



Part C: Typologies

Contents

- 1.0 Street Tree Hierarchy
- 2.0 Streetscape Typologies
- 3.0 POS Typologies
- 4.0 POS Tree Hierarchy
- 5.0 Planting Typologies

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_STREETSCAPES

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 a 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

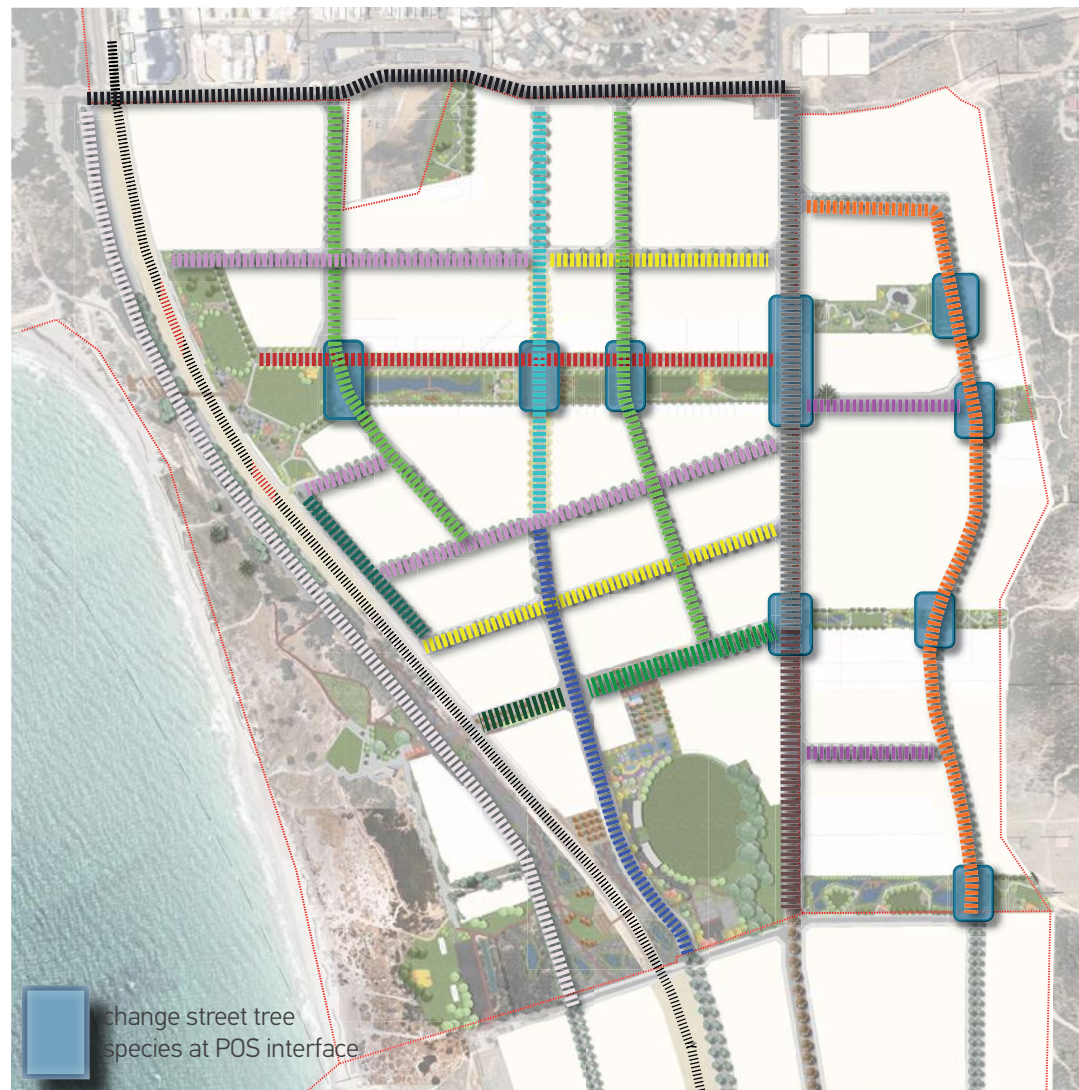


Figure 1_street tree hierarchy plan

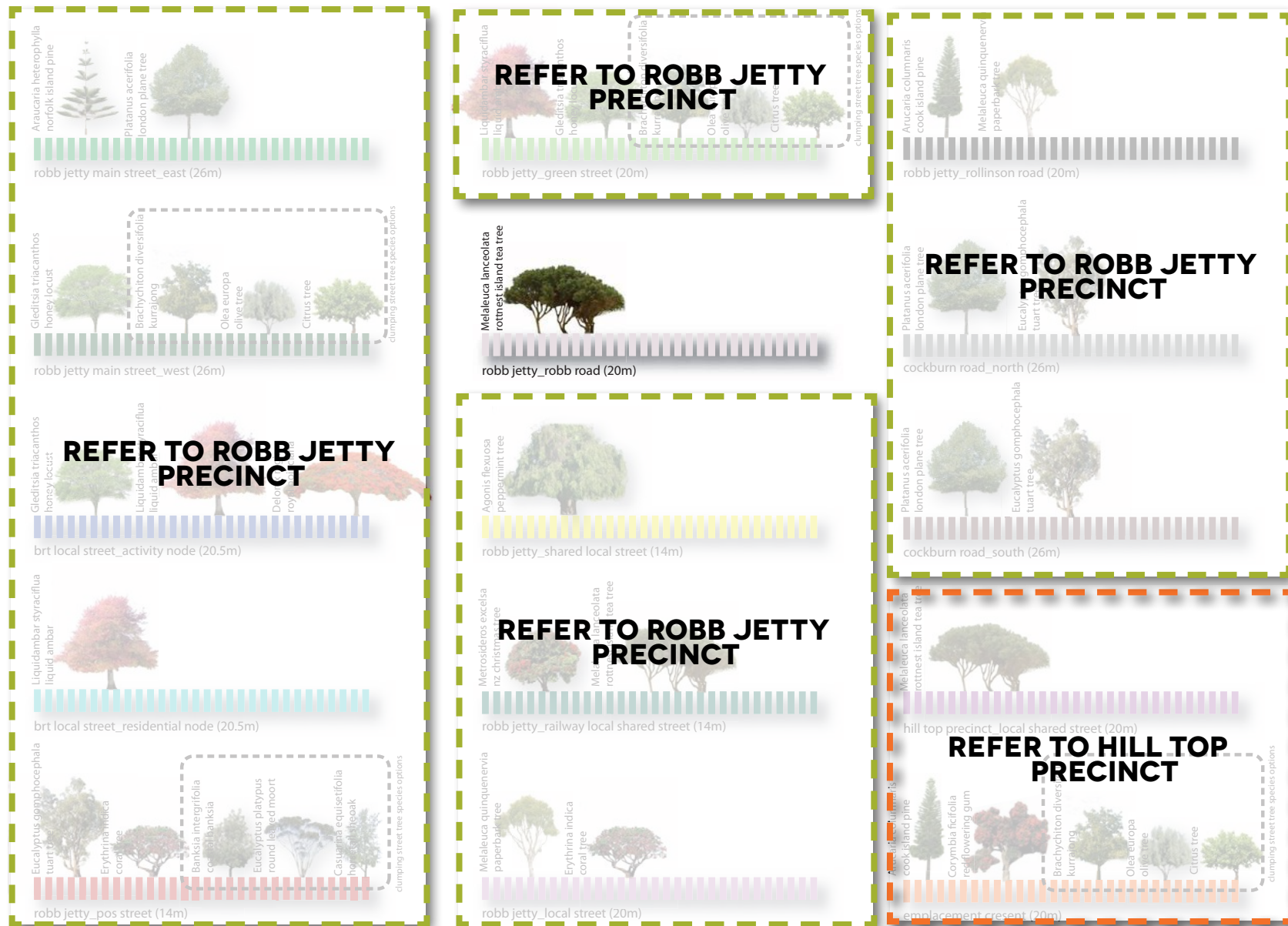


Figure 2_street tree species





TYOLOGIES_STREETSCAPES

2.1 Streetscape Typologies

Design Intent

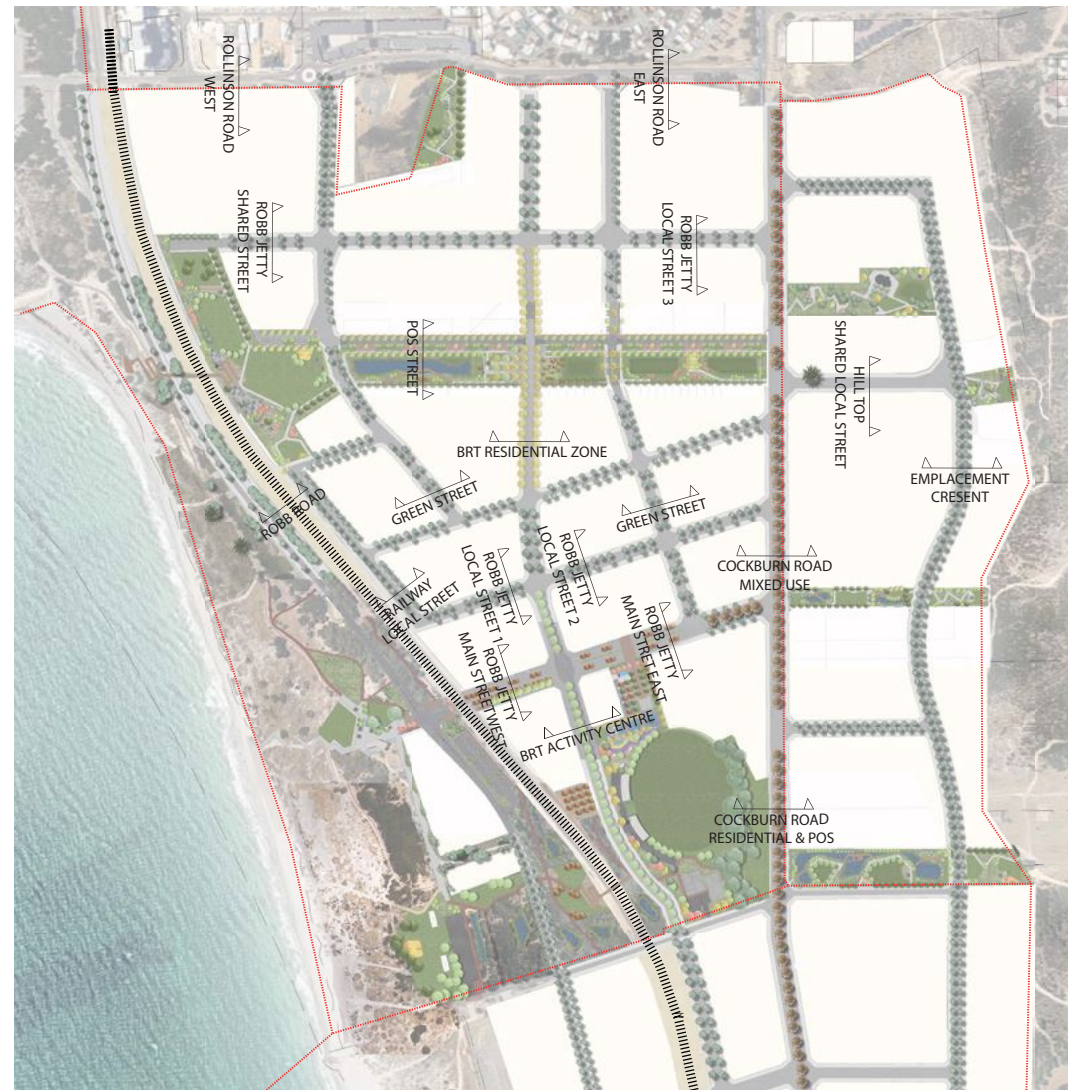
The streetscapes have been designed with coordination with the local authority and civil engineer to create serviceable, habitable streets that have high functional and aesthetic outcomes. They are an evolution of the design intent expressed in the LSP.

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



This page has been intentionally left blank



(C) TYPOLOGIES_STREETSCAPES

2.2 Robb Road Local Street

Robb Road Local Street is a north/south running street located between the existing rail reserve and the existing dunal system. It incorporates the following principles:

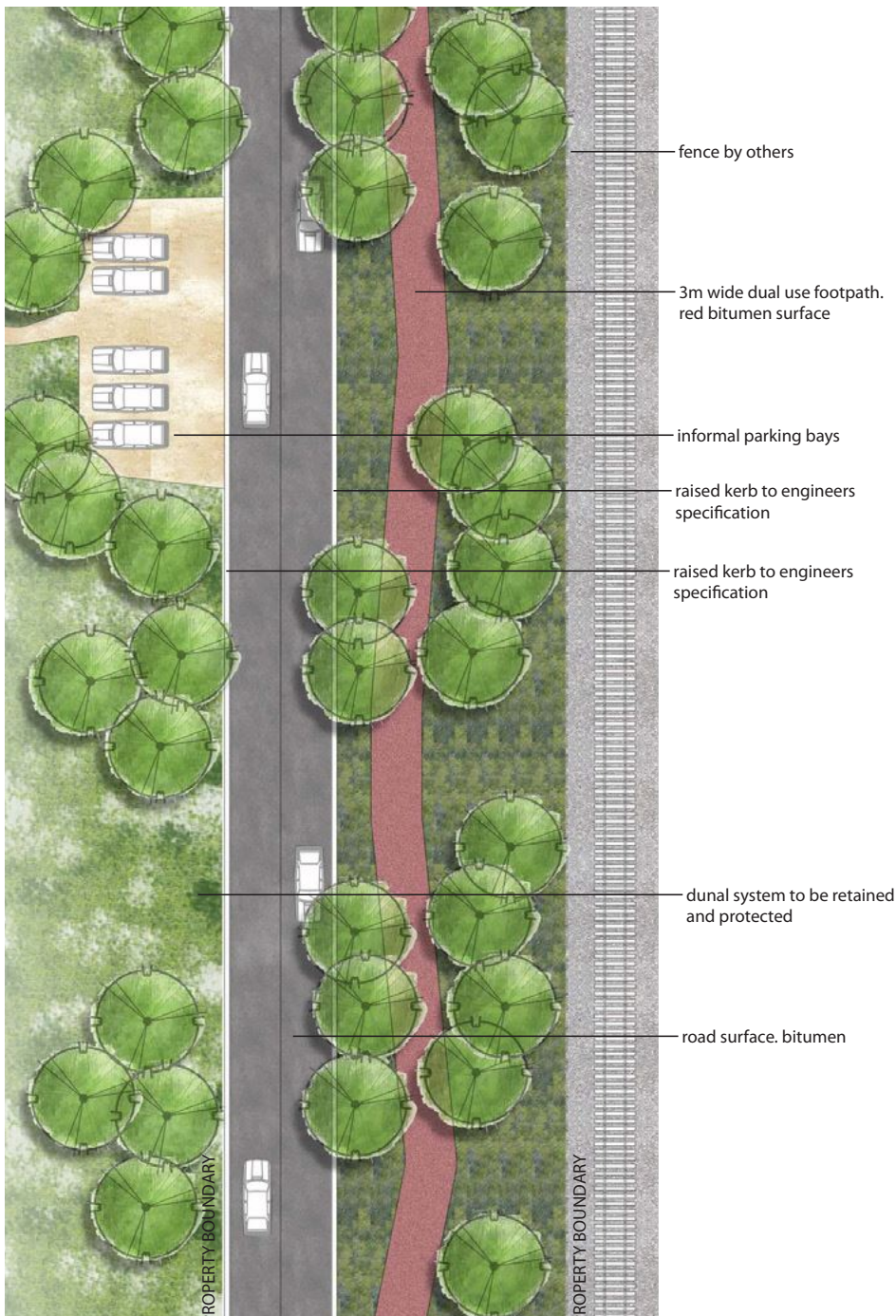
- Street tree selections provide a distinct feel to the street and integrates with the existing vegetation of the dunal systems. Selected species must be able to cope with extreme weather conditions and exposure to strong winds.
- Informal parking bays to be located in areas along Robb Road that does not impact on or degrade existing landscape condition. Parking areas to be compacted limestone (or similar) with informal access to the beach.
- Furniture to be robust, readily available and easily maintained.



location plan



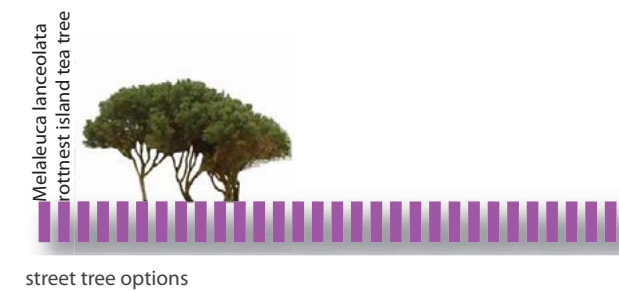
vibe images



Robb Road Local Street - Typical Plan



Robb Road Local Street - Typical Section





(C) TYPOLOGIES_STREETSCAPES

2.3 Surface Treatment Changes

Design Intent

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

1. Robb Jetty Main Street/Beach side Plaza_change in surface material to create visual link between Main Street and Beach side Plaza, and to enforce a low speed environment



surface treatment changes location plan

(C) POS LOCATIONS

3.0 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

3.1 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

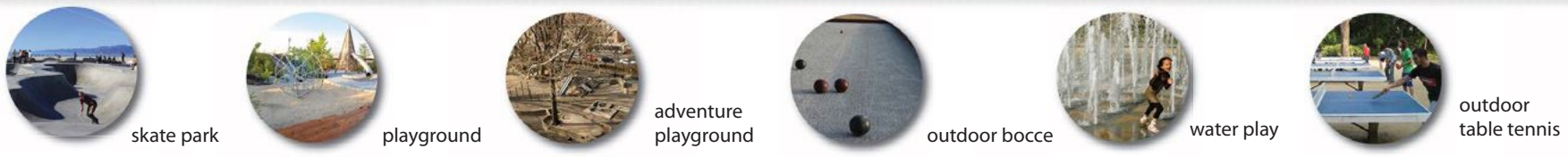


horse exercise location



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

pavillion structure

pavillion 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

3.2 Coastal Walk

The Coastal Walk runs the length of the precinct from Catherine Point down to McTaggart Park.

The intent of the coastal walk is to offer access to the beach at key points, assist in rehabilitation and protection of the dunal system, connect to the Robb Jetty precinct at the Beach side Plaza and other destinations, and offer moments to pause and take in the extensive views.

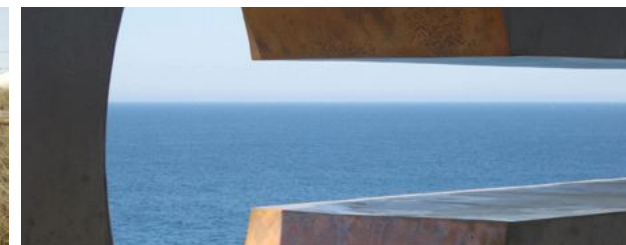
The walk should look to tread lightly and use materials that are robust and long lasting.

It should retain as much of the existing built fabric as possible with insertions at key points that are nuanced and sensitive.

Tree and planting species should be restricted to Western Australian endemic species to establish a healthy and diverse dunal system.

Furniture selections should be robust and long lasting, yet work with the existing fabric with its materiality to ensure a synergy between the two.

Refer to 'Part B_Thematic Responses' for additional information on opportunities within the coastal walk.



coastal walk_vibe imagery

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

'There is no risk. One step back and I am safe again, among things hardened and separated by naming and science. One step forward.....sleep.

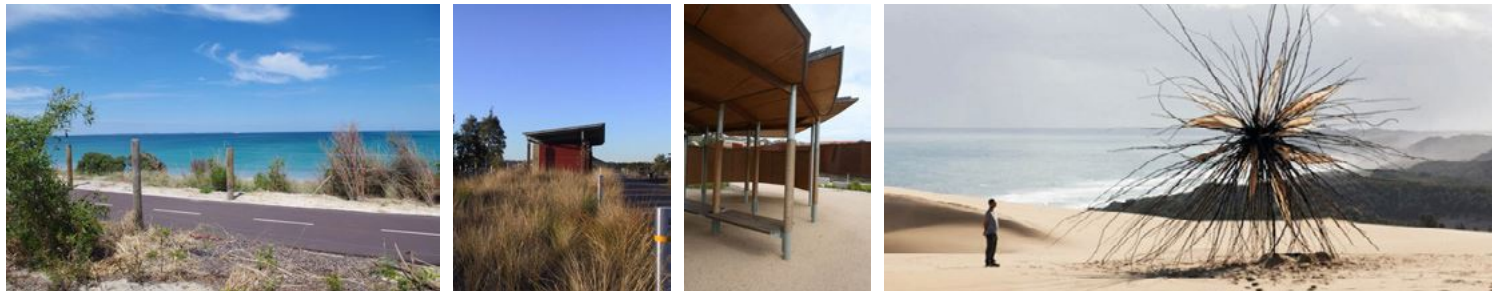


Meanwhile, this narrow littoral, these volumes that merge and separate and merge again without displacement, this double and triple-mindedness,



the various melodies, known and unknown, hinting at a final chord, when the horizontal at last becomes vertical, and movement ceases; the nearest thing to simultaneity, perhaps, This Side.'

'Coast' extract, by Peter Goldsworthy





(C) TYPOLOGIES_POS

3.3 Railway Corridor

The Railway Corridor is located in between the existing rail reserve and Robb Road.

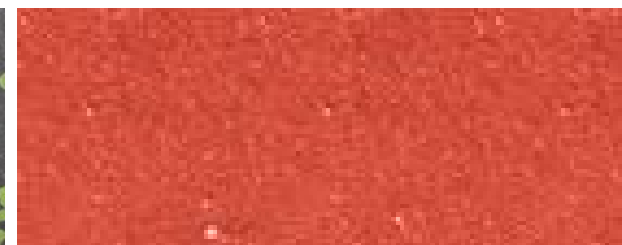
The park offers a unique passage from north to south throughout the site and should engage with the existing rail reserve where possible.

The corridor will consist of a dual use path aimed at providing amenity for higher speed cyclists and runners, whilst also offering moments to pause and engage with the passing trains.

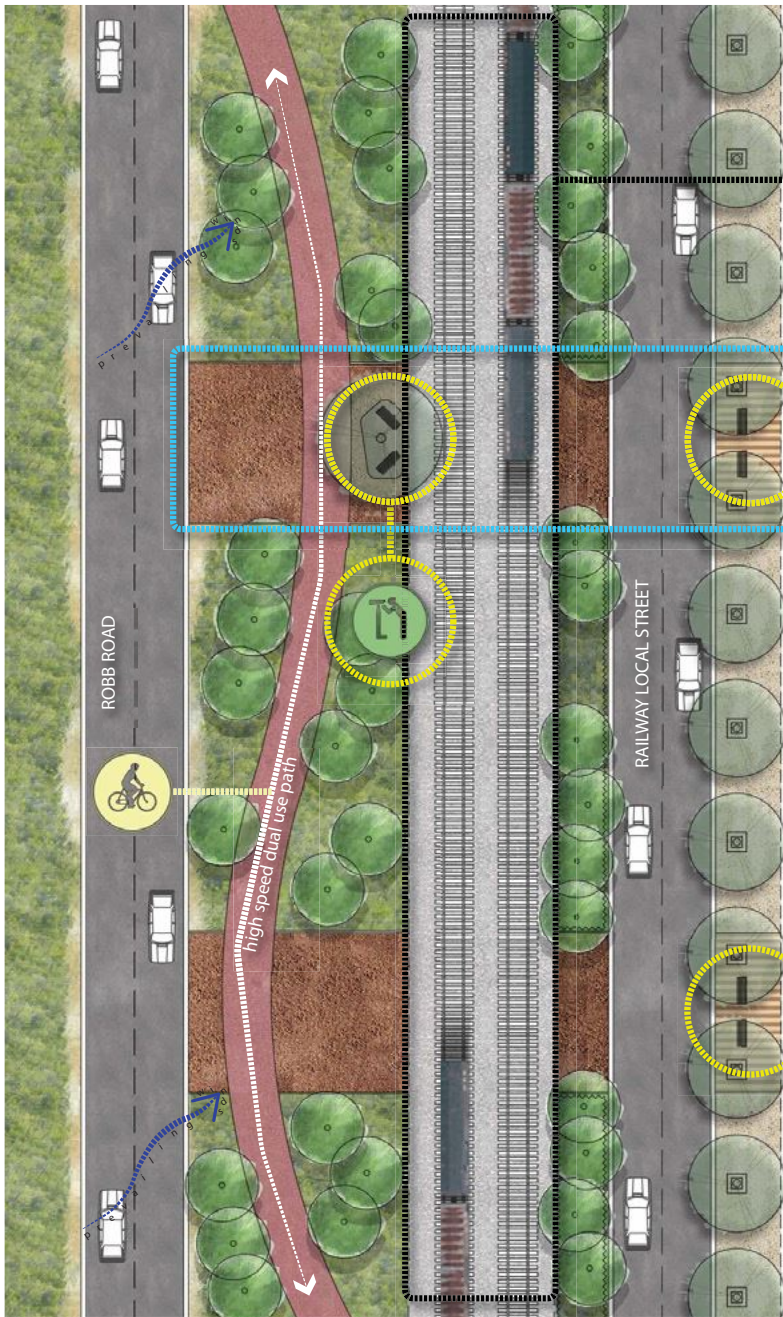
The Railway Corridor should work with the Railway Road streetscape design in providing outlook through the corridor and on to the ocean where possible.

Tree and planting species should primarily be Western Australian natives and tolerant of the coastal conditions. Existing vegetation of health should look to be protected as it plays an important role in retaining a sense of place of the site.

Any furniture selections should be robust, have a direct language with the street furniture of Railway Road, be easily maintained and readily available.



railway corridor_vibe imagery



railway corridor_general arrangement

railway reserve
 _no public access
 _no planting
 _area fenced off to relevant authorities requirements

viewing corridor
 _ 'pause moments' on east side of Railway Local Street
 _ west of Railway Local Street to be kept clear of vegetation to allow viewing through to railway tracks
 _ high speed dual use path in railway corridor
 _ 'pause moments' on east side of high speed dual use path to allow viewing of trains
 _ west of high speed dual use path to be kept clear of vegetation to allow views through to ocean.

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



fence style to railway reserve



FORESHORE
 PRECINCT

