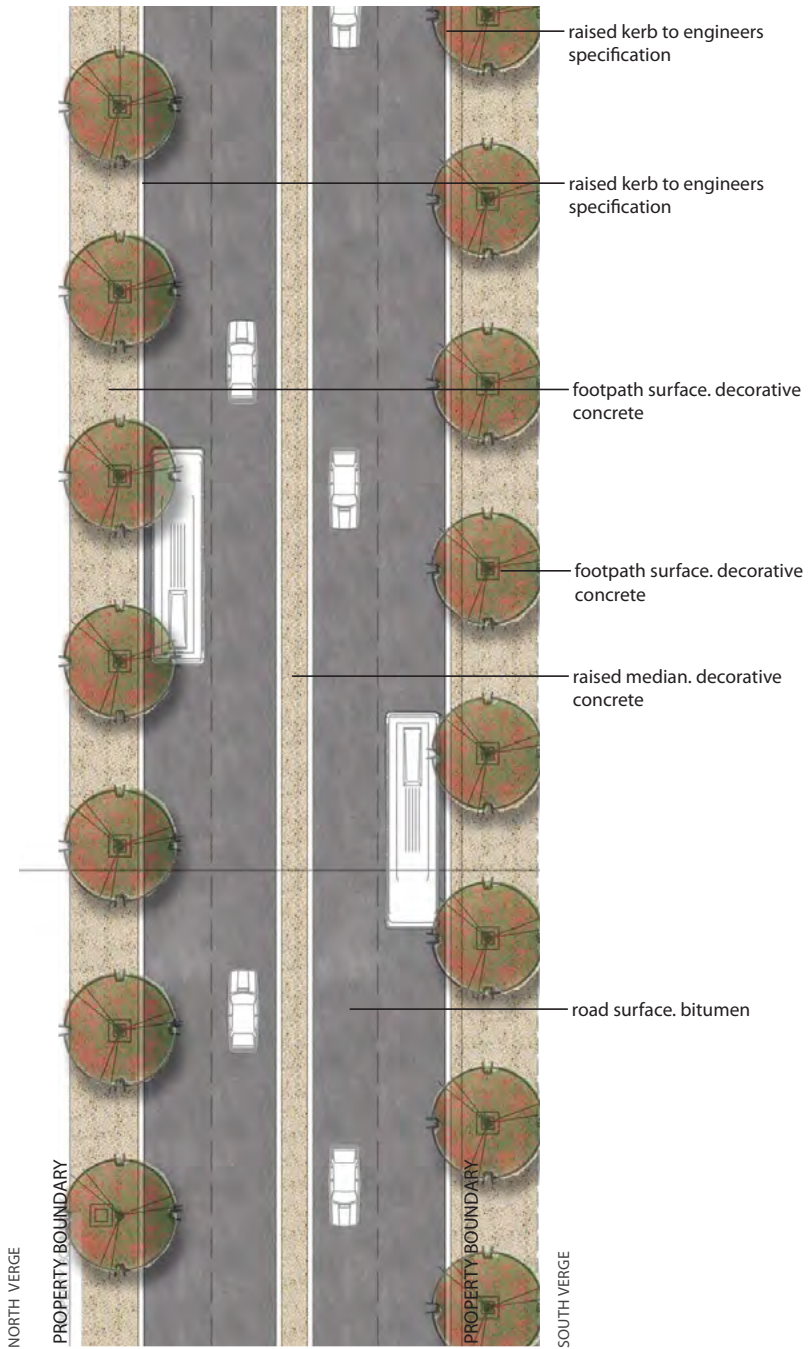
An important aspect of the streetscape is the interface with Cockburn Road. This will be a busy intersection with limited opportunity for landscape intervention. However, every opportunity should be taken to assist in creating a habitable, safe pedestrian environment through surface material changes, branding opportunities and traffic calming measures.



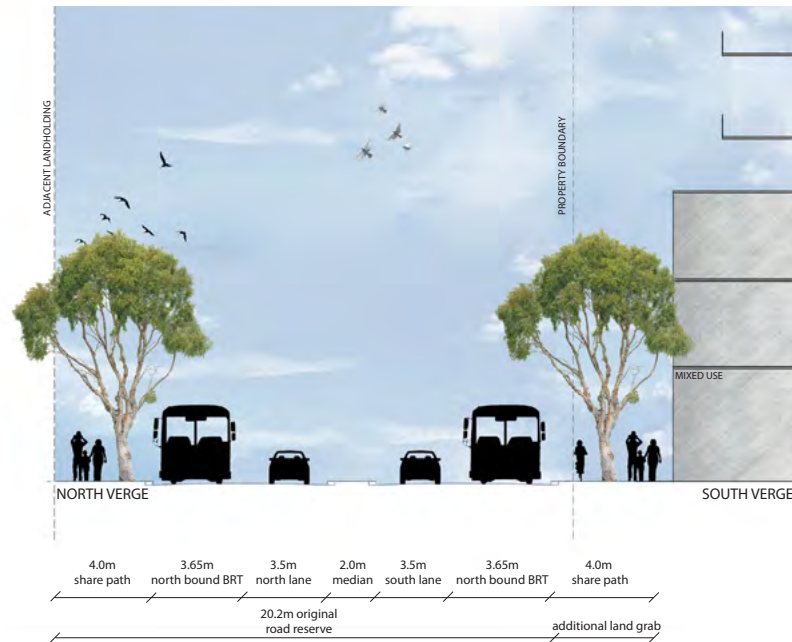
location plan



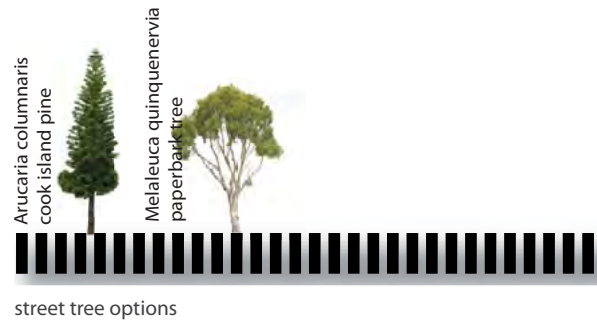
vibe images



Rollinson Road East - Typical Plan



Rollinson Road East - Typical Section



ROBB JETTY
PRECINCT

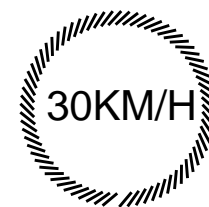


(C) TYPOLOGIES_STREETSCAPES

2.18 Rollinson Road West

Rollinson Road West is an east/west running portion of road that incorporates the following principles:

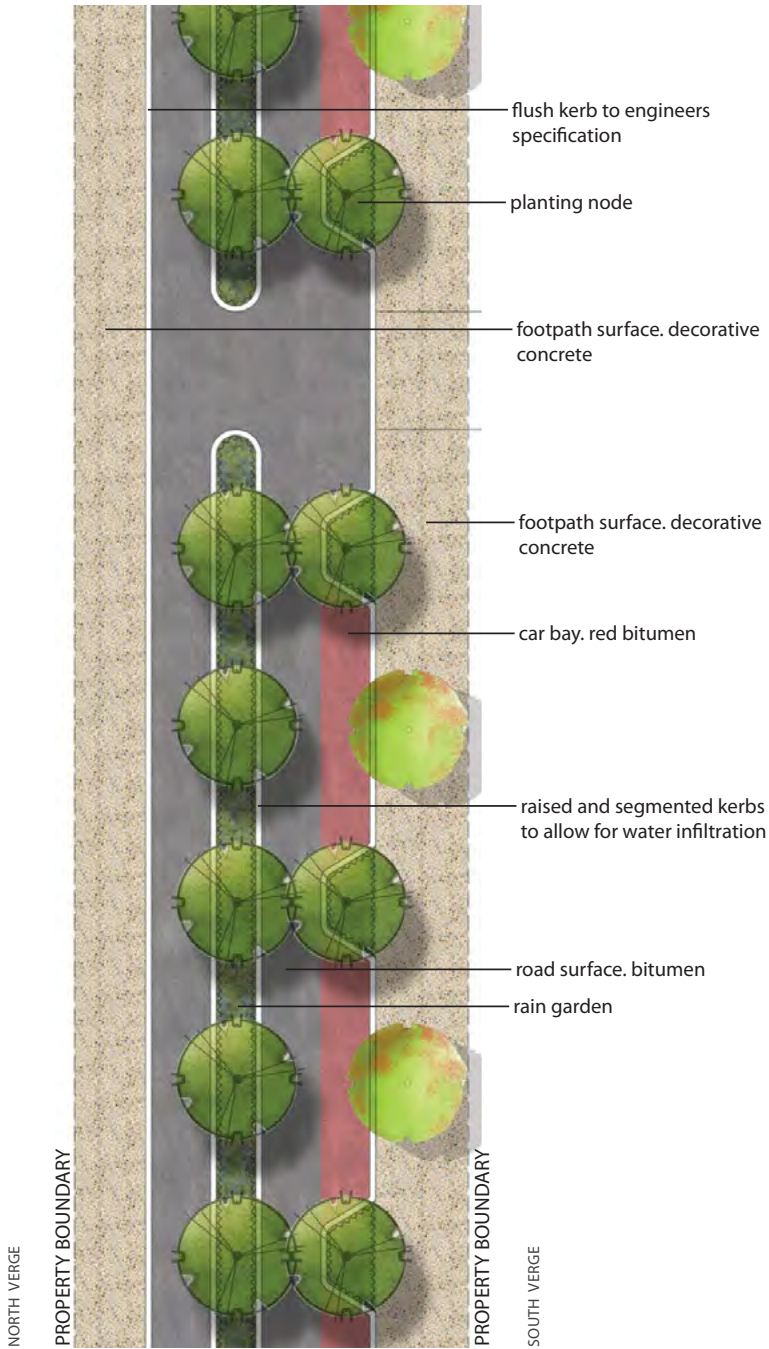
- A shared street surface with a central median that allows for water run off through the implementation of raised and segmented kerbs
- Street tree and median tree selections provide a distinct feel to the street.
- Adequate parking bays allocated on south side of street, in between tree planting nodes.
- Furniture to be robust, readily available and easily maintained.
- Implements strong water sensitive urban design principles



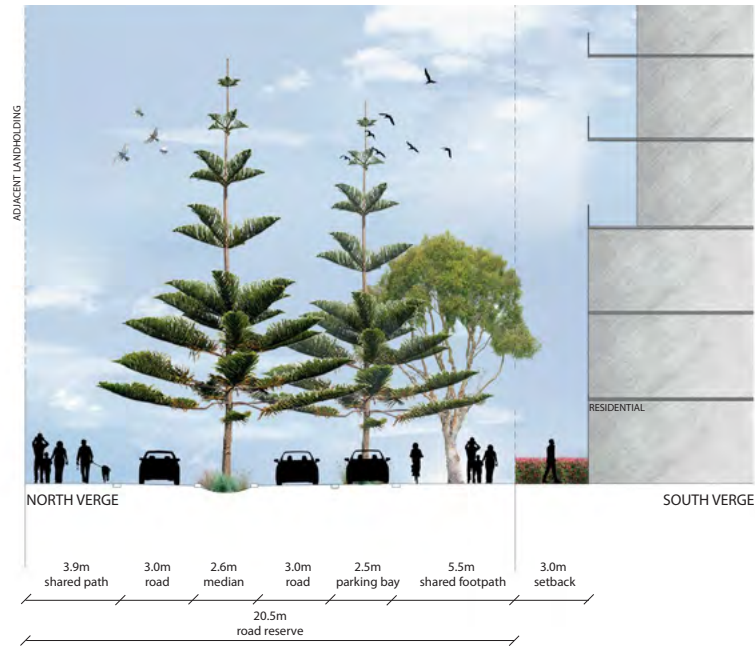
location plan



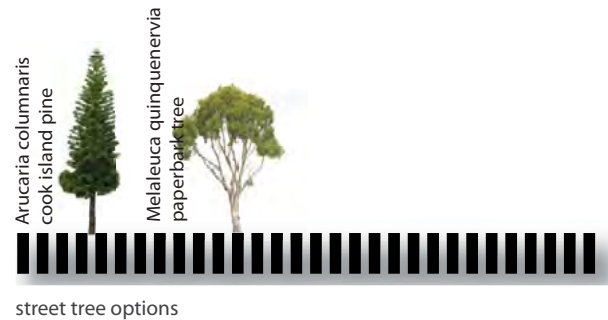
vibe images



Rollinson Road West - Typical Plan



Rollinson Road West - Typical Section



ROBB JETTY
PRECINCT



(C) TYPOLOGIES_STREETSCAPES

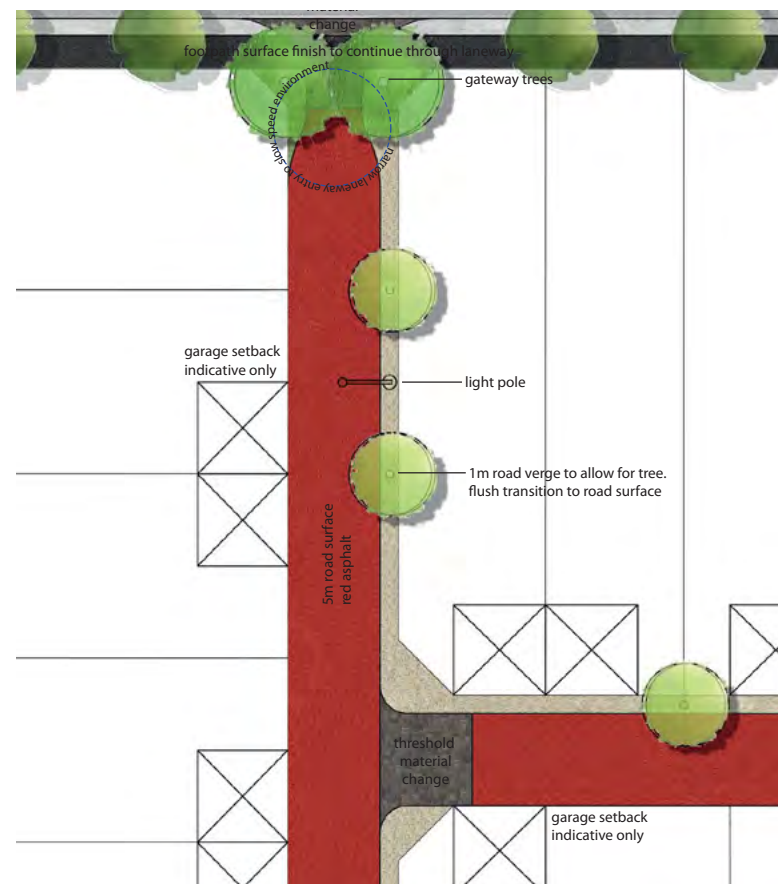
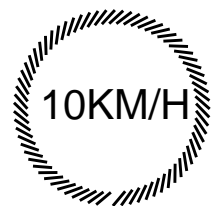
2.19 Lane ways

The Lane ways located in the Robb Jetty precinct are to incorporate the following principles:

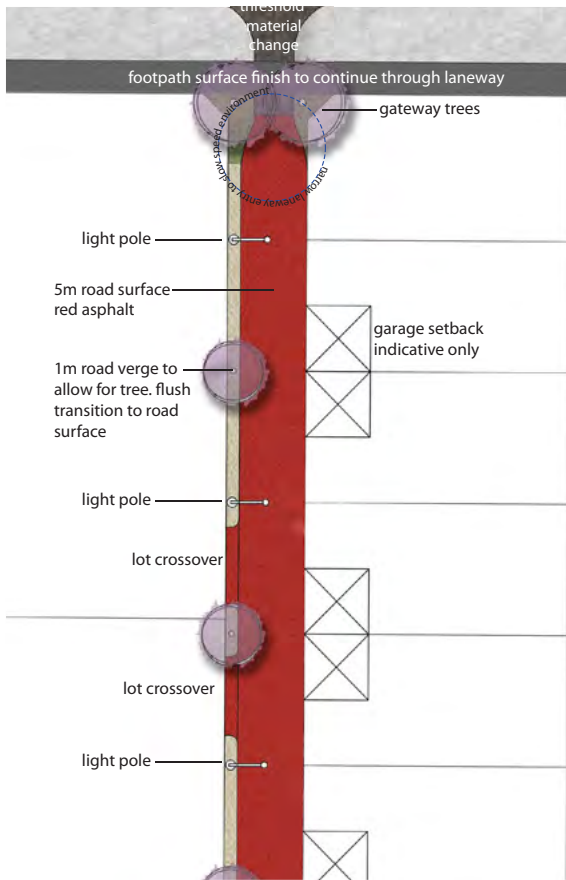
- Street tree selections provide a distinct feel to the lane ways.
- Lane way entry off street to be narrow as a traffic calming device
- Gateway trees to be located at entry of lane way to establish sense of arrival
- Implements strong water sensitive urban design principles
- 1m road verge where laneway tree will be located.
- Flush transition between road surface and road verge.
- Garage setbacks are indicative only.
- Tree species to be agreed at Design Development phase
- Traffic calming measures to be considered throughout the Design Development phase of the project.



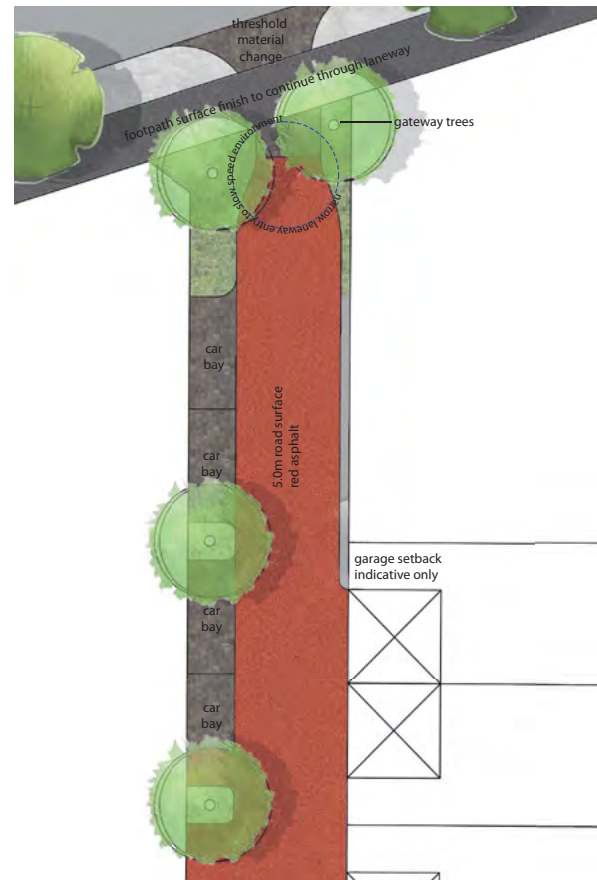
location plan



typical 6m lane way



typical 6m lane way



typical 8.5m lane way



ROBB JETTY
PRECINCT



(C) TYPOLOGIES_STREETSCAPES

2.19 Surface Treatment Changes

Design Intent

Surface materials changes should be considered at the following street junctions:

1. Robb Jetty Main Street/Cockburn Road_change of surface material to signify entry onto Main Street and create gateway into Robb Jetty Precinct.
2. Green Link/Cockburn Road_change of surface material to signify entry to Cockburn Coast development on arrival from Fremantle.
3. Green Link Plaza_BRT Local Road_change in surface material to signify change from street to POS, to enforce a low speed environment, and to create a landscape hierarchy over transport hierarchy.
4. Green Link/Green Streets_change in surface material to signify the arrival at the POS.
5. BRT Local Road/Rollinson Road_change in surface material to signify the entry on/off the BRT Local Road.



surface treatment changes location plan



3.1 POS Typologies

Design Intent

The POS typologies have been developed as a response to the functional, overall thematic, and individual precinct requirements within the development.

Each POS typology is distinct to itself in terms of its functional requirements, with a standard aesthetic requirement to be achieved within each POS area.

The POS typologies have been designed in conjunction with the following principles:

- Response to heritage elements
- Response to drainage requirements
- Response to soil contaminants
- Response to built form and building use
- Public transport infrastructure and network
- Functionality requirements
- Pedestrian and cyclist networks
- POS Tree Hierarchy
- Material selections
- Proprietary and custom furniture selections
- Planting palettes
- On street parking solutions
- Way finding and signage
- Public Art Strategy
- Water Sensitive Urban Design Principles
- Precinct theming strategies
- Exercise networks



POS typologies location plan



(C) TYPOLOGIES_POS

3.2 POS Functionality

Functionality allocation

The functionality and amenity assigned to each POS is a refinement of the allocated amenity in Place Partner's 'Cockburn Coast Place Making Strategy' Document (March 2012).

Functionality and amenity allocation has been determined by the following factors:

- existing amenity
- historical/heritage considerations
- areas intended for high use/gathering hubs
- proximity to population density
- proximity to public transport links
- proximity to similar amenity
- proximity to building occupation



bbq area



kickabout area



bicycle track



lookout



cafe



play ground



dedicated dog park



shelter



exercise station



swimming area



horse exercise location



toilets/change rooms



skate park



playground



adventure
playground



outdoor bocce



water play



outdoor
table tennis

POS ACTIVATORS



community
gardens



community
gardens

COMMUNITY AMENITY



bicycle
racks



pavilion
structure



pavilion
structure



beachside
vernacular



beachside
vernacular



gathering on
boardwalks



eco-underpass



beach kiosk/
cafe vernacular

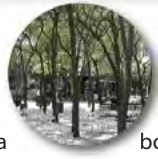


ground plane
reflective water feature

BUILT ELEMENTS IN POS



bosque/plaza



bosque/plaza



alfresco dining

POS PLACE MAKERS



(C) TYPOLOGIES_POS

3.3 Beach side Plaza

The Beach side Plaza is located to the western end of the Robb Jetty Main Street and is to be a major destination within the development.

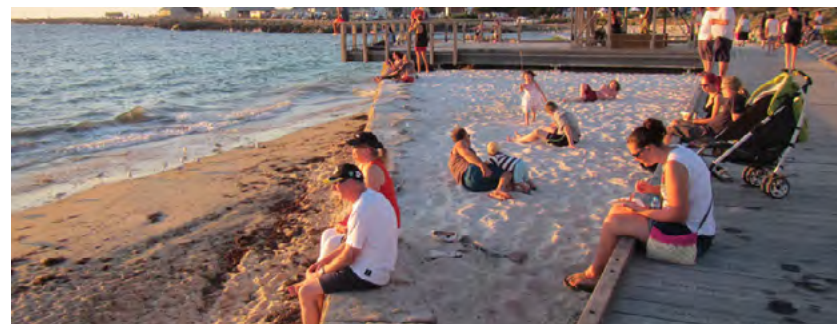
The plaza will be considerate of the existing condition of the coast line and look to enhance rehabilitation and ecoscapes; whilst providing a combination of habitable, nestled and protected spaces and habitable, open, robust spaces with significant outlook towards the ocean.

The plaza will be flexible in its functionality, and provide adequate space for pop up events, markets, community gatherings, cafes, change rooms and shelters. The spaces should be designed so that it feels habitable in varying weather conditions and intensity of usage.

Furniture and material selections will be both proprietary and custom. They should be robust, vibrant, sculptural and enhance the overall themes outlined.

Special consideration should be given to how the plaza links back to Robb Jetty Main Street through common materials and visual queues.

Parking is to be provided in the Railway Corridor to the south of Main Street, therefore enhancing the need for considered design from the Main Street to the Beach side Plaza.



beach side plaza_vibe imagery

POS Plans demonstrate design intent only and are subject to change throughout the concept design phase of each project



beach side plaza_general arrangement



(C) TYPOLOGIES_POS

3.4 District Park

The District Park will be designed in conjunction with the City to determine specific functional and spacial requirements of the area.

The general arrangement plans demonstrate the flexibility of the site, and include the following amenity:

- Sports oval fit for use by local sporting clubs
- Club rooms
- Parking
- Basketball and tennis courts
- Playground
- Lighting

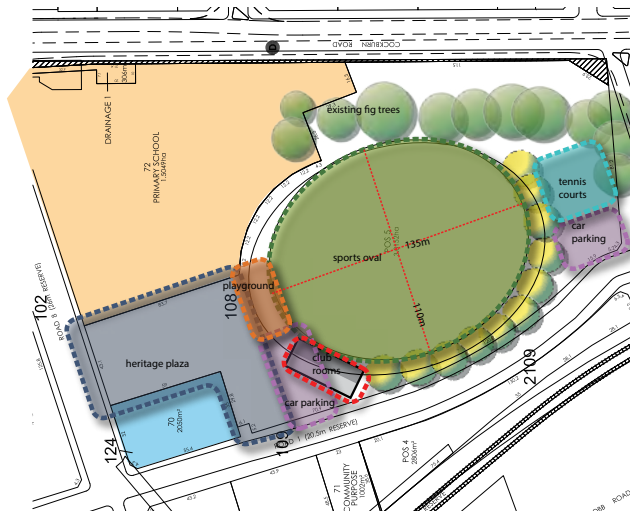
The following items should be considered throughout the design phase of the District Park:

- Proximity to heritage listed fig trees
- Proximity to primary school
- Proximity to BRT Local Street
- Number of parking bays required
- Drainage requirements
- Size of oval required
- Requirement for 525sqm of club room floor area
- Interface and protection of heritage listed chimney stack.
- Connectivity to Heritage Plaza
- Pedestrian overpass towards McTaggart Park.



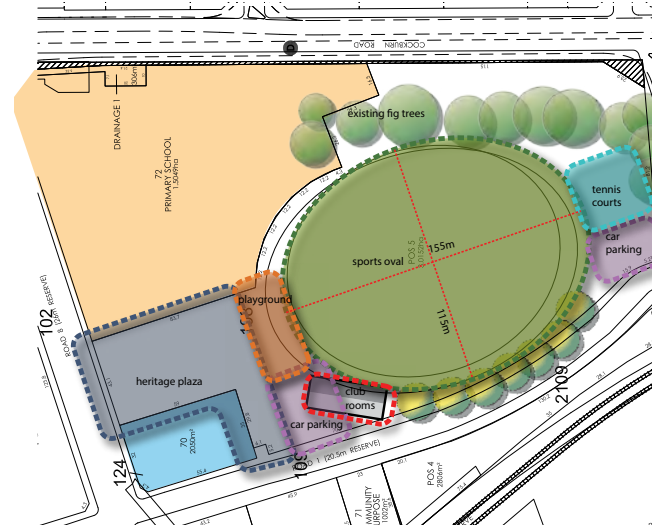
district park_vibe imagery

POS Plans demonstrate design intent only and are subject to change throughout the concept design phase of each project



- PRO'S**
1. Club rooms on 45 degree angle from oval. Best viewing option.
 2. Car parking near club rooms helps activate heritage plaza.
 3. Smaller oval size allows for adequate grading and space between all amenities.
 4. Playground location potential shared use with school and heritage plaza.
- CON'S**
1. Smaller oval size not to City of Cockburn's preferences.
 2. Playground behind football posts is potential hazard

COCKBURN COAST_SPORTS PRECINCT GENERAL ARRANGEMENT OPTION 1



- PRO'S**
1. Larger oval size meets City of Cockburn's requirements.
 2. Club room position of north west of oval allows for best viewing location.
 3. Club rooms have adequate parking which will in turn help activate heritage plaza and playground.
 4. Playground potential share use with school.
- CON'S**
1. Larger oval size make grading more difficult and less space for additional amenities such as tennis courts and parking.
 2. Playground behind football posts creates potential hazard.

COCKBURN COAST_SPORTS PRECINCT GENERAL ARRANGEMENT OPTION 2



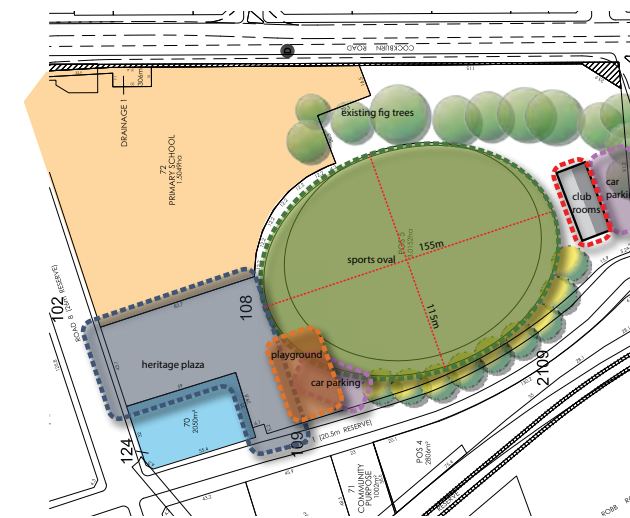
3.4 District Park

General Arrangement Option 1_smaller oval size with club rooms on north western edge, with car parking to north and south of oval, and additional sporting amenity such as tennis courts to the south.

General Arrangement Option 2_larger oval size with club rooms on north western edge, with car parking to north and south of oval, and additional sporting amenity such as tennis courts to the south.

General Arrangement Option 3_larger oval size with club rooms on southern edge, with car parking to north and south of oval.

Refer to specific notes of each option for more detail.



- PRO'S**
1. Adequate parking located around club rooms.
 2. Car parking to north west helps activate playground and heritage plaza.
- CON'S**
1. Larger oval size make grading more difficult and less space for additional amenities such as tennis courts and parking.
 2. No tennis courts allowed for.
 3. Club room location not ideal viewing position at south of oval.
 4. Club rooms located at southern end of oval does not assist in helping to activate the heritage plaza.

COCKBURN COAST_SPORTS PRECINCT GENERAL ARRANGEMENT OPTION 3





(C) TYPOLOGIES_POS

3.5 Heritage Plaza

The Heritage Plaza is located on Robb Jetty Main Street East and is to be a major destination within the development.

The plaza will embrace the rich history of the site and have a strong connectivity to both Robb Jetty Main Street and the BRT Local Street.

The plaza will provide varying amenity including alfresco dining, interpretive artwork, formal and informal gathering spaces, a sheltered pavilion that echoes the materiality of the existing heritage listed chimney stack, and a water play area that mimics the scale of the chimney stack and assists with the activation of the plaza.

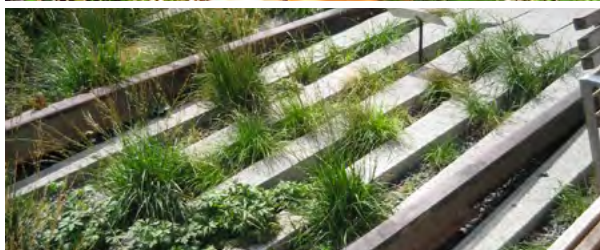
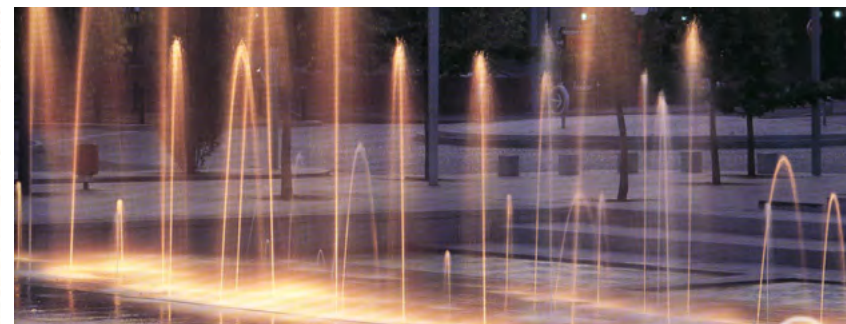
Furniture and material selections will be both proprietary and custom designed and should be of a high quality, slim line, elegant and enhance the overall themes outlined.

Special consideration should be given to how the plaza links to the adjoining District Park, as well as the interface with potential bus stops on the BRT Local Street.

Tree species selections should be considerate of both the indigenous and european heritage of the site.



location plan



heritage plaza_vibe imagery

POS Plans demonstrate design intent only and are subject to change throughout the concept design phase of each project



heritage plaza_general arrangement





(C) TYPOLOGIES_POS

3.6 West Green Link Park

The West Green Link Park is located the western end of the Green Link and is to be a major destination within the development.

The park will provide passage over the existing rail reserve through the implementation of a significant pedestrian bridge.

In addition, the park will house a considerable adventure playground to be located near the pedestrian bridge to assist with activating the park and providing a unique rail side interface.

There are to be significant areas allocate for kick around, shelters with associated bbq'ing facilities, outlook opportunities through the implementation of land berming, exercise stations as a part of a larger exercise network, and planted areas.

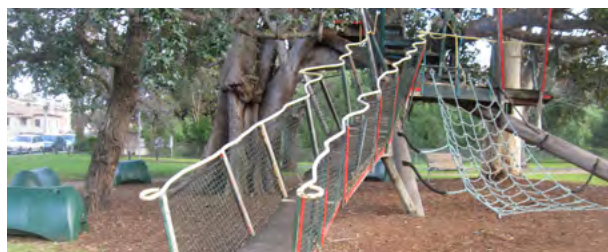
Furniture and material selections will be robust and enhancing of the overall themes outlined.

Special consideration needs to be considered to treatment of contaminated soils in this location as it will impact on the capacity to dig down into the existing levels.

Tree species selections should be predominately Western Australian to support the ecological corridor.



location plan



west green link park_vibe imagery

POS Plans demonstrate design intent only and are subject to change throughout the concept design phase of each project



west green link park_general arrangement



ROBB JETTY
PRECINCT



(C) TYPOLOGIES_POS

3.7 Green Link Plaza

The Green Link Plaza is located centrally along the Robb Jetty Green Link and serves as a gathering place along the BRT Local Street.

The plaza will provide a secure and safe zone that flanks the BRT Local Street, in turn helping activate the plaza.

The plaza will provide public amenity that promotes social gatherings as well as providing a functional aspect in serving the BRT Local Street through the implementation of bicycle racks, bus stops and waiting facilities.

Interactive and engaging elements such as outdoor bocce and table tennis with associated shelters will assist in activating the site, as will the implementation of a civic space and interactive artworks.

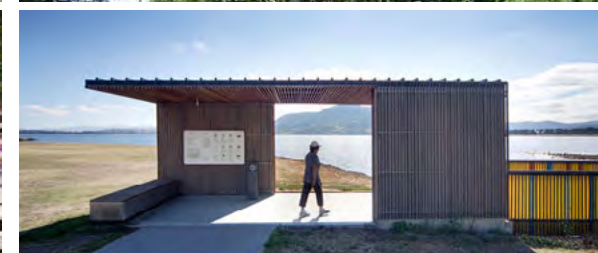
There are to be areas allocate for kick around, exercise stations as a part of a larger exercise network, and planted areas.

Furniture and material selections will be more refined compared to the rest of the Green Link, however will still enhance the overall themes outlined.

Tree species selections should be predominately Western Australian to support the ecological corridor, however the inclusion of european species will be considered to infer a point of difference along the entirety of the Green Link. Trees should be located with consideration of through views to the ocean.



location plan



green link plaza_vibe imagery

POS Plans demonstrate design intent only and are subject to change throughout the concept design phase of each project



green link plaza_general arrangement





(C) TYPOLOGIES_POS

3.8 Green Link West

Green Link West is the western portion of the Green Link and will primarily serve as a drainage basin with gathering places and pedestrian networks integrated within.

The POS will serve as an ecological corridor and as such the selection of the tree and planting species should primarily be limited to Western Australian endemic species.

In addition, the park will integrate exercise stations as a part of a larger exercise network, small turf areas for gathering purposes, interpretive signage and an abundance of planting areas.

Trees are to be positioned where views through to the ocean from further east in the Green Link are considered and not compromised.

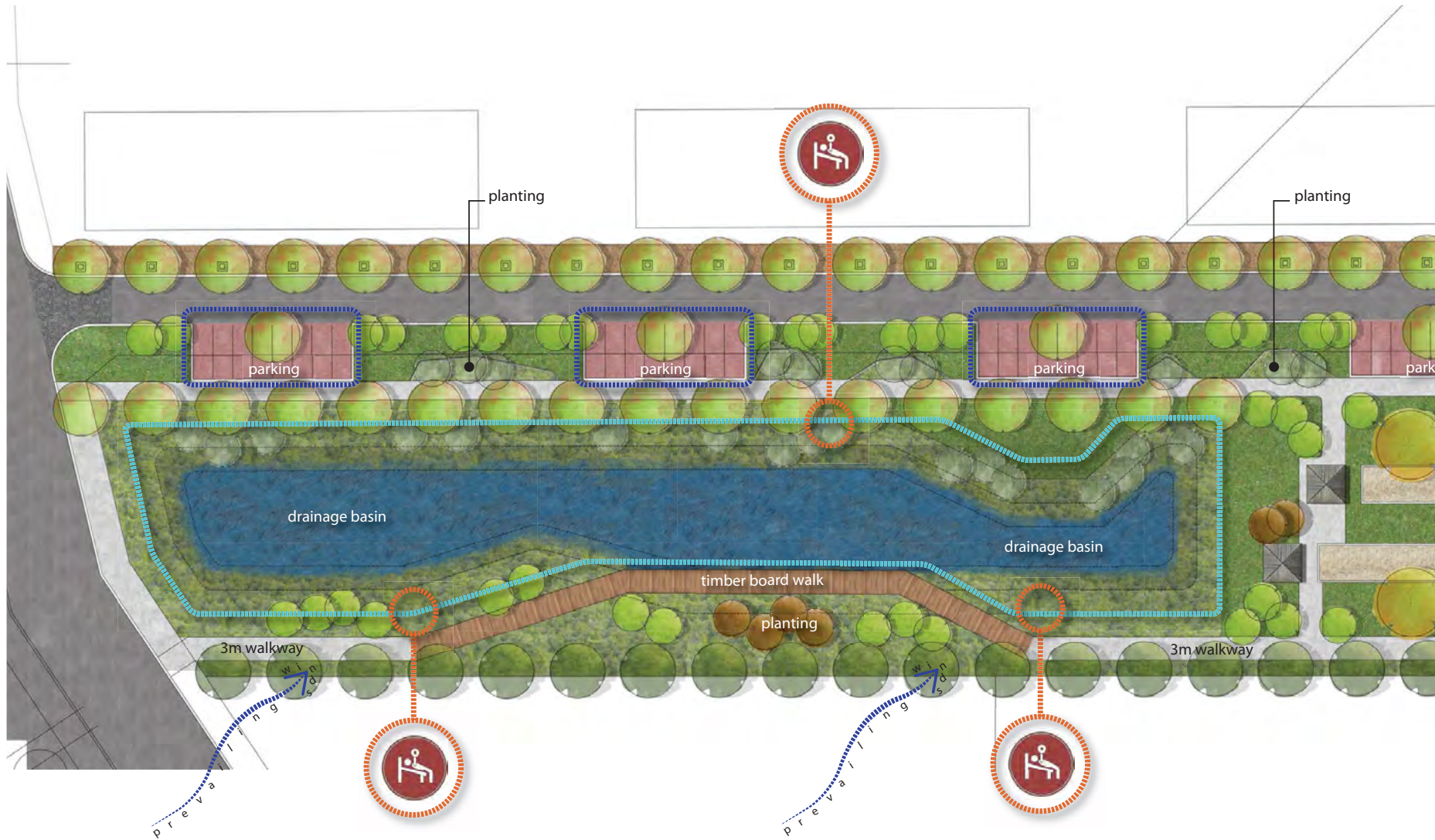


location plan



green link west_vibe imagery

POS Plans demonstrate design intent only and are subject to change throughout the concept design phase of each project



green link west_general arrangement



ROBB JETTY
PRECINCT



(C) TYPOLOGIES_POS

3.9 Green Link East

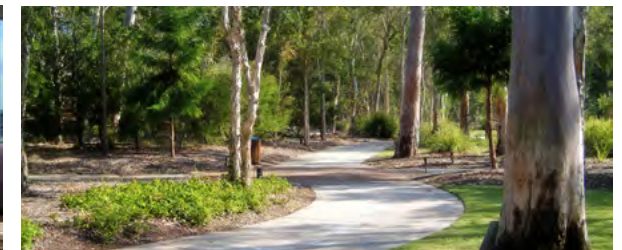
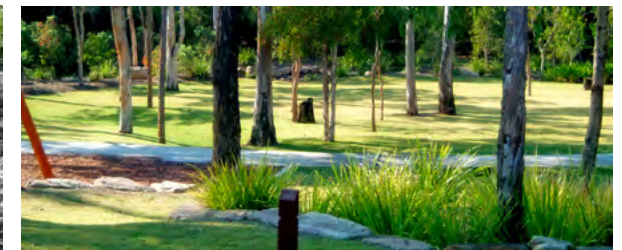
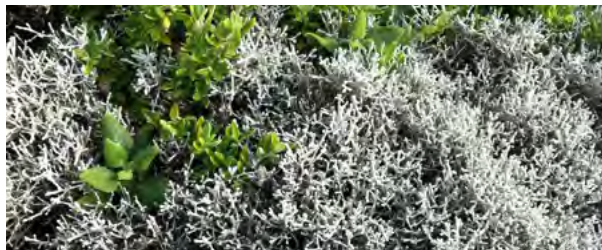
Green Link East is the eastern portion of the Green Link and will primarily serve as a kick bout park with gathering places and pedestrian networks integrated within.

Additionally, the POS will serve as an ecological corridor and as such the selection of the tree and planting species should primarily be limited to Western Australian endemic species.

The park should consider outlook opportunities toward the ocean to the west, and consider the interface with the busy Cockburn Road. Ecological underpasses should be considered to assist with fauna migration from Beeliar Regional Park through to the coast.

In addition, the park will integrate exercise stations as a part of a larger exercise network, a playground, small turf areas for gathering purposes, interpretive signage and an abundance of planting areas.

Trees are to be positioned where views through to the ocean from further east in the Green Link are considered and not compromised.



green link east_vibe imagery

POS Plans demonstrate design intent only and are subject to change throughout the concept design phase of each project



green link east_general arrangement





(C) TYPOLOGIES_POS

3.10 Dog Park

The Foreshore Recreational Park is located to the south of Rollinson Road West with its major function being dedicated to a dog exercise park.

The park should have a naturalistic feel whilst being a safe and secure environment to exercise dogs.

The park should consider the significant level change to the west of the site around the existing pump station and maximise any view opportunities throughout this area.

The park should also offer small kick about areas, a welcoming frontage to Rollinson Road, and formal and informal paths throughout the POS to offer interesting access routes throughout.



foreshore recreational park_vibe imagery

POS Plans demonstrate design intent only and are subject to change throughout the concept design phase of each project



foreshore recreational park_general arrangement



ROBB JETTY
PRECINCT



(C) TYPOLOGIES_POS

3.11 McTaggart Park

McTaggart Park is located to the south of the proposed Beach side Plaza and to the west of the District Park.

It should retain the majority of its existing functions with whilst have sensitive insertions to help promote the overall themes of the development.

A small playground should be considered in the existing POS, as well as additional tree plantings and walls to offer protection from the prevailing winds.

The portion of land directly to the east of the existing park should primarily be retained and protected, with a formalised edge to the north adjoining the building lot property, and sensitively located drainage basins throughout the existing vegetation.

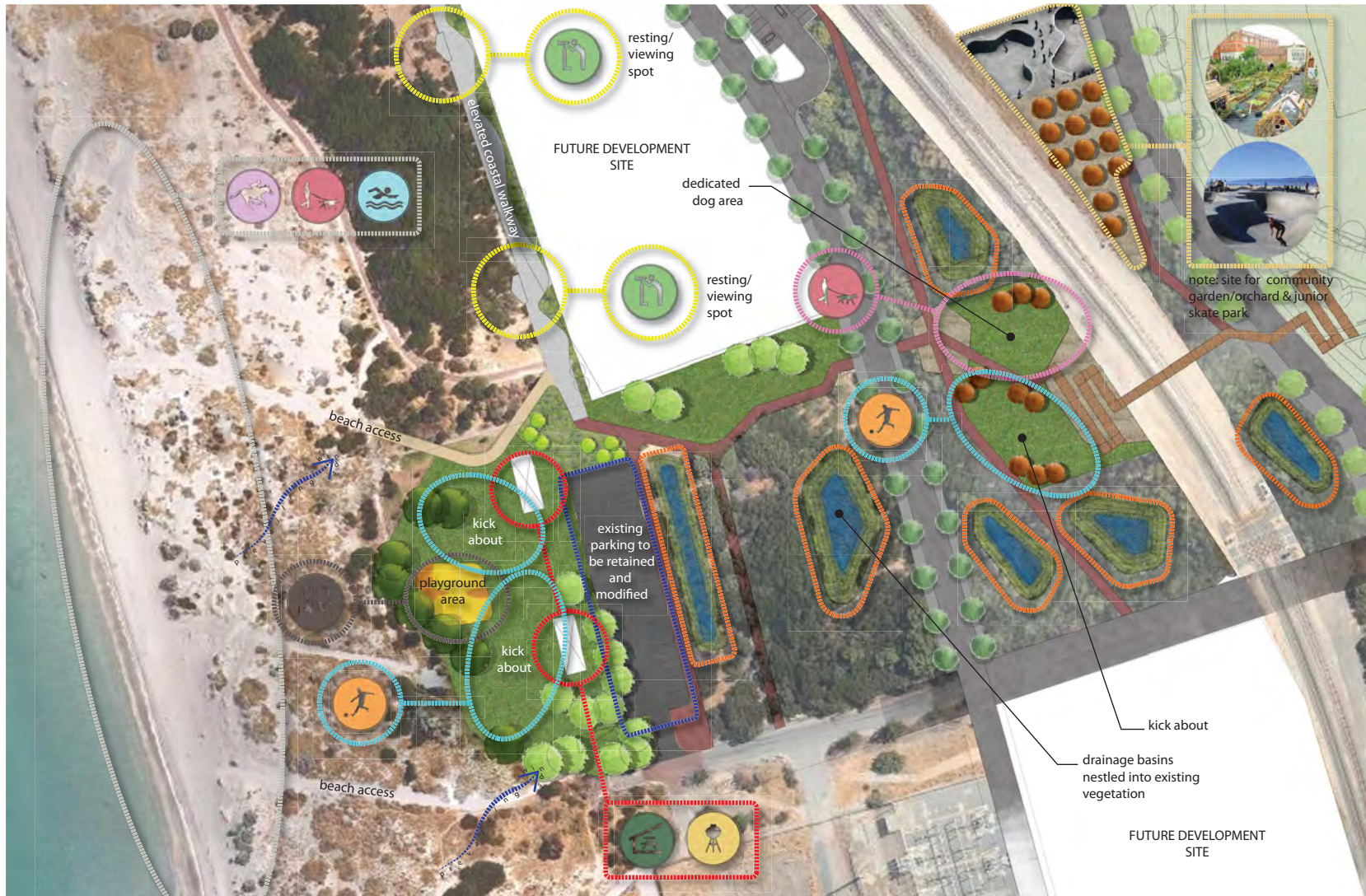
A dedicated dog park should be considered below the pedestrian bridge in an effort to activate the space, and a community garden is to be located to the south of the designated community building.

Any planting palettes not related to streetscape should be made up entirely of Western Australian endemic species.



mctaggart park_vibe imagery

POS Plans demonstrate design intent only and are subject to change throughout the concept design phase of each project



mctaggart park_general arrangement





(C) TYPOLOGIES_POS

4.0 POS Tree Hierarchy

Design Intent

The selections of the street trees throughout the various POS areas are driven by the following factors:

- exposure to prevailing winds
- proximity to built form
- shading from building heights
- soil conditions
- coastal exposure
- heritage influences
- overall themes
- striking a endemic vs exotic balance with regards to indigenous and european heritage
- suitability for drainage requirements
- providing variety throughout the development that promotes fauna diversity and habitation.
- safety and surveillance

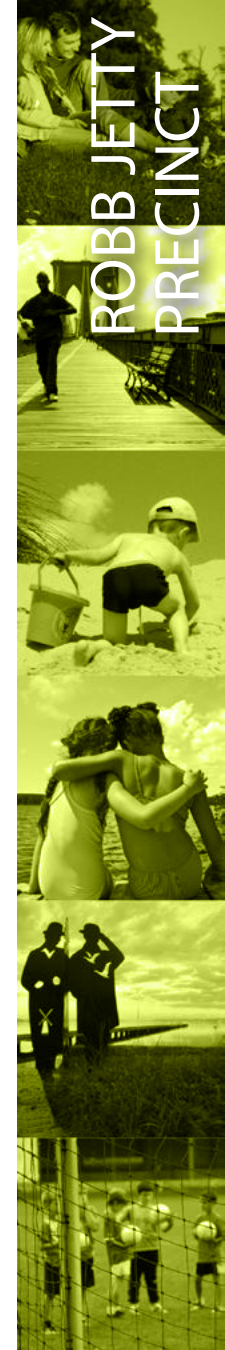
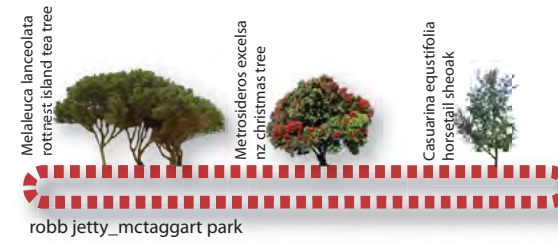
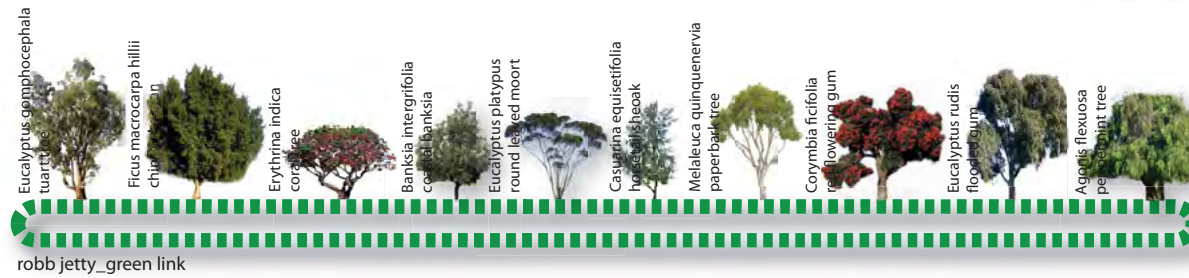
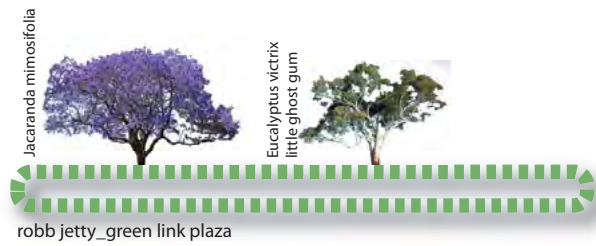
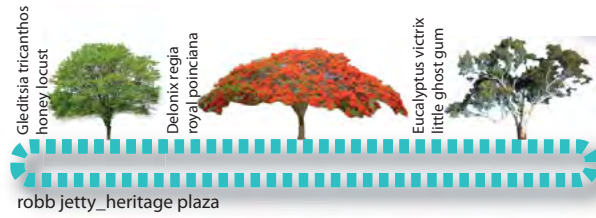
The following design factors should be considered when selecting the final tree species:

- selecting landmark trees where appropriate to mark gateways into the various precincts
- establishing habitable spaces below canopies in kick about areas
- selecting appropriate species in areas of water inundation
- underground service requirements.

The designer will require the sign off on all species from the City.



pos tree hierarchy plan



ROBB JETTY
PRECINCT



TYPOLOGIES_PLANTING

5.0 Planting typologies

Design Intent

The selections of the plant species throughout the various POS areas and streetscapes are driven by the following factors:

- exposure to prevailing winds
- shading from building heights
- soil conditions
- coastal exposure
- heritage influences
- overall themes
- suitability for drainage requirements
- providing variety throughout the development that promotes fauna diversity and habitation.

The following design factors should be considered when selecting the final plant species:

- selecting plant species that provide sensory diversity
- selecting plant species that are adaptable and can be presented in a number of aesthetic scenarios, ie, natural form and hedge form
- selecting appropriate species in areas of water inundation
- selecting species that will cope with little to no irrigation
- underground service requirements.

Irrigation requirements shall be agreed with the local authority and designed by a certified irrigation designer.

The designer will require the sign off on all species from the City.



Robb Jetty_Beachside Plaza

The 'Beach side Plaza' is to have species endemic to Western Australia to help establish a healthy dunal system and a strong coastal sense of place.

Area	Type	Genus species	Common Name	WA Native or Exotic	Notes
Beachside Plaza		Angianthus cunninghamii	Coast Angianthus	WA Native	
		Atriplex cinerea	Grey Saltbush	WA Native	
		Olearia axillaris	Coastal Daisybush	WA Native	
		Spinifex hirsutus	Hairy spinifex	WA Native	
		Spinifex longifolius	Beach Spinifex	WA Native	
		Sporobolus virginicus	Saltwater couch	WA Native	
		Threlkeldia diffusa	Coast Bonefruit	WA Native	



location plan

Robb Jetty_Heritage Plaza & Main Street

The Robb Jetty Main Street and Heritage Plaza are to have a mix of Western Australian native and exotic plant species to create a colourful, vibrant precinct that draws on both the indigenous and European history of the site.

The plant species should thrive in an urban environment, have a connection to the coastal species but also be more formal in their presentation. Year round colour throughout the various species is recommended.

Area	Type	Genus species	Common Name	WA Native or Exotic	Notes	
Main Street & Heritage Plaza	Small Shrub to 1m	Westringia dampieri	Coastal Rosemary	WA Native		
		Rosmarinus officinalis	Rosemary	Exotic	Edible	
		Rhagodia spinescens	Creeping Saltbush	Australian Native		
			Callistemon viminalis	Dwarf Bottlebrush "Tom Thumb"	WA Native	
			Leuchophyta brownii	Cushion Bush	WA Native	
			Pimelea ferruginea	Pink Rice Flower	WA Native	
	Medium Shrub to 2m	Atriplex nummularia	Saltbush	WA Native		
		Atriplex cinerea	Grey Saltbush	WA Native		
			Alyogyne hakeifolia	Native Hibiscus	WA Native	
			Chamelaucium uncinatum	Geraldton Wax	WA Native	
			Callistemon glaucus	Albany Bottlebrush	WA Native	
	Large shrubs 2m+	Hakea laurina	Pincushion Hakea	WA Native		
			Callistemon glaucus	Albany Bottlebrush	WA Native	



location plan

Note : The species list is a pre-approved list only. Additional species would be acceptable subject to sign off from the City.

(C) TYPOLOGIES_PLANTING

Robb Jetty_Green Link Plaza

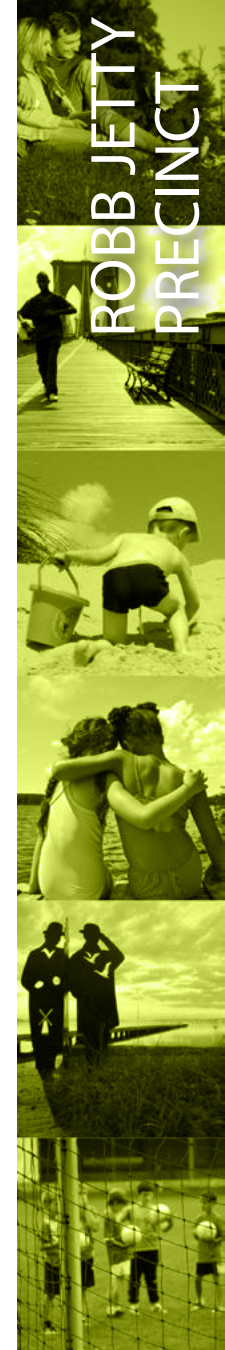
The 'Green Link Plaza' should have strong similarities to the rest of the Green Link, however be presented in a more formal aesthetic. Species should be proven in an urban environment, be water wise and display varying textures and colours.



location plan

Area	Type	Genus species	Common Name	WA Native or Exotic	Notes	
Green Link Plaza	Swale & Retention Basin Planting	Baumea articulata	Jointed Twig Rush	WA Native		
		Baumea vaginalis	Sheath Twig Rush	WA Native		
		Bolboschoenus caldwellii	Salt Club Sedge	WA Native		
		Ficinia nodosa	Knobby Club Rush	WA Native		
		Gahnia trifida	Coast Saw Sedge	WA Native		
		Juncus kraussii	Salt Marsh or Sea Marsh	WA Native		
		Juncus pallidus	Pale Rush	WA Native		
		Groundcovers	Grevillea crithmifolia	Green Carpet Flower	WA Native	
			Grevillea thelemanniana	Spidernet Grevillea	WA Native	
			Grevilla obtusifolia	Gin Gin Gem	WA Native	
	Acacia lasiocarpa		Glow Wattle	WA Native		
	Eremophilla glabra		Kalbarri Carpet	WA Native		
	Grevillea preissii		"Sea Spray"	WA Native		
	Hemiandra pungens		Snakebush	WA Native		
	Small Shrub to 1m		Leuchophyta brownii	Cushion Bush	WA Native	
			Rhagodia baccata	Berry Saltbush	WA Native	
			Calothamnus villosus	Silky Net bush	WA Native	
		Calothamnus quadrifidus	One sided Bottle brush	WA Native		
		Callistemon viminalis	Dwarf Bottlebrush "Little John"	WA Native		
		Kunzea baxterii	Scarlett Kunzea	WA Native		
		Pimelea ferruginea	Pink Rice Flower	WA Native		
		Medium Shrub to 2m	Olearia axillaris	Coastal Daisy Bush	WA Native	
			Melaleuca huegelii	Chenille Honey Myrtle	WA Native	
			Alyogyne huegelii	Native Hibiscus	WA Native	
	Alyogyne hakeifolia		Native Hibiscus	WA Native		
	Large shrubs 2m+		Acacia cyclops	Red eyed Wattle	WA Native	
			Hakea laurina	Pincushion Hakea	WA Native	
			Callistemon glaucus	Albany Bottlebrush	WA Native	
	Large shrubs 2m+		Viburnum tinus	Viburnum	Exotic	
			Hibiscus tiliaceus	Cottonwood	Exotic	
			Rhaphiolepis indica	Indian Hawthorn	Exotic	

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Robb Jetty_Green Link

The Green Link is to be Western Australian endemic species that promote flora and fauna diversity. Species should be proven in an urban environment, be able to tolerate inundations in drainage basins, and display varying textures and colours.



location plan

Area	Type	Genus species	Common Name	WA Native or Exotic	Notes
Robb Jetty Green Links & Ecological Corridors	Swale & Retention Basin Planting	Baumea articulata	Jointed Twig Rush	WA Native	
		Baumea vaginalis	Sheath Twig Rush	WA Native	
		Bolboschoenus caldwellii	Salt Club Sedge	WA Native	
		Ficinia nodosa	Knobby Club Rush	WA Native	
		Gahnia trifida	Coast Saw Sedge	WA Native	
		Juncus kraussii	Salt Marsh or Sea Marsh	WA Native	
	Juncus pallidus	Pale Rush	WA Native		
	Groundcovers	Grevillea crithmifolia	Green Carpet Flower	WA Native	
		Grevillea thelemanniana	Spidernet Grevillea	WA Native	
		Grevilla obtusifolia	Gin Gin Gem	WA Native	
		Acacia lasiocarpa	Glow Wattle	WA Native	
		Myoporum parvifolium	Creeping boobiala	WA Native	
		Thryptomene baekeacea	Nil	WA Native	
		Eremophilla glabra	Kalbarri Carpet	WA Native	
		Grevillea preissii	"Sea Spray"	WA Native	
	Small Shrub to 1m	Hemiandra pungens	Snakebush	WA Native	
		Scaevola crassifolia	Thicked Leafed Fan Flower	WA Native	
		Calothamnus quadrifidus	One sided Bottle brush	WA Native	
		Pimelea ferruginea	Pink Rice Flower	WA Native	
	Medium Shrub to 2m	Olearia axillaris	Coastal Daisy Bush	WA Native	
		Melaleuca huegelii	Chenille Honey Myrtle	WA Native	
		Alyogyne huegelii	Native Hibiscus	WA Native	
		Alyogyne hakeifolia	Native Hibiscus	WA Native	
		Large shrubs 2m+	Acacia cyclops	Red eyed Wattle	WA Native
	Hakea laurina		Pincushion Hakea	WA Native	
	Callistemon glaucus		Albany Bottlebrush	WA Native	
	Hakea bucculenta		Hakea Red Pokers	WA Native	

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(C) TYPOLOGIES_PLANTING

Robb Jetty_Green Streets

The Green Streets should be a sensory experience with a variety of native and exotic species, and should be sheltered, green and lush. Plant species should explore the themes of smell, touch and taste, with the palette working with the street trees to create 'edible streets'. Species should be proven in an urban environment, be water wise and display varying textures and colours.

Area	Type	Genus species	Common Name	WA Native or Exotic	Notes
Robb Jetty Green Streets	Swale & Retention Basin Planting	Baumea articulata	Jointed Twig Rush	WA Native	
		Baumea vaginalis	Sheath Twig Rush	WA Native	
		Bolboschoenus caldwellii	Salt Club Sedge	WA Native	
		Ficinia nodosa	Knobby Club Rush	WA Native	
		Gahnia trifida	Coast Saw Sedge	WA Native	
		Juncus kraussii	Salt Marsh or Sea Marsh	WA Native	
	Juncus pallidus	Pale Rush	WA Native		
	Grasses	Cymbopogon citratus	Lemongrass	Exotic	Edible
		Dianella caerulea	Flax lily	WA Native	
		Tulbaghia violacea	Society Garlic	Exotic	
	Small Shrub to 1m	Lavandula dentata	Lavender	Exotic	
		Rosmarinus officinalis	Rosemary	Exotic	Edible
		Aloysia citrodora	Lemon verbena	Exotic	Edible
Medium Shrub to 2m	Ocimum basilicum	Perennial Basil	Exotic	Edible	
	Alyogyne huegelii	Native Hibiscus	WA Native		
	Alyogyne hakeifolia	Native Hibiscus	WA Native		
Large shrubs 2m+	Laurus nobilis	Bay Tree	Exotic	Can be kept pruned as a hedge	
	Viburnum tinus	Viburnum	Exotic		
	Hibiscus tiliaceus	Cottonwood	Exotic		
	Rhaphiolepis indica	Indian Hawthorn	Exotic		
	Murraya paniculata	Orange Jessamine	Exotic		
	Chamaelirium uncinatum	Geraldton Wax	WA Native		



location plan

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Robb Jetty_Local Streets

The Local Street trees should be proven in an urban environment, be water wise and display varying textures and colours. Species should be able tolerate an inundation of water run off.

Area	Type	Genus species	Common Name	WA Native or Exotic	Notes
Robb Jetty Local Streets	Rain Garden Planting	Baumea vaginalis	Sheath Twig Rush	WA Native	
		Ficinia nodosa	Knobby Club Rush	WA Native	
		Gahnia trifida	Saw Sedge	WA Native	
		Juncus kraussii	Salt Marsh or Sea Marsh	WA Native	
		Juncus pallidus	Pale Rush	WA Native	



location plan



Robb Jetty_Internal Lots

Internal planting within the lots should be mainly Western Australian natives with approved exotic species complimenting the native palette. Species should be proven in an urban environment, be water wise and display varying textures and colours. All species to be hardy, easily maintained and well presented.

Area	Type	Genus species	Common Name	WA Native or Exotic	Notes	
Robb Jetty_Internal Lots	Grasses / Sedges	Liriope muscari	Evergreen Giant	Exotic		
		Limonium preissii	Sea Lavender	Exotic		
		Tulbaghia violacea	Society Garlic	Exotic		
		Lomandra confertifolia	Lomandra Seascape	Australian Native		
		Conostylus candicans	Grey cottonheads	WA Native		
		Ficinia nodosa	Knobby Club Rush	WA Native		
		Lepidosperma gladiatum	Coastal Sword Sedge	WA Native		
		Poa poiformis	Coast Tussock Grass	Australian Native		
		Pennisetum 'rubrum'	Purple Fountain Grass	Exotic		
		Anigozanthos sp.	Kangaroo Paws	WA Native		
		Conostylus aculeata	Cottonhead	WA Native		
		Small Shrub to 1m	Lavendula dentata	Lavender	Exotic	
			Rosmarinus officinalis	Rosemary	Exotic	
			Scaevola crassifolia	Thicket Leafed Fan Flower	WA Native	
	Pimelea ferruginea		Pink Rice Flower	WA Native		
	Rhagodia baccata		Berry Saltbush	WA Native		
	Correa alba		White Flowered Correa	Australian Native		
	Succulents	Aeonium arborescens	House Leek	Exotic		
		Cotyledon orbiculata	Pigs Ear	Exotic		
		Agave attenuata	Swan Necked Agave	Exotic		
	Medium Shrub to 2m	Olearia axillaris	Coastal Daisy Bush	WA Native		
		Alyogyne huegelii	Native Hibiscus	WA Native		
		Alyxia buxifolia	Sea Box	WA Native		
		Alyogyne hakeifolia	Native Hibiscus	WA Native		
	Large shrubs 2m+	Viburnum tinus	Viburnum	Exotic		
		Hibiscus tiliaceus	Cottonwood	Exotic		
		Rhaphiolepis indica	Indian Hawthorn	Exotic		

Note : The species list is a pre-approved list only. Additional species would be acceptable subject to sign off from the City.

