



Etwell Street Local Centre Revitalisation Plan

Old Spaces New Places Project 2



TOWN OF
VICTORIA PARK

Draft Report

Rev B

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Executive Summary

The Etwell Street Local Centre Revitalisation Project represents a collaborative design approach to urban design. Local residents, business owners, land owners, Town of Victoria Park staff and Elected Members have worked together to develop a shared vision for the future of the Etwell Street Local Centre.

The Etwell Street Local Centre Revitalisation Project aims to transform the Etwell Street Local Centre into an important hub and local meeting place.

The project was initiated by a self forming group of local residents who joined with business owners, landowners, Town of Victoria Park staff and Elected Members to form a Design Reference Group that were guided through a design process to establish a shared vision for the desired future of the Etwell Street Local Centre.

The first stage in the design process involved analysing the current context and condition of the center along with exploring a diverse range of opportunities for its future condition. This produced a complex set of objectives under the themes of Movement, Safety, Beautification and Activation/Amenity.

The second stage involved the interpretation of these objectives into a number of spatial concepts for the future public realm of Etwell Street. These concepts were broken apart and explored by the Design Reference Group. This second stage produced the unexpected

favouring of a curving of the road through the Etwell Street Local Centre.

The third stage refined the design in a further level of detail. A variation of the design was presented to the group which was of a more conventional design however the group reaffirmed their original preference. There was a strong desire for the design to be a special, somewhat unique outcome best suited to the context, usage and desired condition.

The final outcome is a product of this process and captures a vision that was developed collaboratively with local residents, business owners, land owners, Town of Victoria Park staff and Elected Members. It is an idiosyncratic design outcome that aspires for Etwell Street Local Centre to be a special place that plays an important part in the local lifestyle. A place the local community can be proud of.

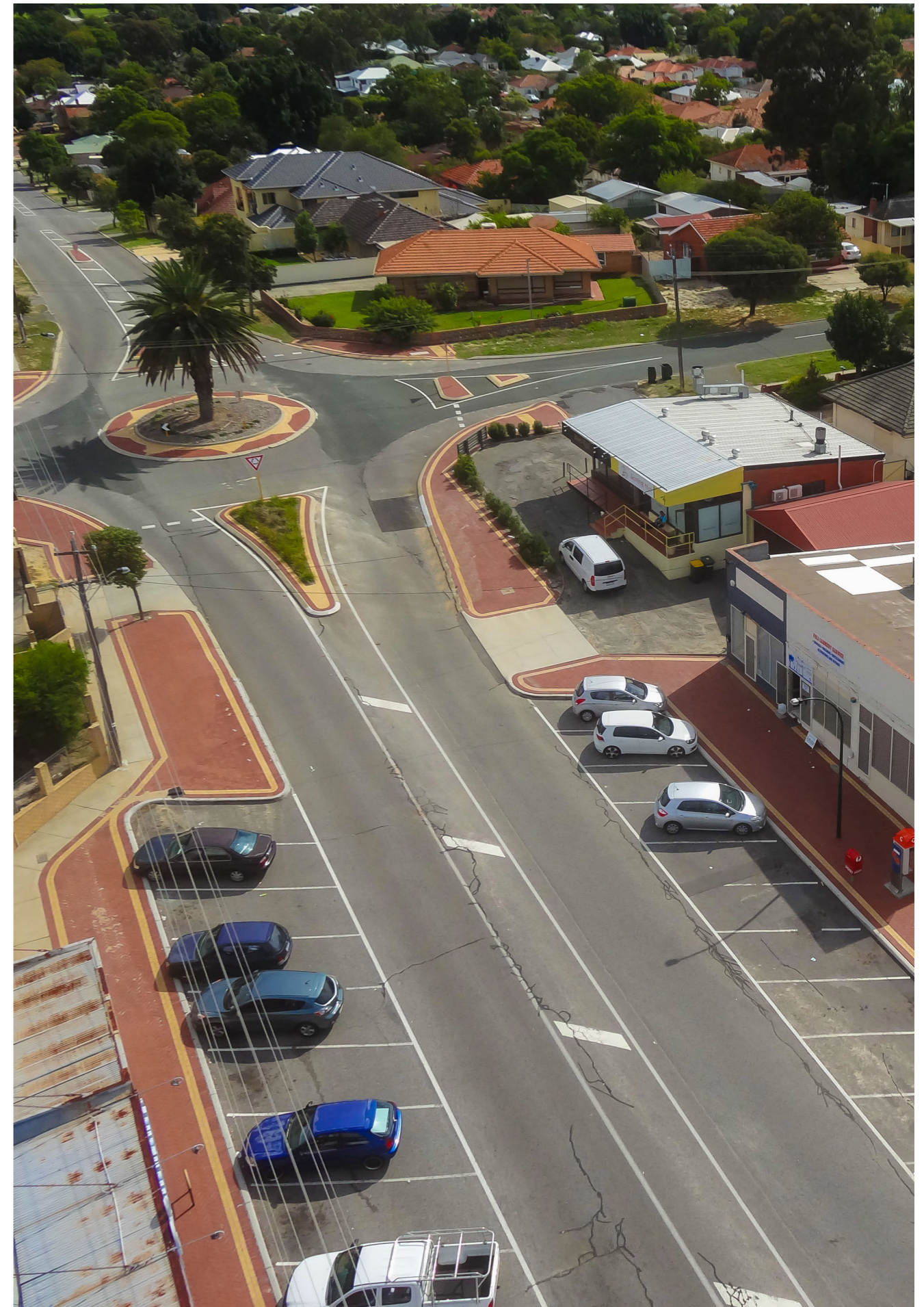


Figure 01: Etwell Street Local Centre - Photo - Chris Tran



Introduction

The Etwell Street Local Centre is well situated to be a neighbourhood hub that provides local scale amenity and services to its surrounding community. This role is supported in the planning framework with the "Local Centre" zoning of the land allowing a diverse range of land uses.

The Etwell Street Local Centre is currently restricted by the poor quality of the public realm and private built form. Expansive hard-scape ground surfaces, inhospitable (and in some instances defensive) buildings, a lack of trees and car prioritisation contribute to create an urban environment that is harsh, uninviting and uncomfortable. Due to this environment the local community are not encouraged to stay within or frequently visit the centre. Without street life the business' and private land use is symptomatically introverted further contributing to the poor experience.

A statement received from an early workshop session succinctly summarises the current local centre's situation:

"We reside on Etwell Street, but we LIVE elsewhere"

This statement summarised the current condition with local residents frequently meeting their amenity needs by traveling out of their local area seeking improved experiences.

Project Initiation

A self forming group of local residents met with Town of Victoria Park staff and different avenues and approaches for the revitalisation of the Etwell Street Local Centre were presented. It was agreed the most suitable approach for the group was to participate in a collaborative design process with the aim of capturing the group's desired condition and vision for the Etwell Street Centre in a concept plan (illustrated in Figure 02).

During this meeting the significant role of business owners, land owners, town subject matter experts and Elected Members was identified. These key stakeholders were identified and invited to join the local resident group in forming a Design Reference Group of approximately 25 members.

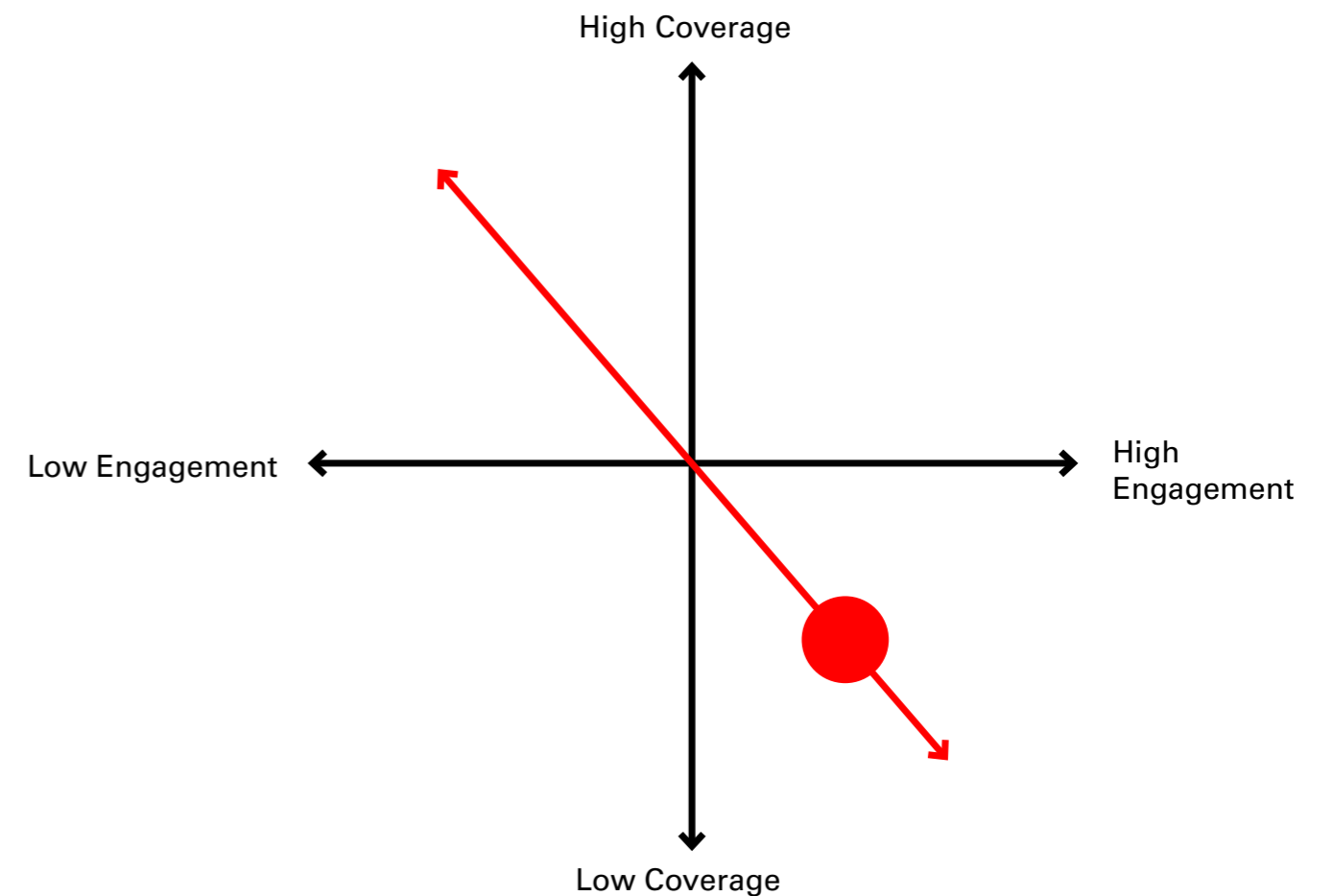


Figure 02: Community engagement spectrum with the agreed collaborative design process represented as the red circle.

Project Process

The low coverage high engagement approach that the resident group agreed to pursue, was planned and supported by the Town of Victoria Park.

The process centred around three workshops:

- Workshop 1: Analysis and Opportunities
- Workshop 2: Concept Options
- Workshop 3: Agreed Direction

These workshops follow the typical stages of the design process and allow the community and stakeholders to be intimately involved with the evolution of the design through each stage of the process.

The aim of the collaborative design process is a sense of shared ownership of the final outcome. In this project it is a sense of ownership of, and contribution to, a shared vision for the future of the Etwell Street Local Centre.

Site and Scope

The project scope focused on the public realm along Etwell Street between Riverview Road and Northampton Street. The Etwell Street streetscape beyond this was not included in the project. The private land holdings within the centre were also not considered beyond speculation that public realm upgrades could catalyse upgrades on private land and a regenerative upward trend.



Analysis and opportunities

Town context

The focus of the Etwell Street revitalisation project is the Etwell Street Local Centre. There are a number of reasons that contribute to this being an appropriate location for a focused revitalisation project with the potential to have a significant positive influence on the surrounding community.

Etwell Street is a 1.4km straight road running between two of the Town's largest active reserve spaces of Harold Rossiter Reserve and Higgins Park. Each of these reserves has an adjacent school (Kent Street Senior High School and Millen Primary School respectively).

Surrounding the Etwell Street Local Centre is the large residential neighbourhood of East Victoria Park. East Victoria Park Town Centre is 1km north-east and Curtin University, Technology Park and South Metropolitan Tafe is only 400m south west of the Local Centre.

While the major regional activity drivers are relatively close by, the predominantly residential land use surrounding the Etwell Local Centre highlights the potential of this small local centre to provide meaningful local scale amenity to the community.

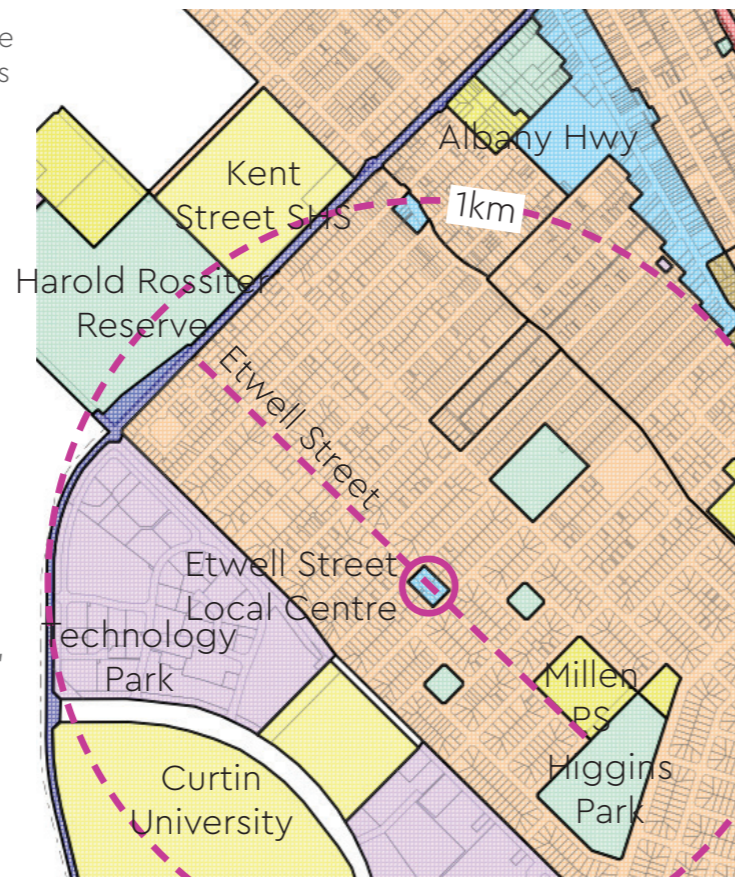


Figure 03: Excerpt from Town of Victoria Park, Town Planning Scheme No.1 - P12 East Victoria Park Precinct

Planning and tenure

The Etwell Street local centre comprises five privately owned properties, 63, 63a, 64, 65 and 66 Etwell Street and a wide road reserve that varies from 20m to 30m.

The "Local Centre" land use zoning is intended for the consolidation of services meeting the day to day needs of the local population. This is a flexible zoning typology which allows a broad range of land uses as described in the Town of Victoria Park Town Planning Scheme No.1, P12 East Victoria Park Precinct.

The centre's northern boundary is defined by Riverview Road and its southern by Northampton Street.

Currently 63 and 66 Etwell Street are occupied by lodging houses for short term accommodation and 64, 63A and 65 are occupied by shops and restaurants.

Local Centre Residential (R20)

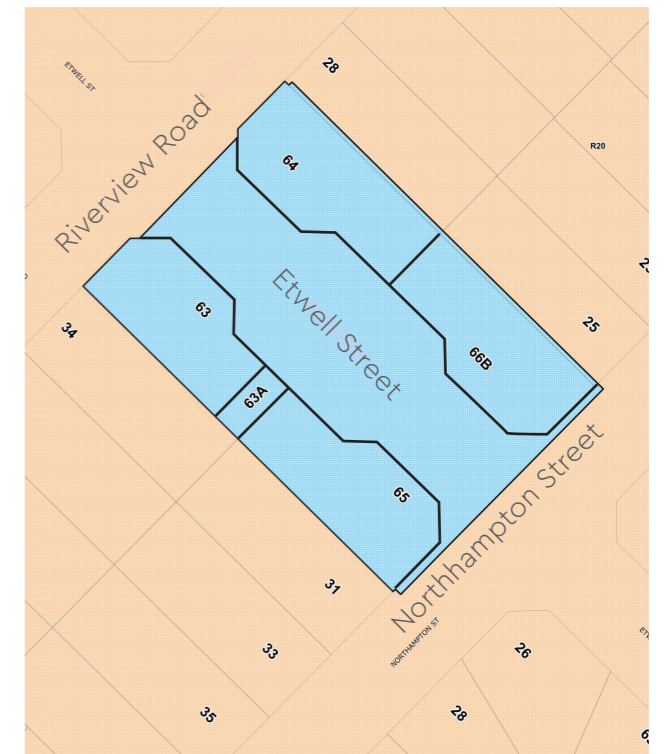


Figure 04: Excerpt from Town of Victoria Park, Town Planning Scheme No.1 - P12 East Victoria Park Precinct

Services

The service infrastructure at Etwell Centre comprises:

- Five pole top street lights, four of which are attached to the transmission poles on the western side of the street and one free standing pole on the eastern side.
- Water lines to each side of the street that notably run beneath the car park spaces.
- Overhead power line on the western side of the street including over the car park spaces.
- Underground power on the eastern side of the street that follows the footpath alignment (not beneath car park space).

Power (underground) Water
Power (above ground) Street light



Figure 05: Location of services - information from ToVP Intramaps

Existing urban form



Commercial premises (north to south): TJ's Thai Cuisine, Om Cafe, Jay's Masala Junctions and Iwash Laundry service



Lodging house and car park: 66 Etwell Street



Streetscape: The Etwell Local Centre streetscape comprises 21 angled car bays, 1 DDA compliant car bay, 10.5m road carriageway with painted median, two bus stops and paved and concrete hardscape pedestrian circulation spaces.





Lodging house and car park: 63 Etwell Street



Existing urban form continued



Commercial premises (north to south): U Chus Fair Trade, Cloud 9 smoke shop, Healthy Corner (News and deli) and Hoya Sushi.



Vacant block: An open vacant lot exists at the southern portion of the 65 Etwell Street lot.



Urban Trees

The Etwell Street Local Centre currently has minimal public or private realm trees. This lack of tree canopy coverage when combined with the expansive pedestrian and vehicle hardscape surfaces creates an unpleasant hot, harsh urban environment which has a detrimental effect on the experience of the centre during the day and discourages visitation and occupation of the centre.

The current composition of street trees in the Etwell Street Local Centre is represented in Figure 06, right. The size of the canopy of each tree is represented by the size of the green circle on the plan (source ToVP Intramaps).

Two large Canary Island Date Palms (*Phoenix canariensis*) are within the roundabouts at each end of the centre. Two Norfolk Island Hibiscus (*Lagunaria patersonia*) are located in front of the lodging houses, one at 63 and one at 66 Etwell Street. A single Callistemon (*Callistemon Kings Park Special*) is located in front of the vacant portion of the 65 Etwell Street lot. The shade provided by these trees is minimal and they offer very little relief from the expansive hardscape of the local centre.

The under provision of street trees on Etwell street, especially the Etwell Street Local Centre is highlighted in Figure 07, right. The adjacent east/west running streets of Northampton Street and Riverview Road have considerably more street trees and canopy coverage. This under provision is considered a key deficiency in the urban form of the existing Etwell Street Local Centre.



Figure 06: Location of street trees- information from ToVP Intramaps



Figure 07: Location of street trees- information from ToVP Intramaps



Phoenix canariensis in the northern roundabout



Laguna patersonia near 63 Etwell Street



Callistemon Kings Park Special near 65 Etwell Street



Laguna patersonia near 66 Etwell Street



Melaleuca lanceolata street trees on Riverview Road from Etwell Street intersection



Phoenix canariensis in the northern roundabout



Aspirational Precedents

A number of aspiration precedents were studied to understand the elements of their urban design that led to their success as popular local centres.

Each precedent was selected for certain similarities to the Etwell context and notably all precedents were from within the Perth metropolitan area. The use of local precedents allowed a familiarity of the project team and community Design Reference

Angelo Street, South Perth

Angelo Street was described as an aspirational precedent by residents of Etwell Street. It is close enough (4km) that Etwell Street residents will drive to Angelo Street because the experience and offerings is of a better quality than that of the Etwell Street Centre.

Characteristic urban design elements:

- Road surface change (colour and texture) to the local centre area.
- Amble trees and garden beds to verge spaces and road median
- Parallel parking and sense of tightness to road carriageway
- Trading into, and engaging with the footpath space



Group with the physical space, opposed to photographs of the space. This allowed a more comprehension understanding of the context and experience of each precedent.

The local nature of the precedents also provided the benefit of allowing the project ambition to be constrained within the limits of public realm in Perth and be appropriate to the climate, policy context, road and safety standards and community lifestyle characteristics.

Ardross Street, Applecross

Ardross Street in Applecross is a successful local centre that is fairly close to the Etwell Street Local Centre (6km). Ardross Street is similarly located within a large residential area servicing the local community and attracting visitors from beyond.

Characteristic urban design elements:

- Road surface change including raised portions
- Trees and garden beds in verge spaces with a focus on shading pedestrian and alfresco spaces
- Wide public space areas in certain locations between the carriageway and shopfronts.



Napolean Street, Cottesloe

Napolean Street in Cottesloe is a successful local commercial centre. While the commercial context is quite different from the Etwell Street Local Centre, Napolean Street's urban design is considered to create a comfortable and interesting environment for visitors.

Characteristic urban design elements:

- Alternating public space and car parking space between verge and shopfronts
- Narrow road width and sense of tightness to the urban form
- Varied parking typologies
- Small trees and planter boxes



George Street, East Fremantle

George Street in East Fremantle was studied as another successful local centre that provides an inviting, desirable environment. This street provides significant local amenity within its relatively small space.

Characteristic urban design elements:

- Parallel parking to both sides of the street
- Narrow road carriageway
- Sense of tightness and intimacy to the whole form.
- Commercial premises that engage with the street and spill into the pedestrian environment
- Shade from both awnings and trees



Opportunities Exploration

During the first of three workshops a Design Reference Group was lead through a summary of the project intent and purpose, site analysis and an aspirational precedent analysis. This Design Reference Group comprised local residents, business owners, land owners, Elected Members and Town of Victoria Park subject matter experts. Following this information session a workshop session was conducted in which the design reference group focused on individual topics and contributed to the generation of opportunities for each topic that could be implemented to enhance the Etwell Street Local Centre. These topics were based on four major themes, Movement, Activation and Amenity, Beautification and Safety. These four themes were derived from the initial meeting with local residents and were determined as the main underlying themes from the feedback and discussion of their experience of the Etwell Street Local Centre. Below represents a summary of the opportunities and directions described by the Design Reference Group related specifically to a number of subjects. A detailed compilation of workshop responses can be found in Appendix 01 Workshop 1 Outcomes.

| Safety | |
|---|--|
| Passive Surveillance | |
| <ul style="list-style-type: none"> Active open frontages Clear sight lines CCTV | |
| Community Activities | |
| <ul style="list-style-type: none"> Street Life Frontage and verge pride Active at various times of day | |
| Perception | |
| <ul style="list-style-type: none"> Unsafe, uninviting The environment creates the perception | |
| Lighting | |
| <ul style="list-style-type: none"> Street lighting Lighting from business Feature lighting | |
| Public Space Design | |
| <ul style="list-style-type: none"> Mixed / varied usage Less hardscape, more softscape) CPTED | |
| Other | |
| <ul style="list-style-type: none"> Improve cyclist safety | |

| Movement | |
|--|--|
| Pedestrian Experience | Cycling Experience |
| <ul style="list-style-type: none"> Shading Encourage stopping | <ul style="list-style-type: none"> Slowing vehicles Quality bike facilities |
| Buses | Parking and Loading |
| <ul style="list-style-type: none"> Examine bus stop locations Slowing of the buses Improve quality of the bus stops | <ul style="list-style-type: none"> A lot of deliveries and take away pick ups occur without specific spaces Timed parking was mentioned as a suitable and appropriate means of managing parking. |
| Vehicles | |
| <ul style="list-style-type: none"> Slowing and enticing them to pull over and stop Narrowing of the roadway Material change (colour and textural change) Raising the road surface Street trees and roadside parking to help slow vehicles | |

| Activation and amenity | |
|--|---|
| Types | Spaces |
| <ul style="list-style-type: none"> Food focus / food hub Alfresco dining Daytime activation (cafe, shop footpath engagement) | <ul style="list-style-type: none"> Create public spaces in the verge/footpath area Alfresco areas, parklets etc. Enable street life |
| Business | Program / Events |
| <ul style="list-style-type: none"> Shop front quality (inc. signage quality) Business diversity (eg Cafe') Business promotion opportunities | <ul style="list-style-type: none"> Food focused street event Community meal / dinner event Opportunity for an event on the vacant land |
| Other | |
| <ul style="list-style-type: none"> Lighting to improve night experience Car parking rationalisation | |

| Beautification | |
|---|--|
| Trees | Planting |
| <ul style="list-style-type: none"> Tree planting to shade pedestrian spaces and this function to be prioritised in species selection Both median and verge planting opportunities for tree planting Large, soft, lit trees | <ul style="list-style-type: none"> Soft, green, inviting space created through inclusion of planting Median and verge opportunities Lead - in / approach verges (corners with Northampton Street and corners with Riverview Road) Soften the hard surfaces and walls |
| Surfaces | Private interfaces |
| <ul style="list-style-type: none"> Widen verge / path space Alter road alignment, material, colour and elevation (rasied road) | <ul style="list-style-type: none"> Planting to soften Elements to encourage visiting and stopping (eg. drink fountain and dog bowl) |
| Art | |
| <ul style="list-style-type: none"> Encourage stopping Building identity Murals and shop front opportunities | |

Design Principles

While specific opportunities were described and discussed, the collated responses can be extrapolated into a number of design principles. These design principles not only provided guidance the concept design but also future detailed project stages. These principles form the underlying vision for the Etwell Street Local Centre

The complete information and responses gathered during the workshops can be found in Appendix 01.

The following will be created by the Etwell Street Local Centre Revitalisation project:

- ***Interesting (unique)***
- ***Aesthetic (beautiful)***
- ***Greening***
- ***Trees with an emphasis for shading of pedestrians***
- ***Distinct public spaces***
- ***Moderated parking***
- ***Flexibility in program opportunities***
- ***Integrated art work***



Figure 08: Etwell Street Local Centre from the Riverview Road intersection



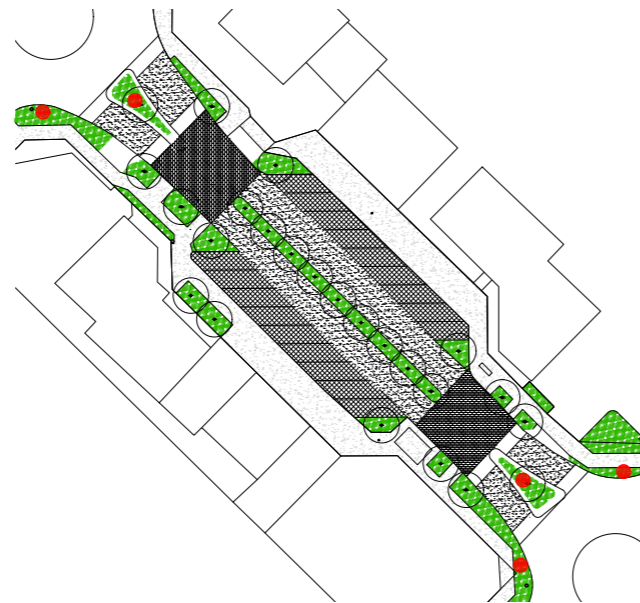
Concept Options

The Options

Information gathered during the analysis and opportunities stage was used as the basis for creating three different spatial concepts for the revitalisation of the Etwell Street centre's public realm. Each of these options proposed different concepts for the Street, Parking and Loading, Public Space, Trees and Planting, Event Opportunities and Art Opportunities. The concepts were presented and discussed with the Design Reference Group during the second workshop. The following describes the proposed concepts and the majority response of the Design Reference Group to each element.



Sketch Option 1



Sketch Option 2

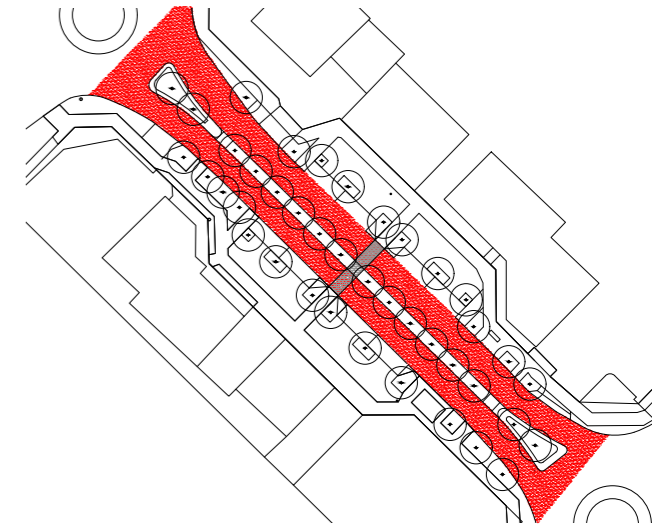


Sketch Option 3

The Street

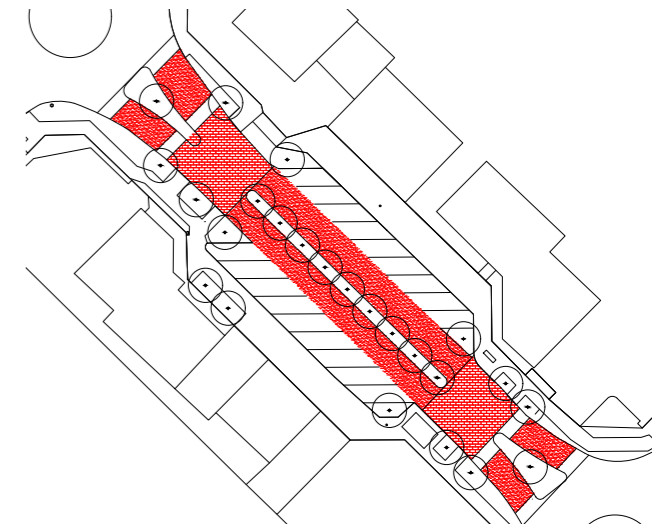
Option 1

- Maintain roadway material and height Add planted median
- Add central crossing



Option 2

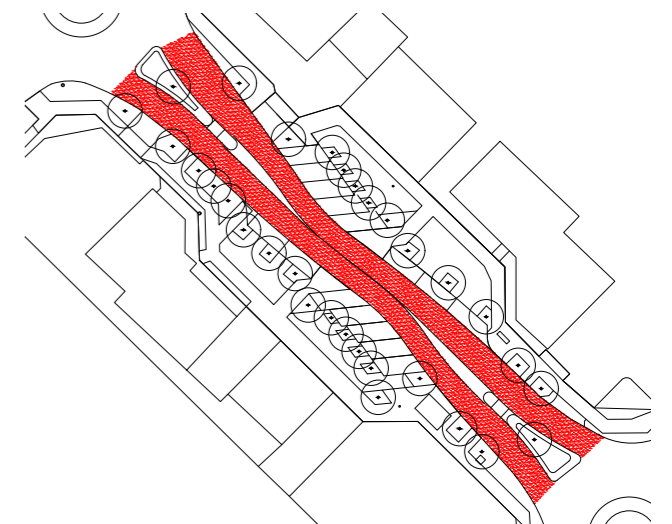
- Raise full length of roadway
- Delineation of crossing zone with surface treatment



Option 3

- Re-Aligned (curved) road
- No median
- Existing crossing points

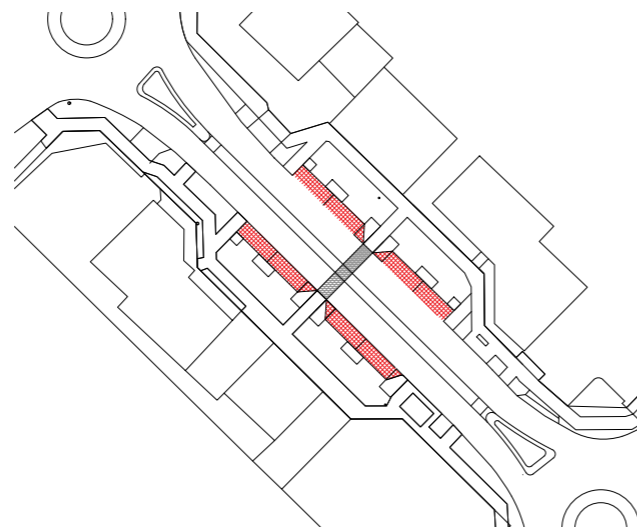
Option 3 was the preferred option and curving of the roadway was favoured as a traffic calming technique.



Parking and Loading

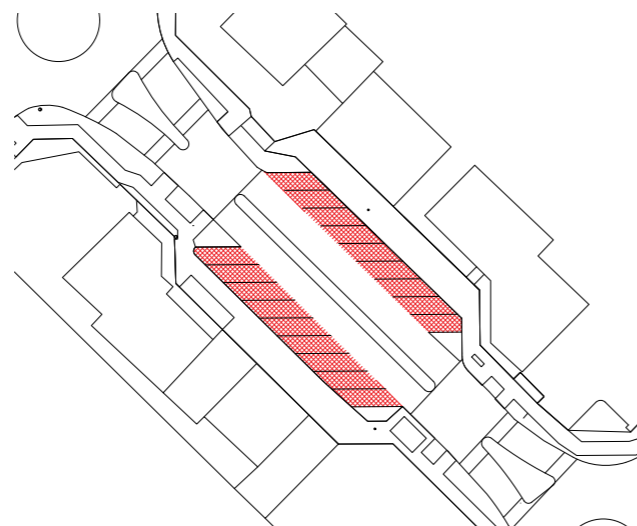
Option 1

- Convert all angled parking to parallel parking



Option 2

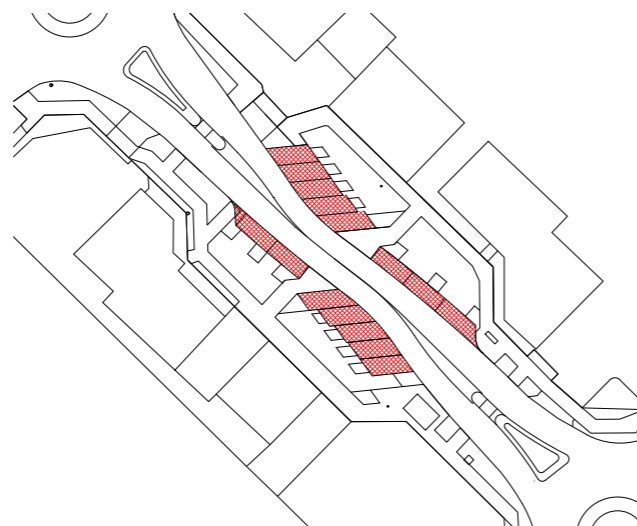
- Maintain angled parking



Option 3

- Mixed angled and parallel

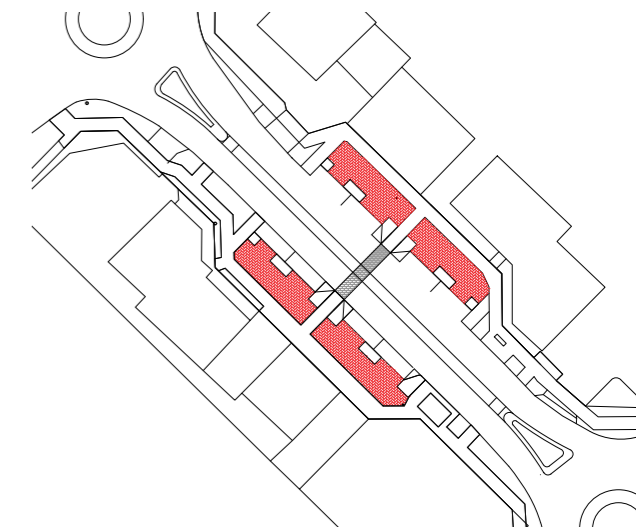
Option 3 was the preferred option and a mixture of angled and parallel parking was preferred with the opportunity to manage parking so the parallel bays were for short term (loading and take away pickups).



Public Space

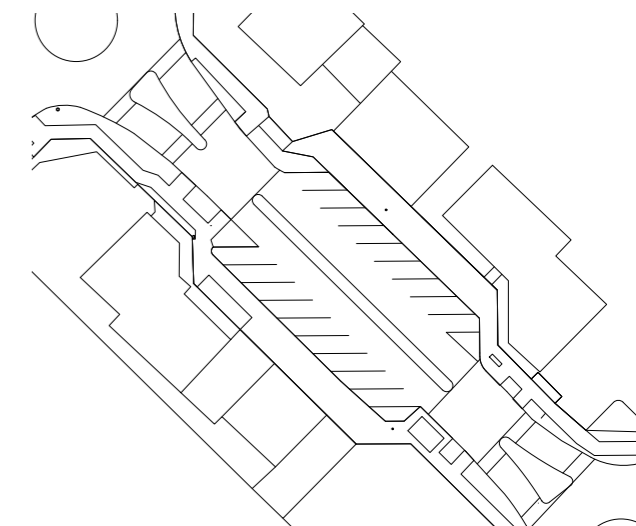
Option 1

- Large, long, evenly spread public open space created



Option 2

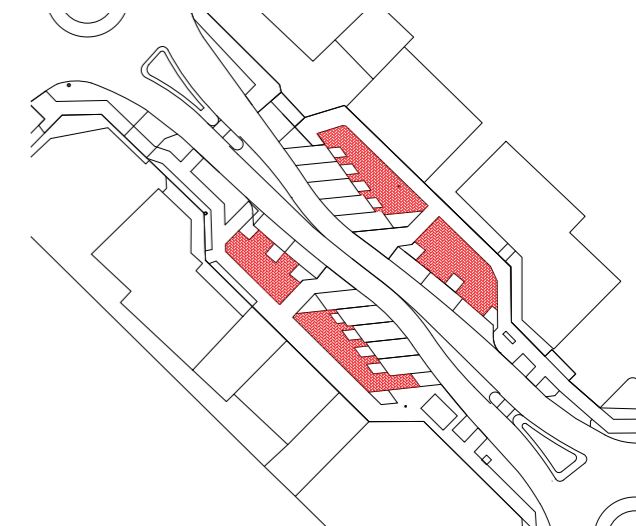
- Public space size is maintained



Option 3

- Two broad "lobes" on either side.

Option 3 was the preferred option and the creation of two lobes of public space was preferred. However it was described that the preference would be for a change to switch parking types so the public space was created in front of the commercial properties rather than lodging houses.



Trees and Planting

Option 1

- Median trees
- Adjacent parallel parking



Option 2

- Median trees
- Opportunities between parking and intersection



Option 3

- No median trees
- Trees + planting incorporated within public space to define the spaces

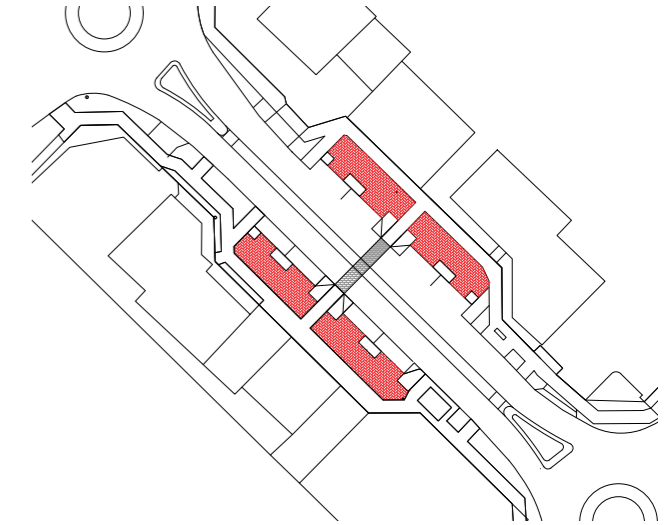
Option 3 was the preferred option and the focus on trees to improve the experience of the pedestrian paths and public spaces was a strong feeling of the group



Event Opportunities

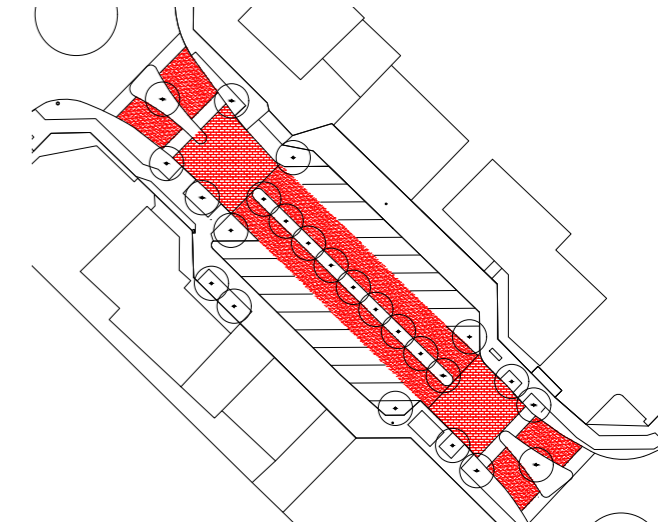
Option 1

- Large, linear public spaces have capacity to host events (market, community meals etc) without closing the road.



Option 2

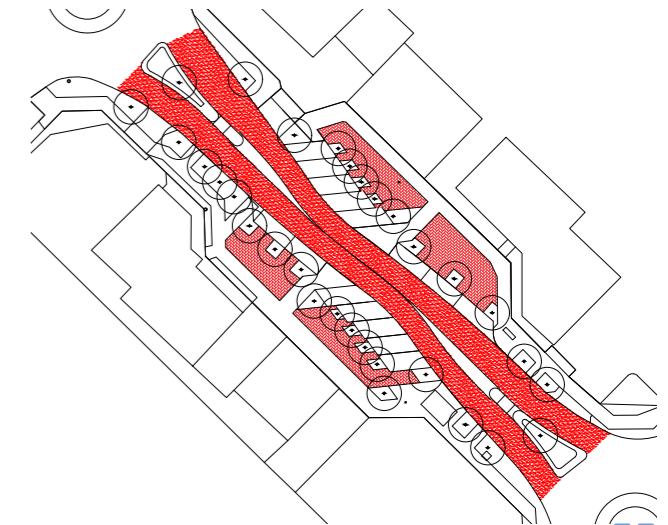
- Events space on the roadway



Option 3

- Capacity for small events on the verge with larger events requiring the roadway

Option 3 was the preferred option and the flexibility of events on the road way (no median) or on the public spaces was strongly favoured.

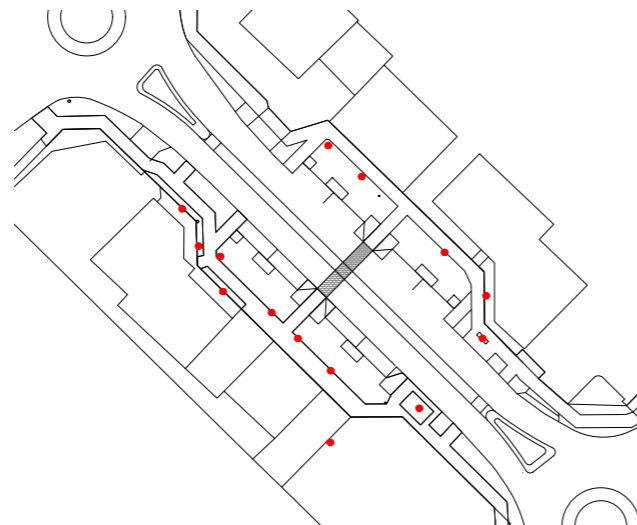


Art Opportunities

Option 1

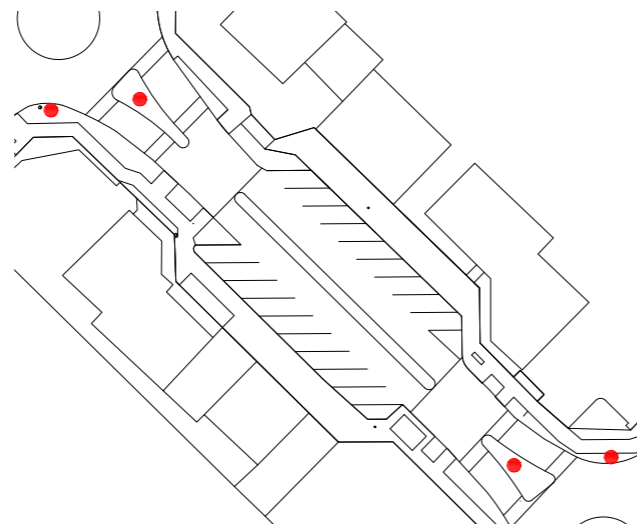
- Incorporated art, within public furniture, wall murals, shelters etc.

Option 1 was the preferred option and the integration of art was preferred over distinct art pieces.



Option 2

- Truncation welcome statement (sculptural)



Option 3

- Art within public spaces (interactive, playable)

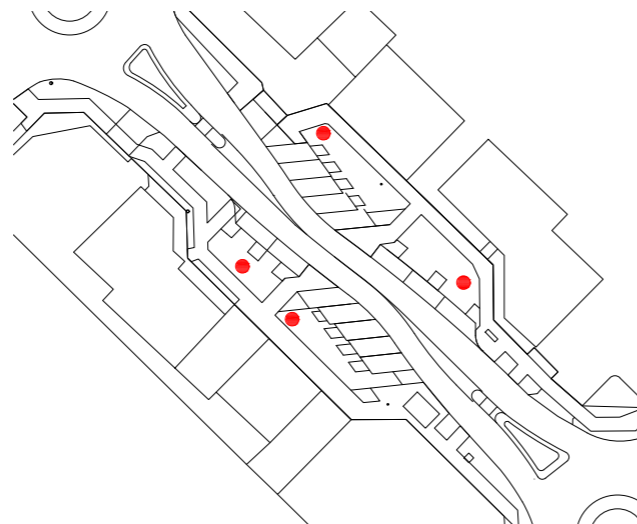


Figure 09: Sketches from Workshop group session



Agreed Direction

Draft Concepts

Draft concept 3 revision B

The outcomes of workshop 2 were used to develop a draft option that represented the design direction agreed by the reference group. Given the strong preference for many of the design elements in option 3, the agreed draft concept was considered a revision of this option with the main change being the change in location of the parking and public space. Therefore this draft concept was presented in workshop three and titled Option 3 Revision B.

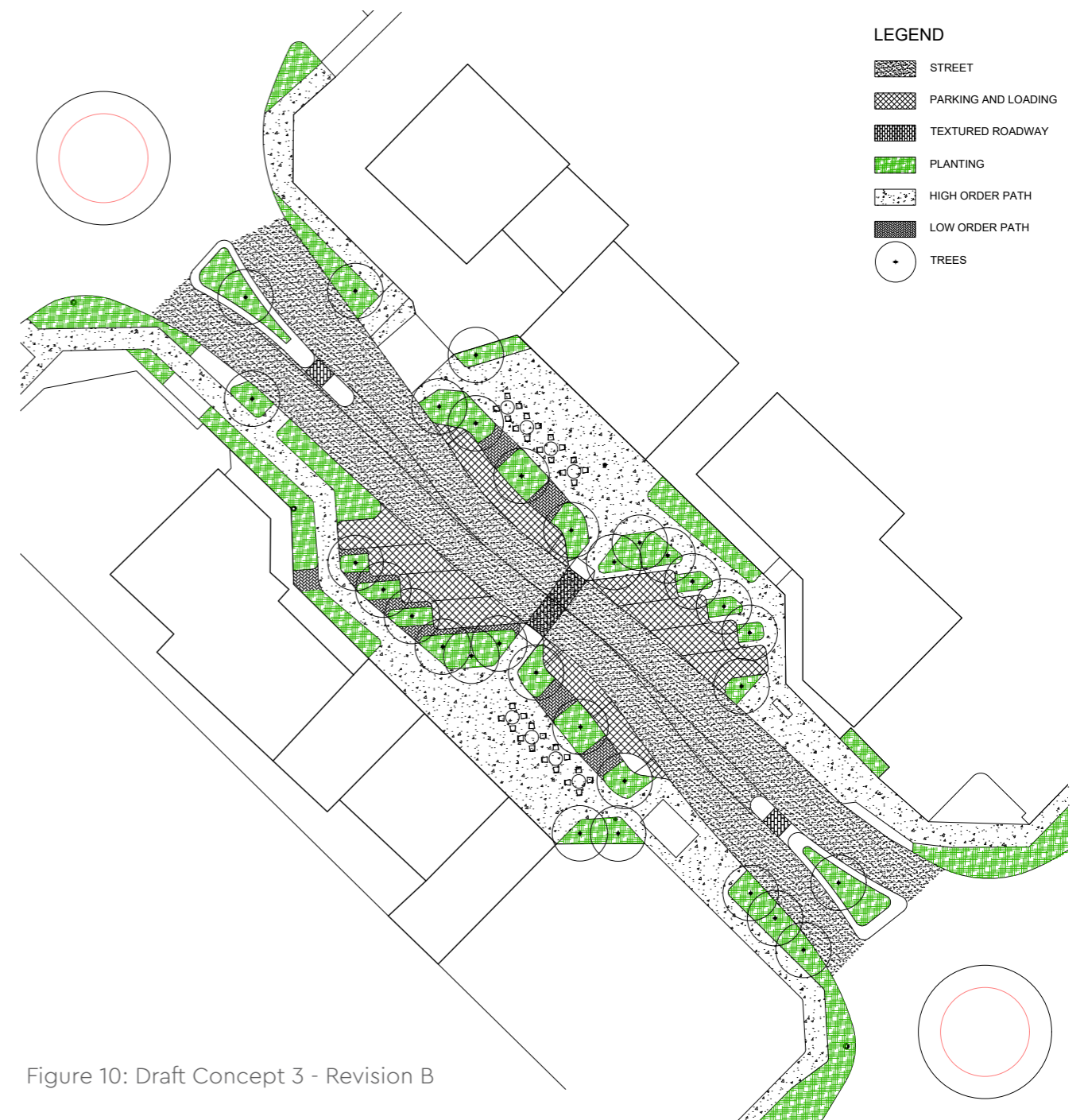
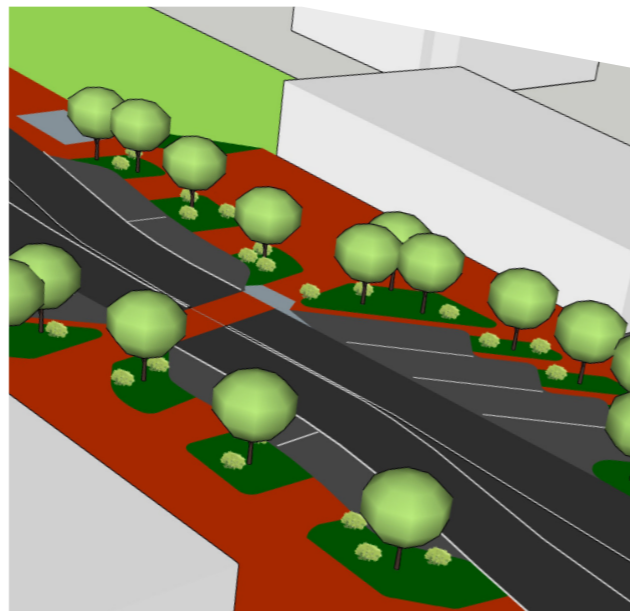


Figure 10: Draft Concept 3 - Revision B



Draft concept 4

During the creation of Draft concept 3 it became evident that it would be difficult to achieve staged implementation. Further more the omission of street tree plantings to the medians was questioned as potentially a missed opportunity to increase tree canopy coverage. Draft concept 4 was developed and presented to the Design Reference Group which contained median trees and a straight road alignment.

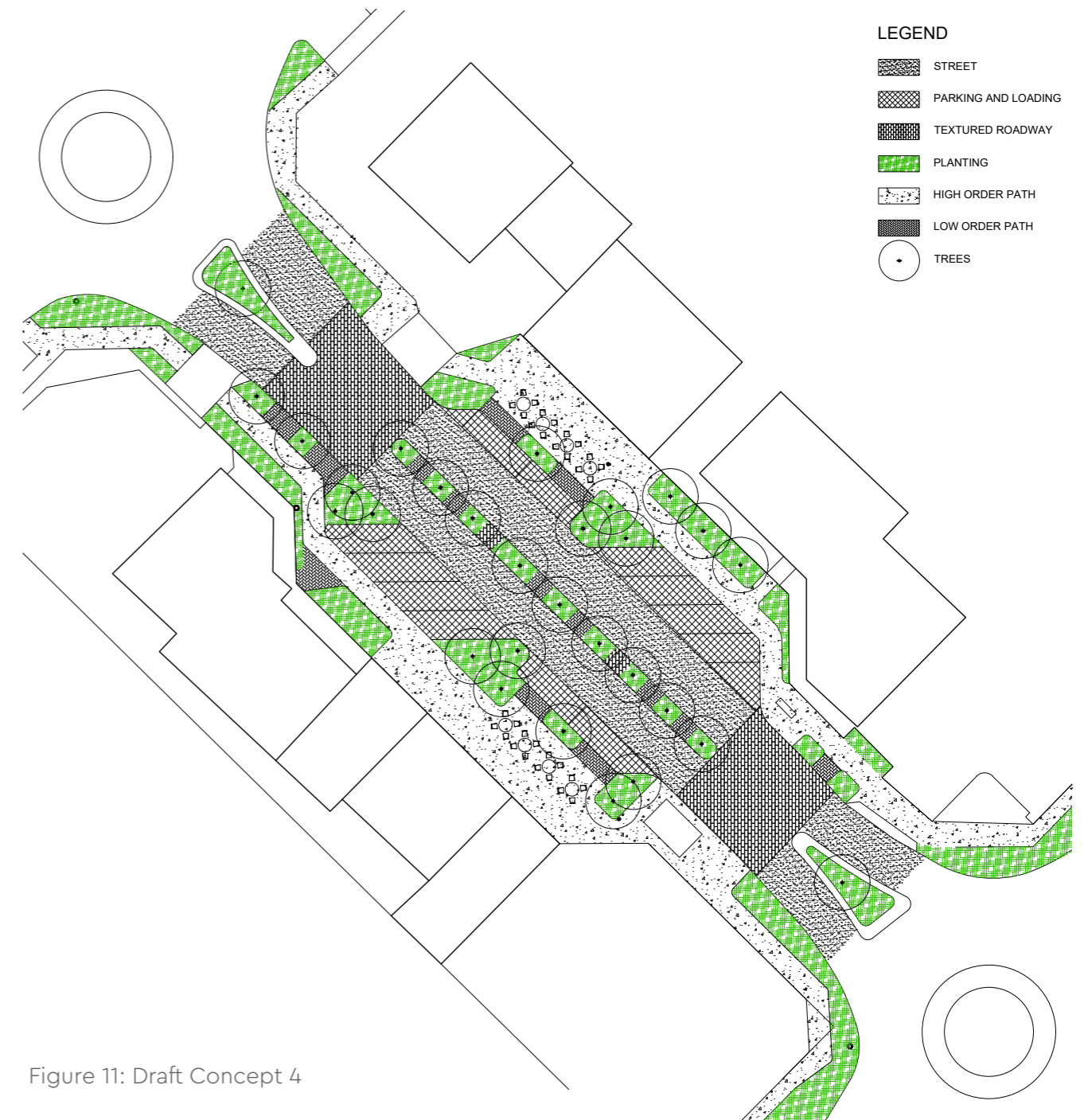
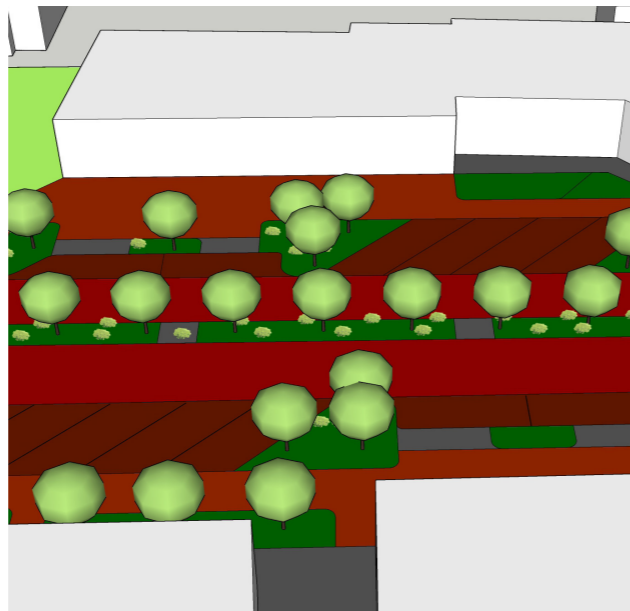
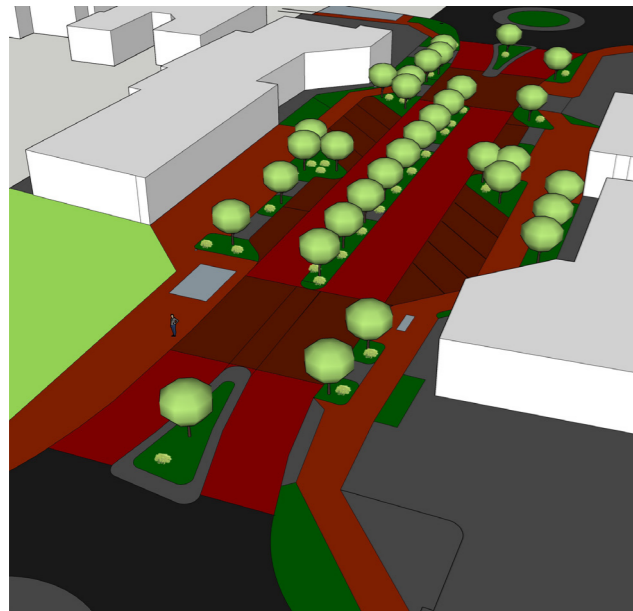
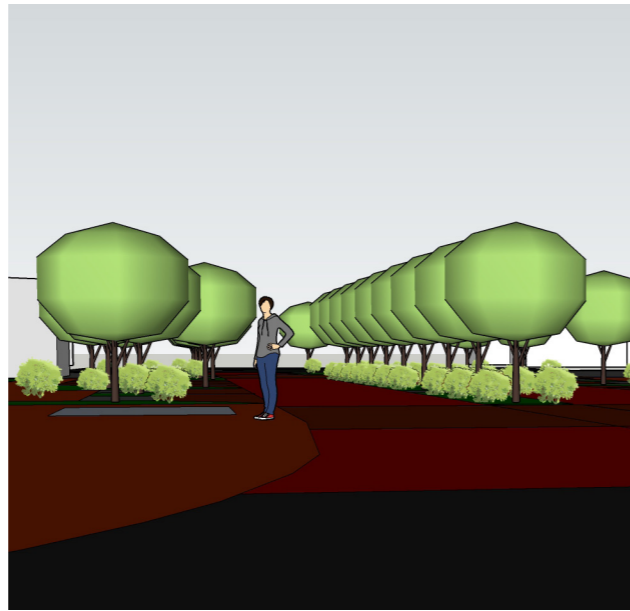


Figure 11: Draft Concept 4



Workshopping Detailed Elements

Consensus was reached among the Design Reference Group to move ahead with the Draft Concept 3 Revision B. Whilst acknowledging the increased complexity and risk to the implementation, the group considered the uniqueness, interest and appropriateness of the final outcome worth pursuing.

Once a basic concept was agreed to the workshop participants then undertook a "detailed urban design elements" activity. Participants were asked to locate on the preferred concept plan the following:

- Bicycle racks
- Benches
- Bins
- Drink fountains
- Parking management
- Traffic speed limit
- ACROD parking bays
- Art integration opportunities

The feedback from this activity was collected and informed the final concept plan.

Full workshop feedback and outcomes are found in Appendix 01.



Figure 12: Sketches from the Design Reference Group focused on detailed urban design



Final Concept

Proposed Plan

Following direction from the third and final workshop the project team produced a final concept plan for the revitalisation of Etwell Street's Local Centre.

The concept plan represents a bold proposal for significant change and consists of the following interventions:

- Modified road carriage way to deflect road alignment and create a curved roadway with a distinct surface eg. coloured asphalt.
- Inclusion of mixed car parking with parallel parking bays for short term parking and loading and also angled bays for longer term parking.
- Creation of two simple open public spaces on either side of the road adjacent commercial premises.
- Inclusion of significant amount of planting space for large shade providing trees and low local shrub species.
- 3 x pedestrian crossing points with differential, textured surface treatments
- Inclusion of an accessible parking bay
- Upgraded bus shelters
- Public art integration into street furniture

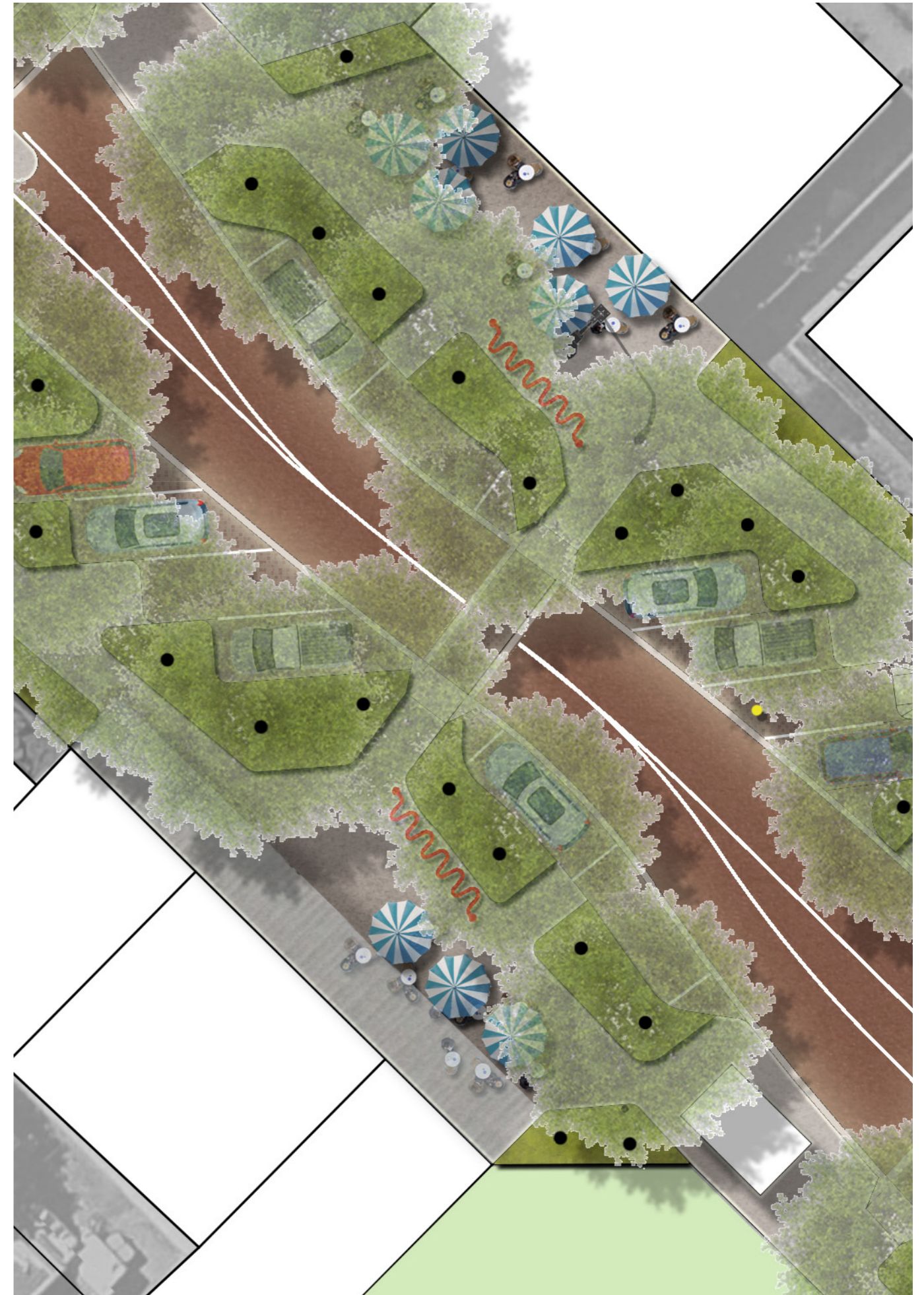


Figure 13: Final Concept Plan - 1-200



Etwell Street Local Centre Revitalisation

Concept Plan



- Parallel parking bays - time restricted 30mins
- Open public space - Opportunity for adjacent business to occupy
- Sculptural bike racks
- Central pedestrian crossing
- Road interfacing garden beds
- Accessibility car parking
- Eastern bus stop
- Southern pedestrian crossing
- Southern entrance planting

- Northern entrance planting
- Northern pedestrian crossing
- Shade tree planting
- Private Property interface garden beds
- Angled car parking
- Curved road alignment
- Western bus stop
- Vacant site

Figure 14: Final Concept Plan - 1-400



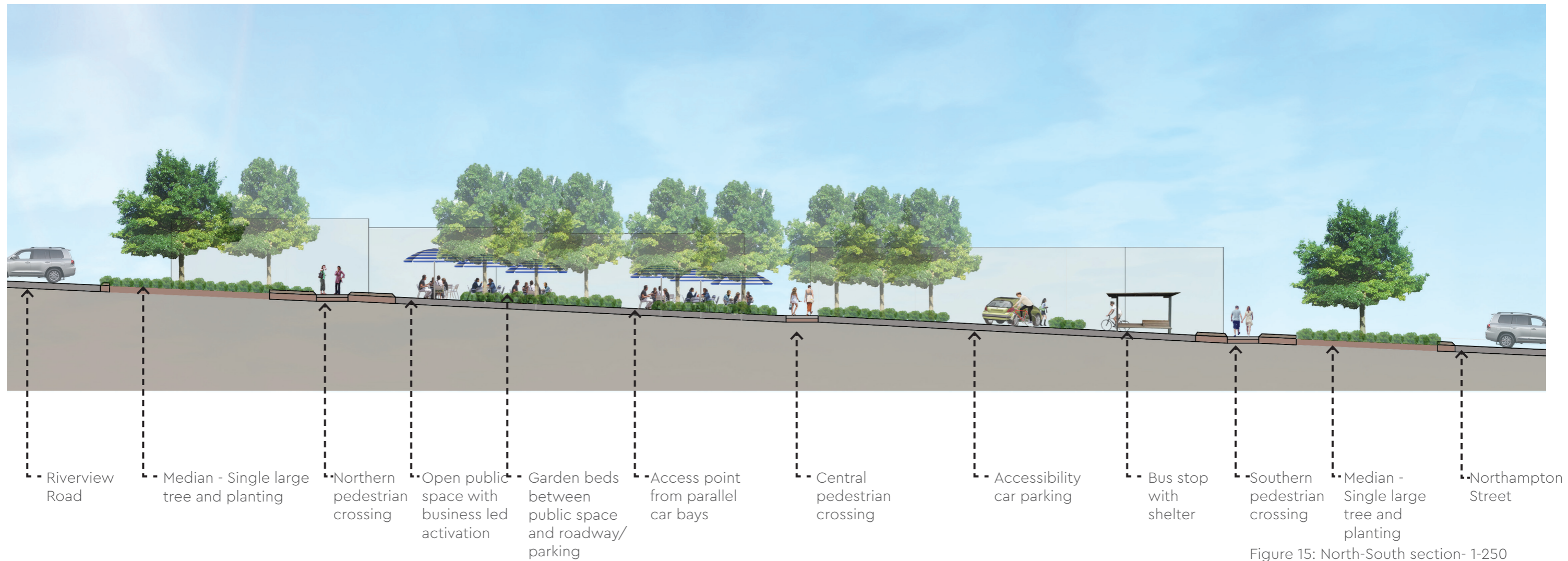
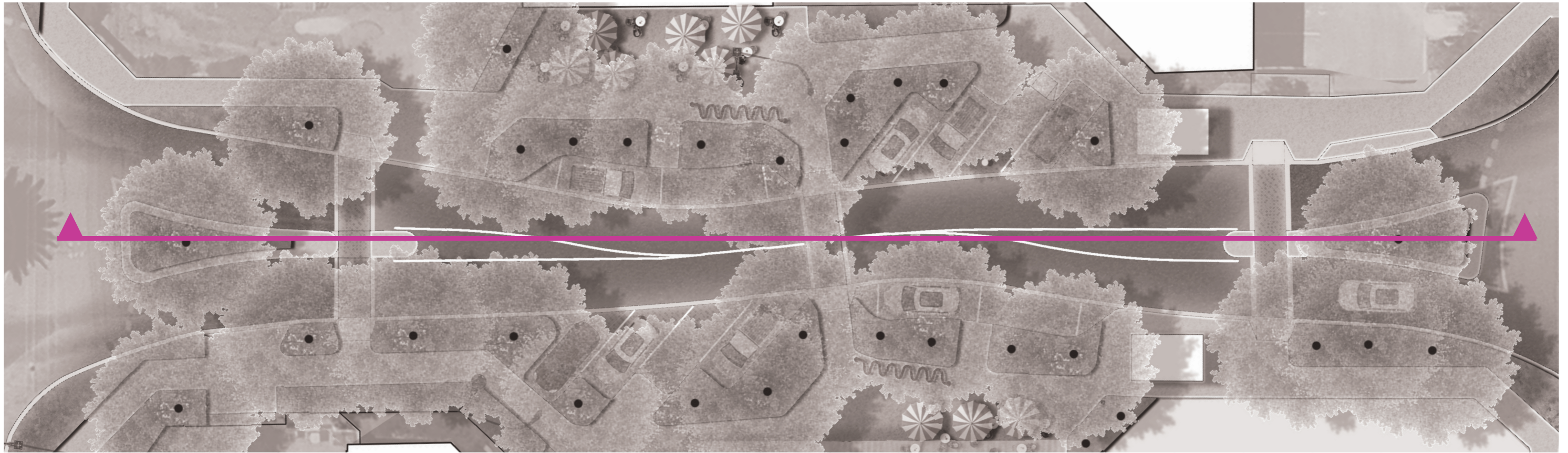


Figure 15: North-South section- 1-250



Design elements

The following describes the key design elements proposed in the concept plan and their influence on the future experience of the Etwell Street Local Centre:

Road carriageway

The main technique employed for the slowing of vehicles through the local centre is the deflection of the road alignment. The curving of the road way will impede the current straight view line for motorists increasing vigilance and reducing speeds. Further to the slowing of vehicles the new road alignment create larger spaces between road way and commercial property boundaries allowing the opportunity for sizable public space.

The carriageway width is reduced to a minimum and trees are planted in the medians at either end of the local centre. Extending the lengths of the medians to allow increased tree planting was explored by the design team however the swept path analysis for buses restricts the median extent to that shown in the concept plan. The presence of a bus route along Etwell street sets a limit to the amount and type of roadway intervention that are practical in the Etwell Street Local Centre.

The road surface is considered in the concept design with red asphalt proposed for Etwell Street between Riverview Road and Northampton Street. This will create a noticeable point of difference to the rest of Etwell Street and assist in defining it as a local centre. The slowing of traffic by this

visual sense of difference will be reinforced by including three pedestrian crossing areas defined by a change of road surface. This surface change will signal the high pedestrian use of each crossing zone without a formal pedestrian priority instrument such as Zebra or Pelican (Pedestrian Light Controlled crossing) crossings. These pedestrian crossing areas will include a change of colour and texture so vibration can be utilised as a tactile signal to motorists that this is a high pedestrian area and requires a slow speed.

Car parking

The proposed concept design modifies the current parking configuration of 23 angled bays to a mixture of 7 angled bays and 4 parallel bays. A clear delineation of carriageway and parking area is proposed through flush kerbing and a surface material change to the parking areas such as unit paving or similar.

The location of the parallel bays adjacent to the commercial properties increases the space available between the bays and the property boundary. This allows for the creation of the public space between the parallel bays and businesses. It is proposed that the parallel bays are managed with a time limit of 30 minutes. It is anticipated that the high frequency turnover and location of the parallel bays will allow their use for loading by the adjacent business.

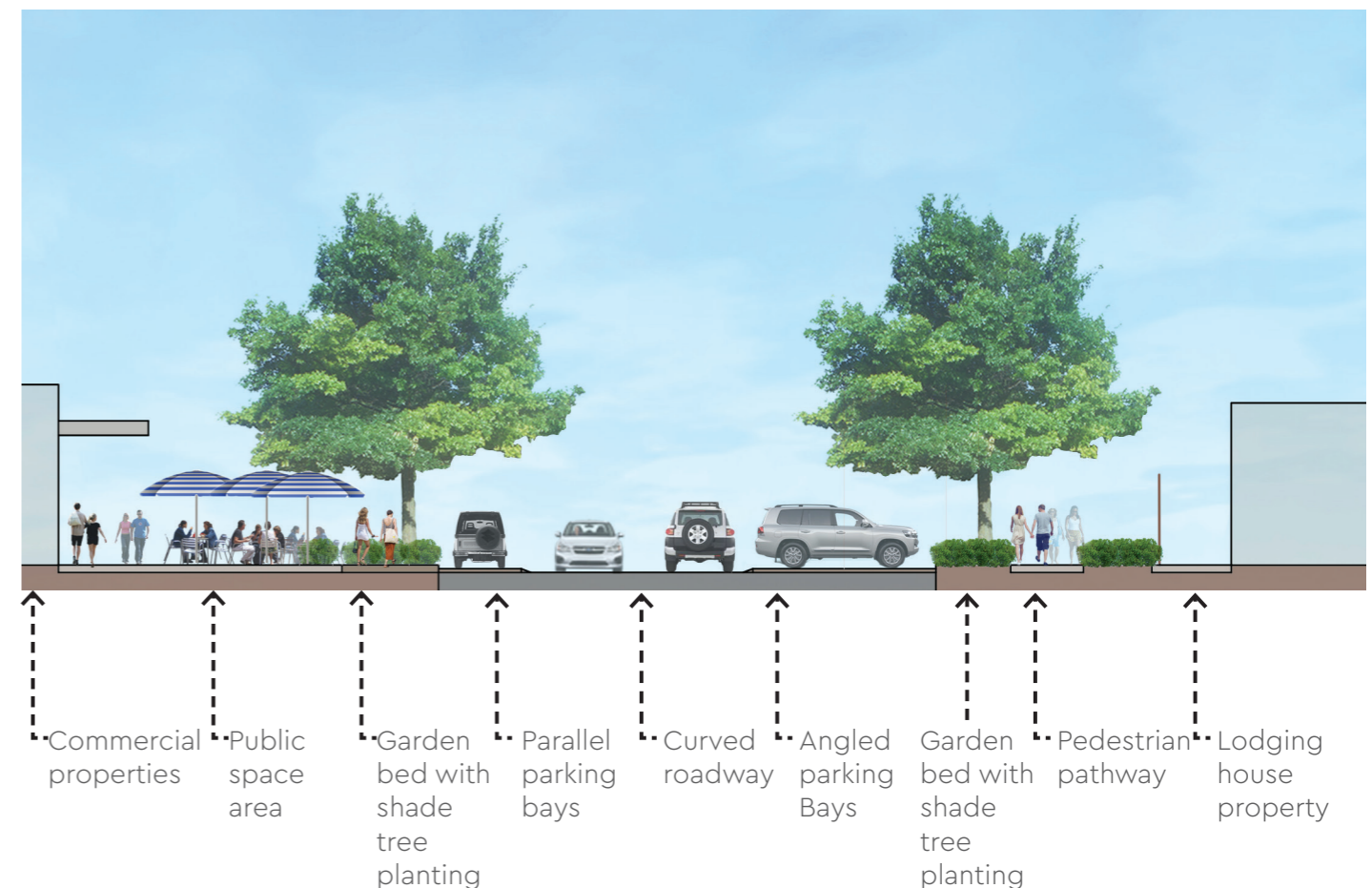
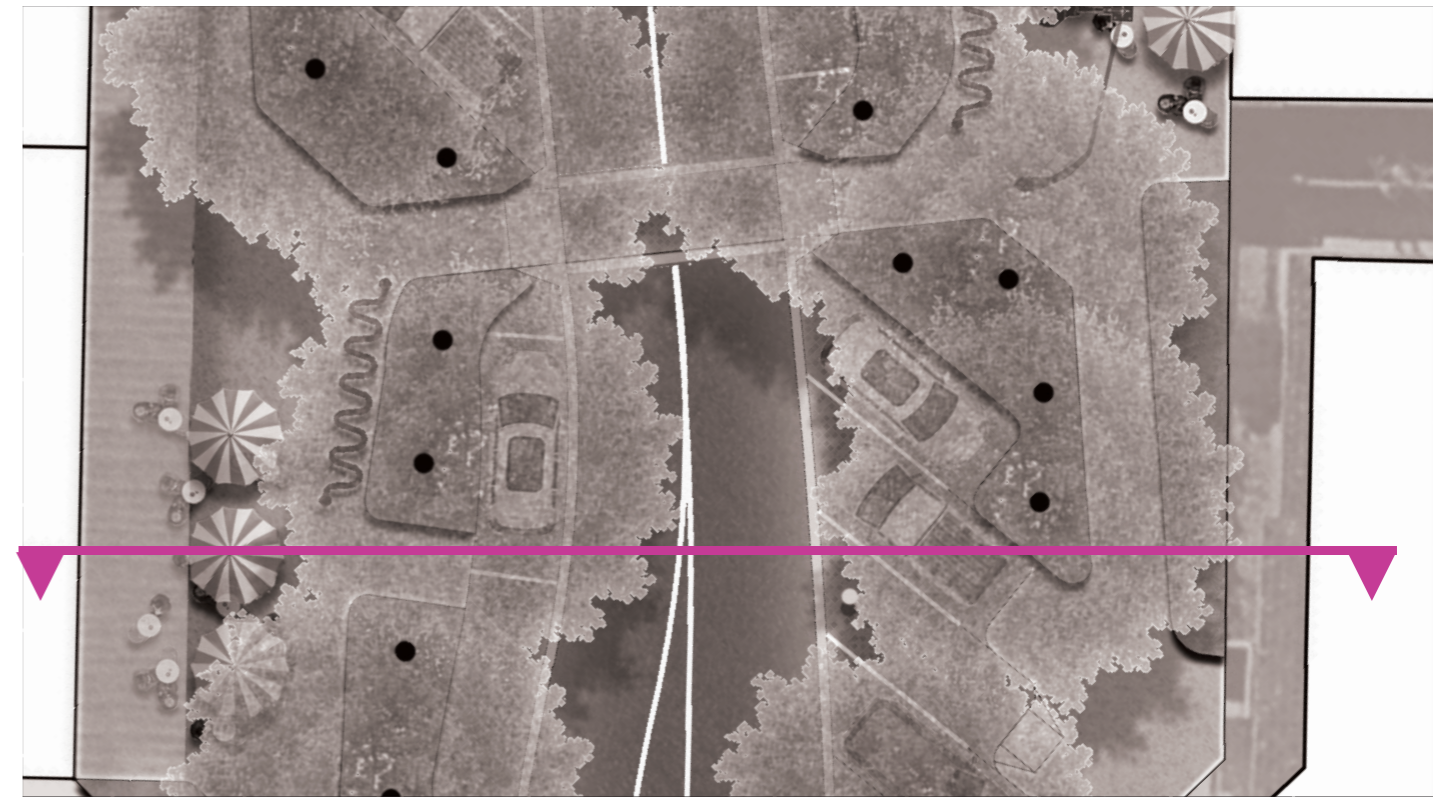


Figure 16: East-West section- 1-250



• Bus stop area

• Public Space - activated by adjacent business'

• Car bay access point

• Garden bed with shade trees and low local shrubs

• Art integrated into street furniture - eg. Sculptural bike rack

• Central pedestrian crossing

• Curved roadway with coloured asphalt

• Garden bed with shade trees and low local shrubs

• Angled car bays

• Public Space - activated by adjacent business'

Figure 16: Perspective impression



The angled bays represented on the concept plan are located adjacent to the two short stay lodging houses that are located within the centre. This location compresses the available space between the bays and the lodging house boundary while still allowing a pedestrian access-way and garden bed with trees to soften the hardscapes. It is proposed that the angled bays are also time managed to a 2hr limit to encourage parking turn over and prevent long stay parking. An accessible bay is proposed in the eastern run of angled bays.

Public space

Two public spaces are proposed adjacent to the commercial premises on either side of Etwell Street. These are simple, open, hard stand spaces with any street furniture to the perimeter of the space. This configuration will allow for flexible utilisation of the space by the adjacent business' such as alfresco dining, product stands or other means of engaging the business offerings with the public realm. Items such as shade umbrellas, tables and chairs will be supplied and managed by the business operators. Each of the public spaces is surrounded by garden beds that wrap around the space. These gardens beds contrast and soften the feeling of the hard stand area buffering occupants from the influence of cars in the parking and road way.

Garden beds and trees

One major objective of the concept design is to reduce the current proportion of hardscape in the Etwell Street Local Centre. The garden beds proposed can be divided into two broad types based on their function, either road interface garden beds or private property interface garden beds.

Road interface garden beds

These garden beds are located on the interface between the roadway and the pedestrian focused spaces (paths and open public space). These beds break up the road surface and pedestrian areas creating a buffer from vehicles for pedestrians. An opportunity exists for these beds to employ Water Sensitive Urban Design (WSUD) principles. This would involve the surface runoff from both the pedestrian and vehicular spaces flowing into these beds and eventually recharging through the soil profile. This best practice design technique improves the water quality of the storm water, reduces irrigation reliance of the planting and improves the localisation of water management.

Private property interface garden beds

Garden beds are proposed to form the interface between private property boundaries and the public realm. Currently these interfaces comprise concrete or paved public footpath meeting brick private boundary walls. These garden beds can contain screening shrub species that reach a height and presence to reduce the visual influence of the boundary walls. Due



Figure 17: Ardress Street Cafe - Applecross

to potential impacts on privately owned structures it is not proposed that these garden beds employ WSUD principles.

Street Trees

The proposed tree planting has a strong emphasis on improving the experience of pedestrians utilising the paths and public spaces. The provision of shade from these trees will assist in creating a comfortable experience for users of the public realm which will encourage longer stays and more frequent visits. The tree planting is not a traditional street tree avenue style but instead focuses on encircling the public spaces and aligning with the pedestrian paths. There are a number of trees proposed close to the road way which will encourage slower vehicle speeds. To create a cohesive and distinct feeling to the Local Centre a single tree species is proposed in this concept plan. The selection of tree species will be a component of the detailed design stage of the project however the priority will be the influence of pedestrian

experience therefore summer shade provision, winter solar access, hardiness in urban settings and visual softening will be the key drivers of that decision.

Entrance planting

In place of a sculptural entrance statement providing a sense of arrival to the centre, upgraded landscape treatments and planting is proposed to the verges at the intersections with Northampton Street and Riverview road. This green entrance to the local centre will create a subtle sense of arrival defining the area as a local centre distinguished from the surrounding residential streets. Vehicle sight lines will need to be considered and this planting will be required to be very low



Vacant site

Within the local centre exists a 550m² vacant portion of private land. This vacant area is a component of the southern commercial lot. During the design workshops many suggestions and ideas for opportunities on the site were generated. The possibility of utilising the space for events received strong favour from the group. No proposals for intervention on the land has been proposed in the concept design due to the inability to engage with the land owner. Opportunities for this land should be pursued in collaboration with the land owner.

Bus stops

The concept plan proposes replacing bus stop seats and shelters on both sides of Etwell street. The bus stop on the eastern side of the street currently has no shelter and the concept plan proposes this addition. Following workshop exploration by the Design Reference group and design team review it was determined that the location of each bus stop should be maintained. An opportunity exists for art to be incorporated into the bus stops in the form of painted murals to the surfaces.

Public Art

The concept design proposes public art be integrated into the public realm elements. The example of a sculptural bike rack is represented however this may be realised in different ways during detailed design stages of the project.

Events

The potential exists for events to be held within the Etwell Street Local Centre. The proposed urban form allows for flexibility in event type and scale with smaller events possible in the public space and larger events able to utilise the road surface with temporary road closure. During the workshops the concept of branding the Etwell Street Local centre as a food hub was created and it was considered an excellent way to launch and promote that brand would be through a food focused event such as a community meal or micro food festival in which the various restaurants could demonstrate their offerings.

Next steps

With the desired vision and direction for the Etwell Street Local Centre's revitalisation captured in the concept report, the project can move onwards towards implementation and achieving this vision.

If endorsed by council a detailed design stage can commence in which detailed public realm and roadway design and construction documentation can be developed. Once the specifics of the proposed interventions are known, accurate costings can be obtained. Once the required budget is known funding opportunities can be sort and hopefully secured. With a budget secured a construction tender process can occur and the revitalisation proposals realised. Due to the interdependent nature of the proposed elements a staged approach to implementation not recommended or considered feasible.





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