

# ALBANY HIGHWAY PRECINCT STRUCTURE PLAN

## DRAFT PUBLIC REALM STRATEGY (LANDSCAPE PRECINCT STRUCTURE PLAN)

Client | HATCH ROBERTSDAY & TOWN OF VICTORIA PARK  
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DRAFT



**HATCH** | Robertsdays

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ASPECT Studios



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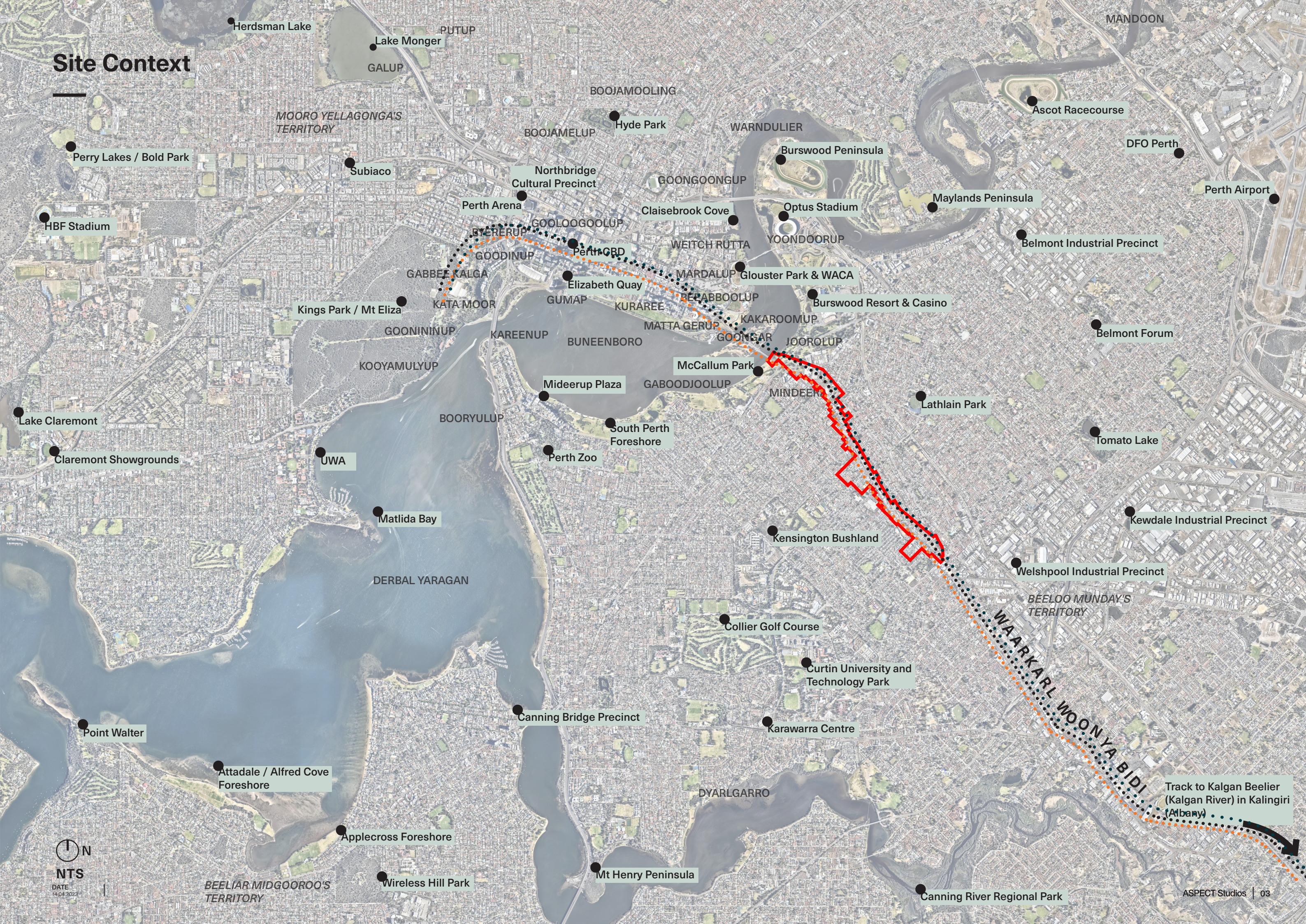
- WSUD, Ecology, Street Trees
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## Site Context





# The Structure Plan Area

The Albany Highway Precinct Structure Plan (AHPSP) Area stretches from the Causeway Bus Station to the north-west, to Welshpool Road in the south-east. It also includes the Station Streets - which connect the corridor to the nearby train stations. The study area composition varies along this corridor depending on development and land use patterns.

There is a variety of public realm experiences along the corridor and adjoining station streets.

As designers and urbanists, we recognise that there are many great elements to Albany Highway (AH). It's a vibrant and active street with a diverse offering and experience, however only fragmented hubs. For various reasons it is not possible in the short and medium term to transform AH into a continuous strip of ultra active uses. Although it is possible in the longer term. As part of this process, the aim is to identify opportunities to broaden and strengthen AH's highlights to make it more lively, safer, enjoyable and more connected.

- Legend
- Albany Highway PSP Study Area - The Corridor

Albany Highway PSP Study Area - Station Streets

Train Station

Bus Station
- N

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- ALBANY HIGHWAY PRECINCT STRUCTURE PLAN  
DRAFT PRECINCT STRUCTURE PLAN



# Precincts

The AHPSP area is broken up into the following sub-precincts, which relate to the individual neighbourhood Place Plans.

The Highway is car dominated for the majority, and doesn't support the greatest pedestrian and cyclist environment. It is the goal of the Town of Victoria Park (ToVP) to make it more pedestrian and cycle friendly, giving more space to people, planting and biodiversity. This will enable longer and more frequent visits to AH, by locals and visitors alike, benefiting and supporting local businesses. Providing a public realm that is conducive to walking and enticing travel by foot and bike includes a focus on interesting and engaging elements, such as art, gardens, trees, wildlife, events, public space, lighting.

The typologies contained within this report have been extracted from worlds best practice examples of giving space back to people and the environment.

This multi-faceted approach for AH's public realm provides opportunities for a range of interventions of varying scale, ensuring diversity in the approach and delivery of public realm typologie

Legend

- Causeway Precinct (Canning Highway to Harvey Street)
- Victoria Park Precinct - VP (Cargill Street to Reid Road)
- Central Precinct (Temple Street to Kent Street)
- East Victoria Park - EVP (Kent Street to Balmoral Street)
- East End Precinct (Dane Street to Ballie Avenue)
- St James Gateway Precinct (Somerset Street to Welshpool Road)

- Train Station
- Bus Station

N  
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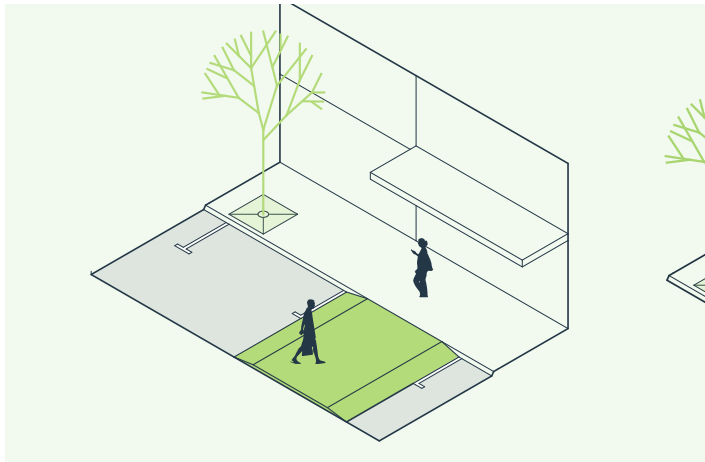




# Streetscape Typologies Summary

Idea 7 of the Albany Highway Tomorrow Report is focused on reallocating highway space from cars to people. In considering this, four typical typologies have been developed which address certain interventions along the Highway and adjacent streets to create a pedestrianised Albany Highway. These typicals are designed to be applied to numerous locations within different sub-precincts.

## TRAFFIC CALMING

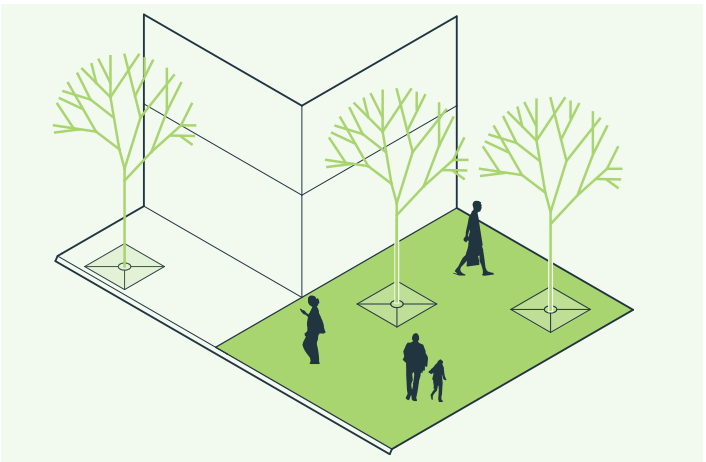


Multiple interventions including corner extensions, speed deterrents, traffic filters, chicanes and raised crossings/intersections at targeted locations

### Location criteria

- Locations prone to speeding
- Sub-precinct / town centre gateways
- Concentration within VP and EVP fine grain and pedestrian activity focused cores
- Key pedestrian desire lines
- Downhill sections - VP ridge
- Station Streets which are focused on comfortable connections for cyclists and pedestrians from Albany Highway to train stations
- Side streets which connect to Albany Highway and rat-run streets which run parallel to AH

## CORNER CONVERSION

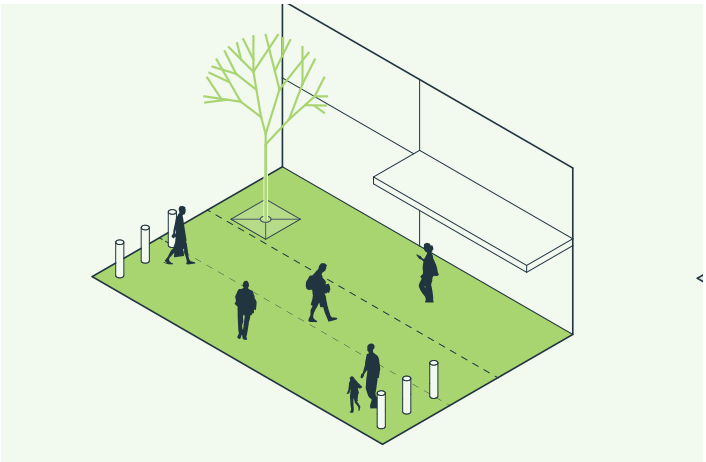


Re-purposing side street intersections from Albany Highway for planting, seating and usable public space at varied scale

### Location criteria

- Active corner frontages, supporting use and visitation
- Locations which support surrounding businesses
- Areas that people want to spend time in but cannot or choose not to
- Areas with existing gaps in amenity or lack of connection to public space
- Not station streets - focus on low key streets which can afford conversion
- Lower traffic volume side streets
- As areas transition and develop the above qualities

## SHARED SPACE

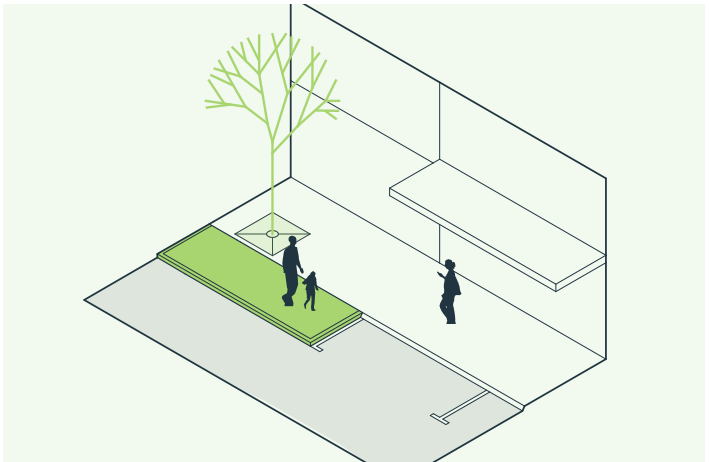


Seamless shared road environments across the Highway in key locations at varied scale (permanent/temp), supporting event-based pedestrianisation

### LOCATION CRITERIA

- High pedestrian volume and crossing areas
- Areas to unite intersections or opposite sides of the street
- Areas of fine grain mixed use built form
- Opportunities to support and strengthen place identity - town centre core areas
- Active edges where temporary street closure would have the maximum impact
- East Victoria Park, St James and Victoria Park village centres
- Consider a long term typology for staging

## KERB EXTENSION



Conversion of road space into alfresco, gardens and planting areas. Kerb extension typologies also include bus-bay build outs - refer to page 18 for location criteria and recommendations.

### LOCATION CRITERIA

- Where space is required for:
  - Alfresco; micro-parks; parklets; rain gardens (WSUD) and/or biodiversity
  - Linear green connections to open spaces
- Locations which support local businesses with existing active frontages
- Areas with existing gaps in amenity or lack of connection to public space
- Areas that people want to spend time in but cannot or choose not to
- As areas transition and develop the above qualities



# Streetscape Typologies

## General Principles

### GENERAL PRINCIPLES

The following principles apply to all the adjacent Streetscape Typologies listed within this report.

1. Consider temporary solutions (lighter, quicker, cheaper) to test areas to prototype future success
2. Scaling back intervention is critical in the short term. The priority is to get the fundamental elements right (footpaths, cycle paths, seating, lighting, existing open spaces, shade and biodiversity)
3. The finer details and more bespoke design and open space additions to AH are more appropriate in the longer term, once temporary / tactile interventions are successfully tested for permanent solution
4. Each of the locations shown in this report are subject to further investigation, however they provide an opportunity for a varied and scaled approach, based on the context, adjacent land uses and site conditions
5. Ensure universal access is maintained and enhanced through typology design and materiality
6. Create more verge space for people, slow forms of micro-mobility, planting, shade and biodiversity
7. Slow traffic down by increasing warnings and visual cues to make drivers more aware of their surroundings, enabling a safer and more comfortable public realm for all user types
8. Contribute to the ToVP's Urban Forest Strategy
9. Enhance connections to existing open spaces
10. Engaging and interactive public realm with playable and educational infrastructure
11. Support temporary events - i.e Park(ing) Day\*, car free days and street closures at certain times of the year
12. Provide additional amenity to support longer stays, bike parking/repair, lighting, shade, alfresco, end of trip facilities, charging stations for e-rideables.
13. Address public open space shortfalls and lack of access, by making streetscapes feel like public spaces
14. Consider the level of intervention based on the proximity to public parking areas, so parking can be relocated close by
15. Reduced urban heat island (UHI) impacts by converting unnecessary paved areas into softscape
16. Enhanced connections to the river and foreshore through the improved streetscapes
17. Consider a precinct approach for all interventions - and refer to the Tomorrow Report for reference.
18. Some locations feature more than one typology (i.e. St James), this usually means that one typology might be more feasible / achievable in the short term (kerb extension) and another in the long term (shared street scenario). This provides an indication as to how the ToVP should approach staging.

\* Park(ing) Day refers to a global and public participatory event where parking space is temporarily converted into parks and social spaces to advocate for safer, greener and more equitable streets for people (myparkingday.org, accessed 2023).



Makati Urban Patio by PGAA Creative Design (Manila, Philippines)



# Streetscape Typologies

## Suggested Location Examples

The locations shown adjacent are suggestive examples and are subject to further investigation by the design team and ToVP.











They are proposed based on their suitability and relevance to the location criteria for each typology.

Each typology location would have an applicable scale of intervention based on the context to ensure a diverse range of applications and public realm experiences within the AHPSP.

Guiding principles include:

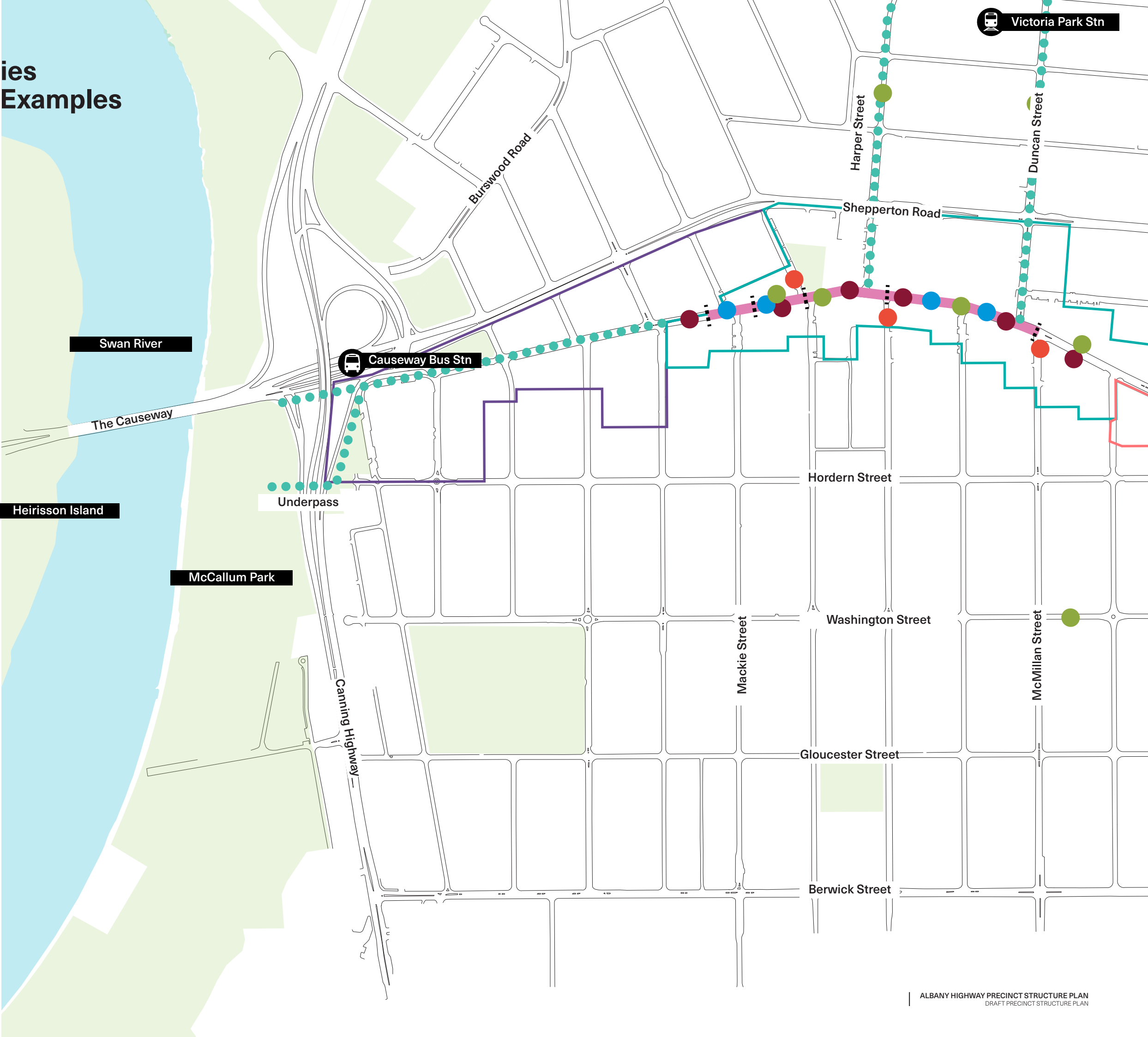
- Safer, greener and higher amenity
- Enhancing connection to river
- Enhancing connection to parks and open spaces

### Legend

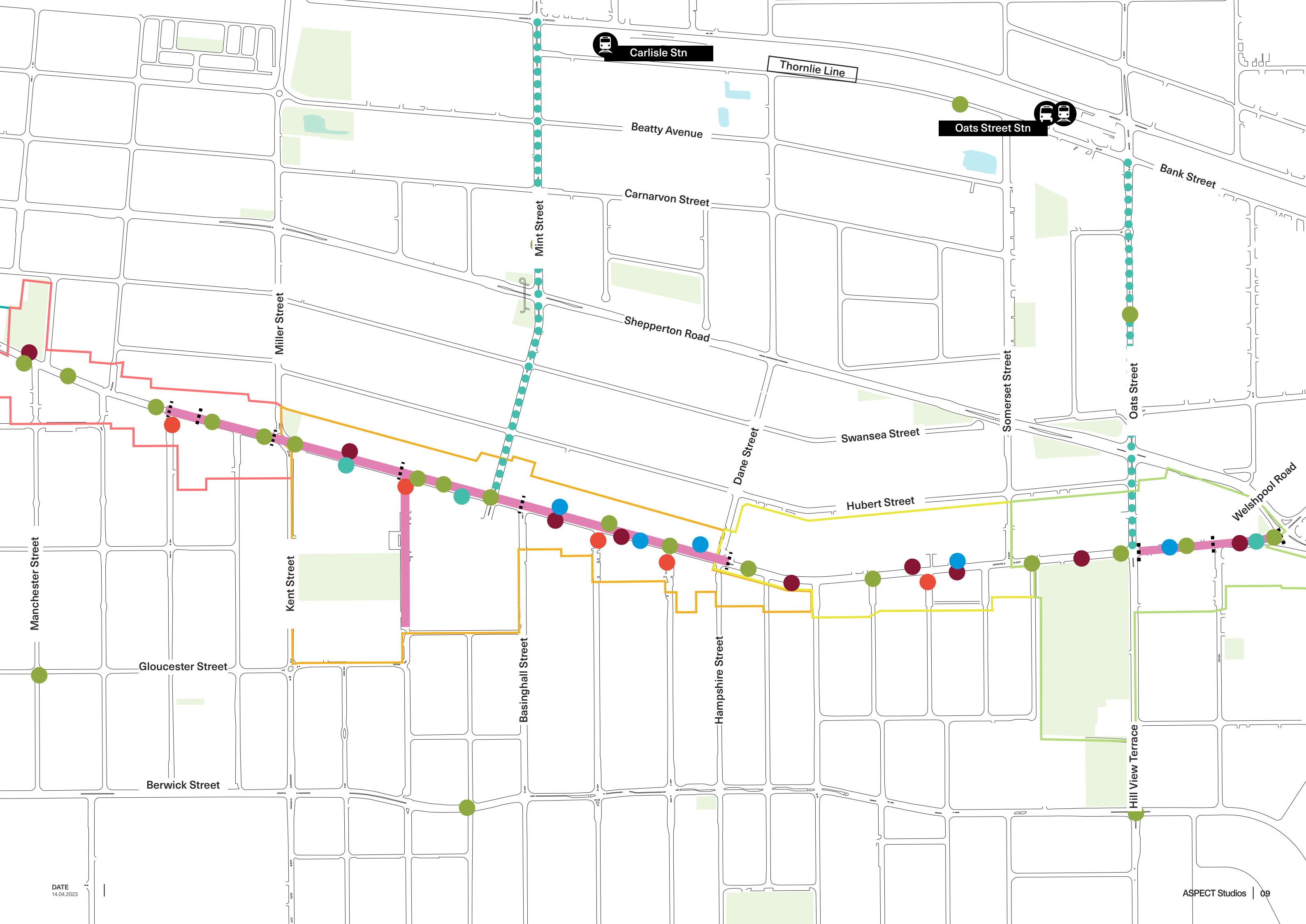
-  Traffic Calming
-  Corner Conversion/Extension
-  Shared Space
-  Kerb Extension
-  Bus Bay Build Out
-  Future Space Reallocation (undefined)
-  Shared Space Staging Marker
-  Enhanced Green Connections
-  Train Station
-  Bus Station



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Carlisle Stn

Thornlie Line



Oats Street Stn

Mint Street

Oats Street

Miller Street

Kent Street

Manchester Street

Gloucester Street

Berwick Street

Basinghall Street

Hampshire Street

Dane Street

Swansea Street

Hubert Street

Somerset Street

Hill View Terrace

Welshpool Road

Bank Street

Beatty Avenue

Carnarvon Street

Shepperton Road



# Streetscape Typologies

## Traffic Calming

### SUGGESTED LOCATION EXAMPLES



### RECOMMENDATIONS

1. Multiple interventions are associated with traffic calming, such as speed bumps/tables, pinch points, raised intersections, formalised pedestrian crossings and chicanes. Intervention is based on location and site conditions.
2. Vary the approach to traffic calming based on the above list. Not all traffic calming locations are speed deterrents
3. Reduce speeding around corners into side streets (residential and commercial areas) as well as along station streets (Duncan, Harper, Mint and Oats) and rat run streets (Bank, Hubert, Swansea E, Gloucester, Hordern, Washington, Beatty and Sunbury) which run parallel to AH.
4. Change drivers perception to slow down at targeted locations and consider their surroundings
5. Whilst the road is not a shared carriageway in this typology, promoting a sense of shared space is key to enable drivers to slow down
6. Obstacles on the road (planted or non planted medians) or framing the road (planters, furniture etc.) can reduce and slow traffic

### TRAFFIC CALMING EXAMPLE: Albany Highway / Mackie to McMaster

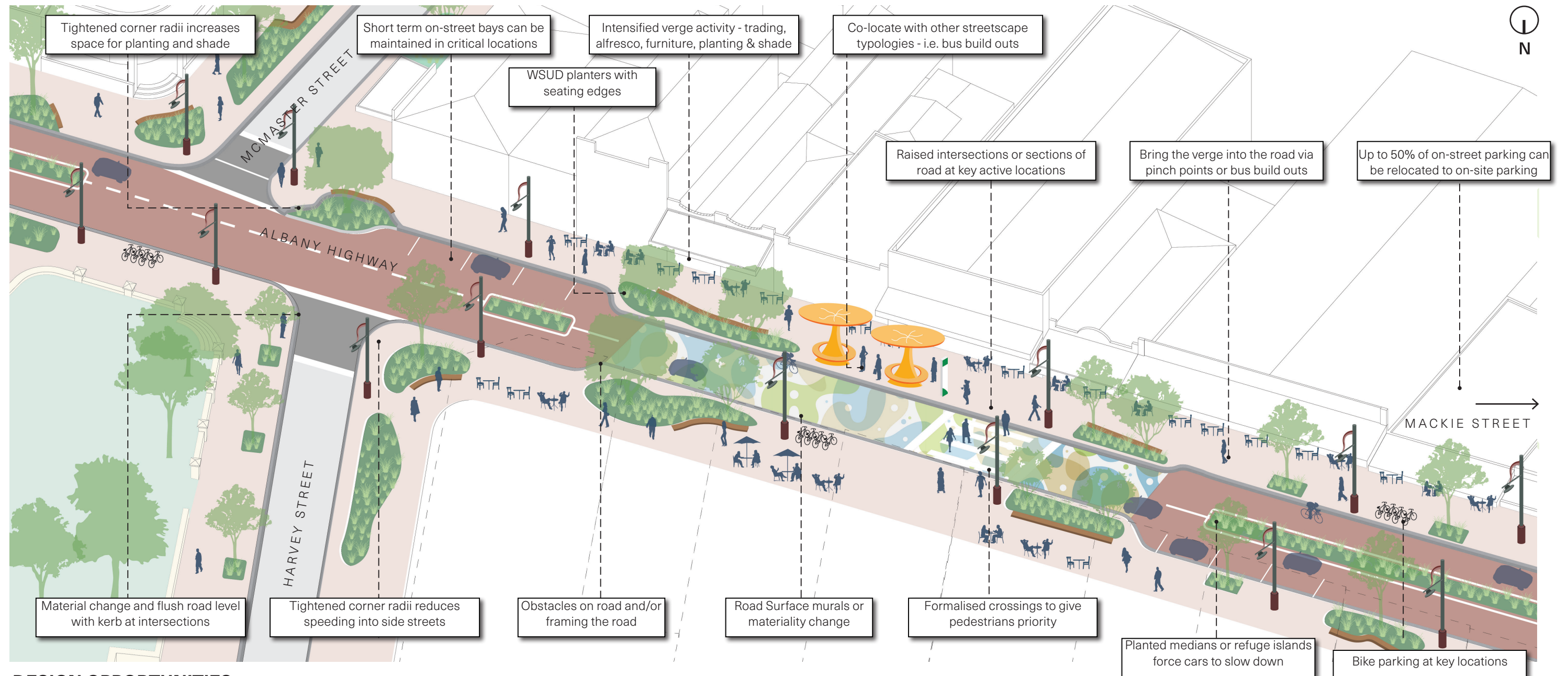


For details on the numbered locations refer to the relevant table in the Appendix.



The diagram and images below are for illustrative and communicative purposes only, to visualise the typology and how they can be applied to multiple sites and locations. They do not serve as design solutions or proposals for the particular location shown. The flexibility of these interventions is key, so they can be applied site wide.

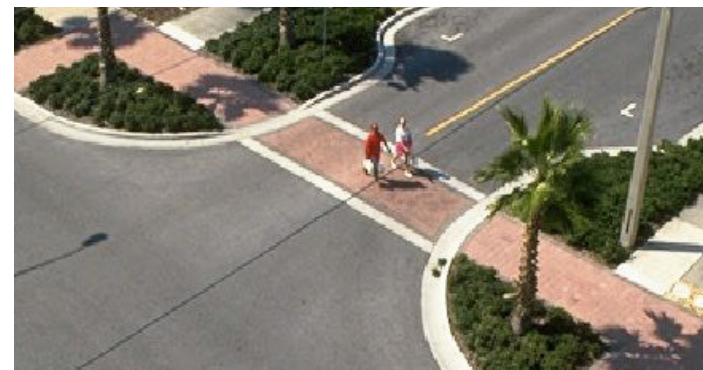
## TRAFFIC CALMING EXAMPLE FUTURE INTERVENTIONS: Albany Highway / Mackie to McMaster



## DESIGN OPPORTUNITIES



Materiality and level change at intersections or crossings



Reduced corner radii to side streets



Road surface murals



Mid block pinch points, designated crossing and cycle path



# Streetscape Typologies: Corner Conversion

## SUGGESTED LOCATION EXAMPLES



## RECOMMENDATIONS

1. Scale of intervention is to match the location and context, supporting active land uses etc.
2. In less active areas, corner conversions can be as simple as increased verge areas and reduced corner radii.
3. In more active hubs, corner conversions can be more elaborate and include partial or full street closure.
4. Creation of new shared space or new open spaces through corner conversions should match the context
5. New shared / open space need sense of enclosure or protection from the road
6. Road diets for large side streets and intersections reduce unnecessary space that could otherwise be used and occupied by pedestrians
7. Appropriateness is based on need for delivery vehicles access and bus turning circles

## CORNER CONVERSION EXAMPLE: Albany Highway / Langer Street

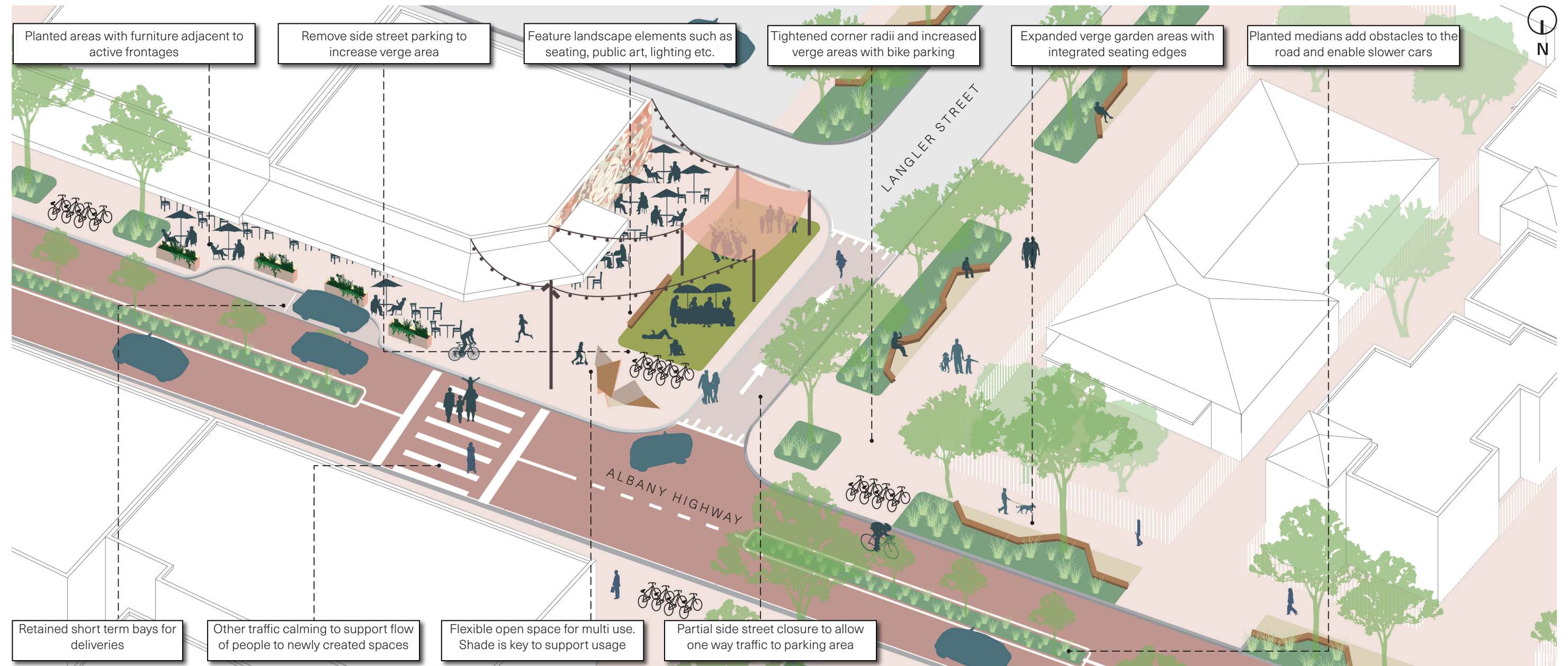


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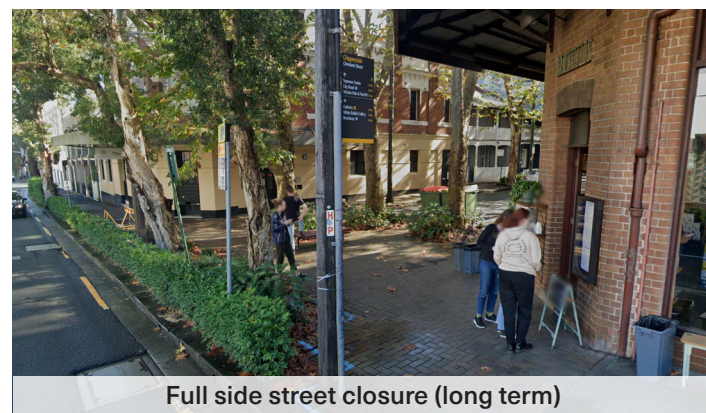


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## CORNER CONVERSION EXAMPLE FUTURE INTERVENTIONS: Albany Highway / Langer Street



## DESIGN OPPORTUNITIES



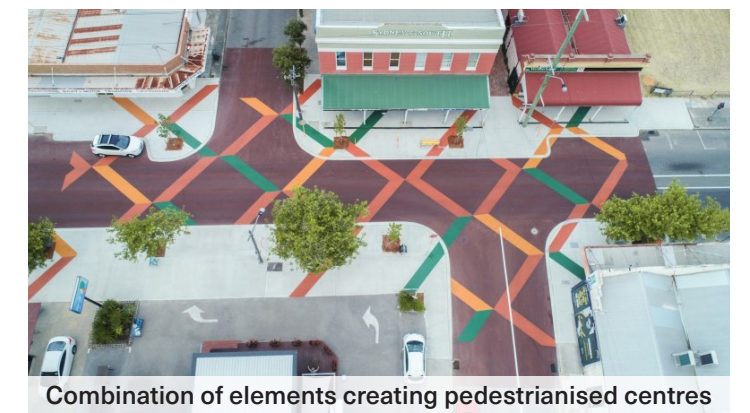
Full side street closure (long term)



Seating and open space adjacent active edges



Partial street closure (one way) and flexible public space



Combination of elements creating pedestrianised centres



# Streetscape Typologies: Shared Space

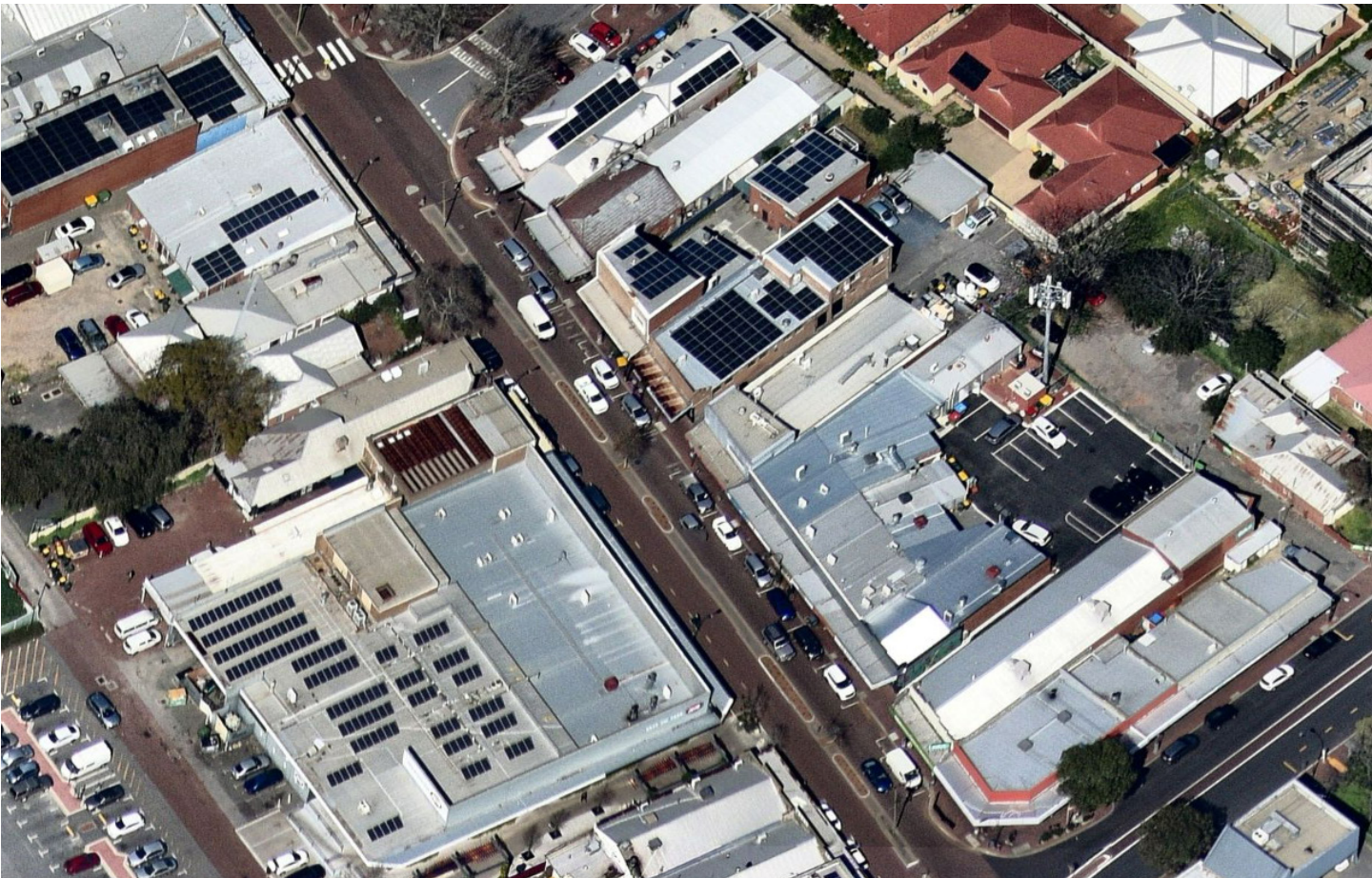
## SUGGESTED LOCATION EXAMPLES



## RECOMMENDATIONS

1. Focused and discrete locations where appropriate is preferable to large continuous stretches.
2. Start with the temporary closure of smaller parts of AH to prototype future success through a staged approach
3. Remove physical distinctions between pedestrian and cars to increase awareness and safer shared road environment
4. Prioritise shared zones over formalised pedestrian crossings to create longer lasting and more meaningful urban design and streetscape outcomes
5. Phase out formal pedestrian crossings when shared spaces become permanent. For temporary or seasonal shared spaces, pedestrian crossings should remain.
6. Some shared space (i.e) St James, are based on the success of other typologies becoming successful in the short term (kerb extensions - refer to the following pages). In the long term, active hubs like St James, which have been exposed to other more appropriate short term solutions, could be converted to a shared street scenario.
7. Short term shared street adjacent to Woolworths site in St James - funding as part of the DA. May enable a more pedestrianised gateway to AH.
8. Combine shared streets with reductions in speed limits, so that vehicles seek alternative routes.

## SHARED SPACE EXAMPLE: Albany Highway / Basinghall to Canterbury

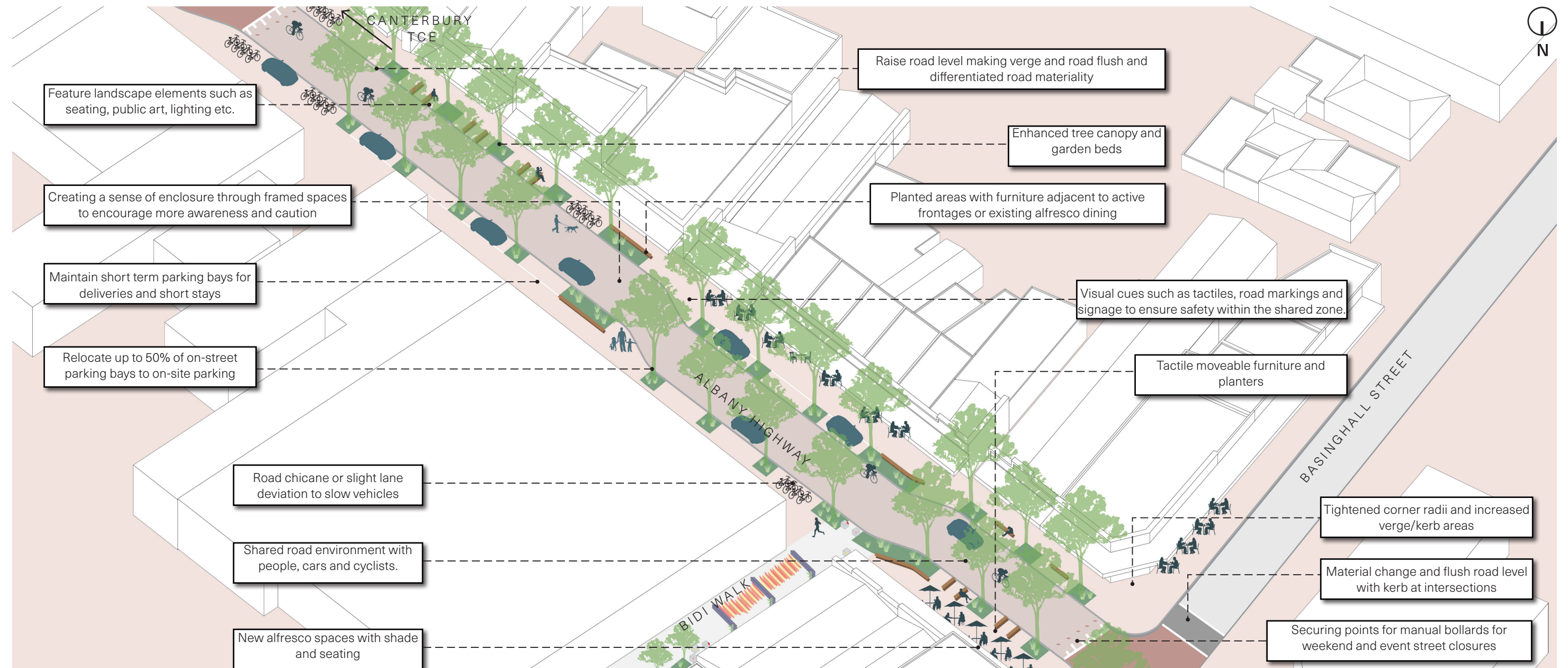


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## SHARED SPACE EXAMPLE FUTURE INTERVENTIONS: Albany Highway / Basinghall to Canterbury



## DESIGN OPPORTUNITIES





# Streetscape Typologies: Kerb Extension

## SUGGESTED LOCATION EXAMPLES



## RECOMMENDATIONS

1. Combine verge extensions with traffic calming measures (pinch points)
2. Create new verge space through the relocation on street parking bays to create
  - parklets
  - verge rain gardens
  - verge space for additional street tree canopy
  - alfresco and street trading
3. Kerb extensions can evolve over time and form part of future shared street sections
4. Provide protection between pedestrians and vehicles if newly created open space adjoins the road
5. Kerb extensions can enhance existing verge spaces which are underutilised
6. Enhanced Green Connections for all station streets - to provide more amenity and safer connections along the key connections to train stations (response to LPS and ITS)
7. The kerb extensions for locations like St James are quick wins, converting on street car spaces to gardens, alfresco, parklet space is an effective short term solution. This paves the way for other interventions.

## KERB EXTENSION EXAMPLE: Albany Highway, St James Town Centre

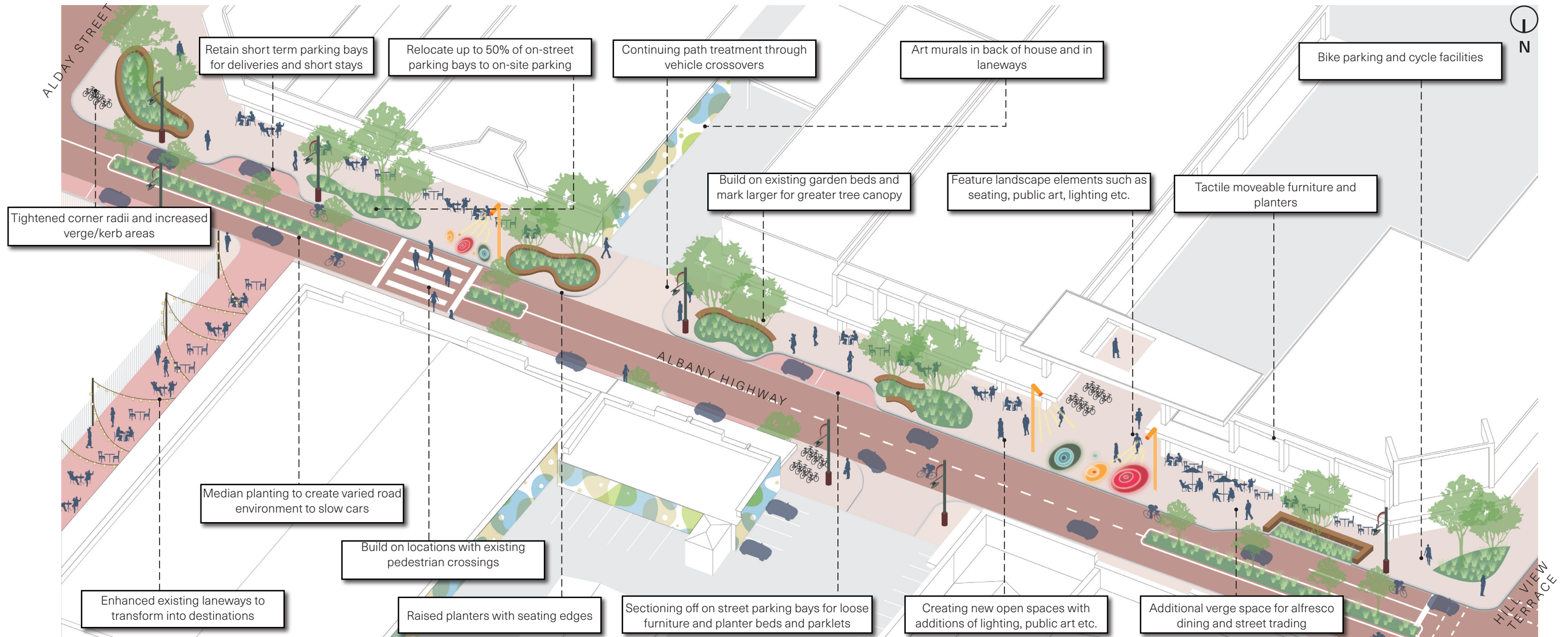


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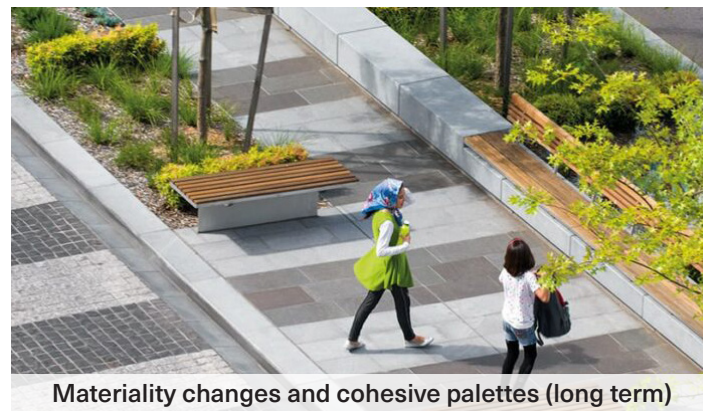
## KERB EXTENSION EXAMPLE FUTURE INTERVENTIONS: Albany Highway, St James Town Centre



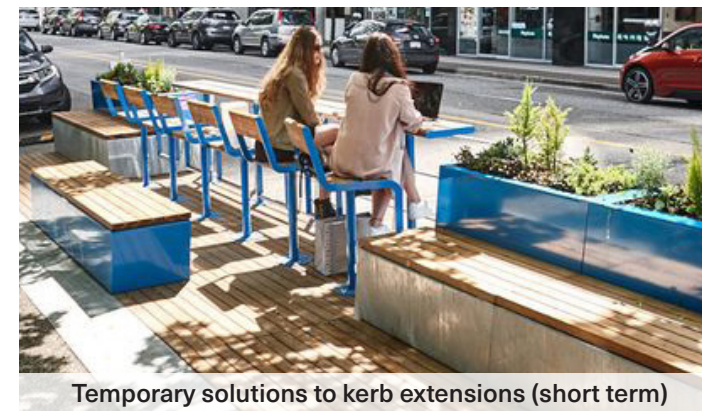
## DESIGN OPPORTUNITIES



More space for planting and seating



Materiality changes and cohesive palettes (long term)



Temporary solutions to kerb extensions (short term)



Tactile verge extensions creating more space for people



# Streetscape Typologies: Bus Bay Build Out

## SUGGESTED LOCATION EXAMPLES



## LOCATION CRITERIA

- Existing bus stopping lanes along Albany Highway, excluding timed bus stop locations
- Active frontages where additional space is required for alfresco, micro-parks, parklets, rain gardens (WSUD) and linear biodiversity.
- Locations that would benefit from slower / interrupted vehicle speeds and movement (down hill sections etc.)

## RECOMMENDATIONS

1. Consider combined approaches by transforming bus stopping lanes into extra kerb space so buses stop within the main carriageway on Albany Highway (traffic calming, verge extension)
2. Trial the intervention with tactile treatments such as temporary platforms, which can be converted to permanent design solutions (paved areas and softscape areas) at a later stage
3. Integrate lighting, seating and shade at all stops
4. Incorporate feature elements at key (well utilised) bus stops such as art and signage
5. At bus build out locations, provide obstacles in the median, so cars cannot overtake buses into oncoming traffic

## BUS BAY BUILD OUT EXAMPLE: Albany Highway after McMaster (Stop ID: 11732)

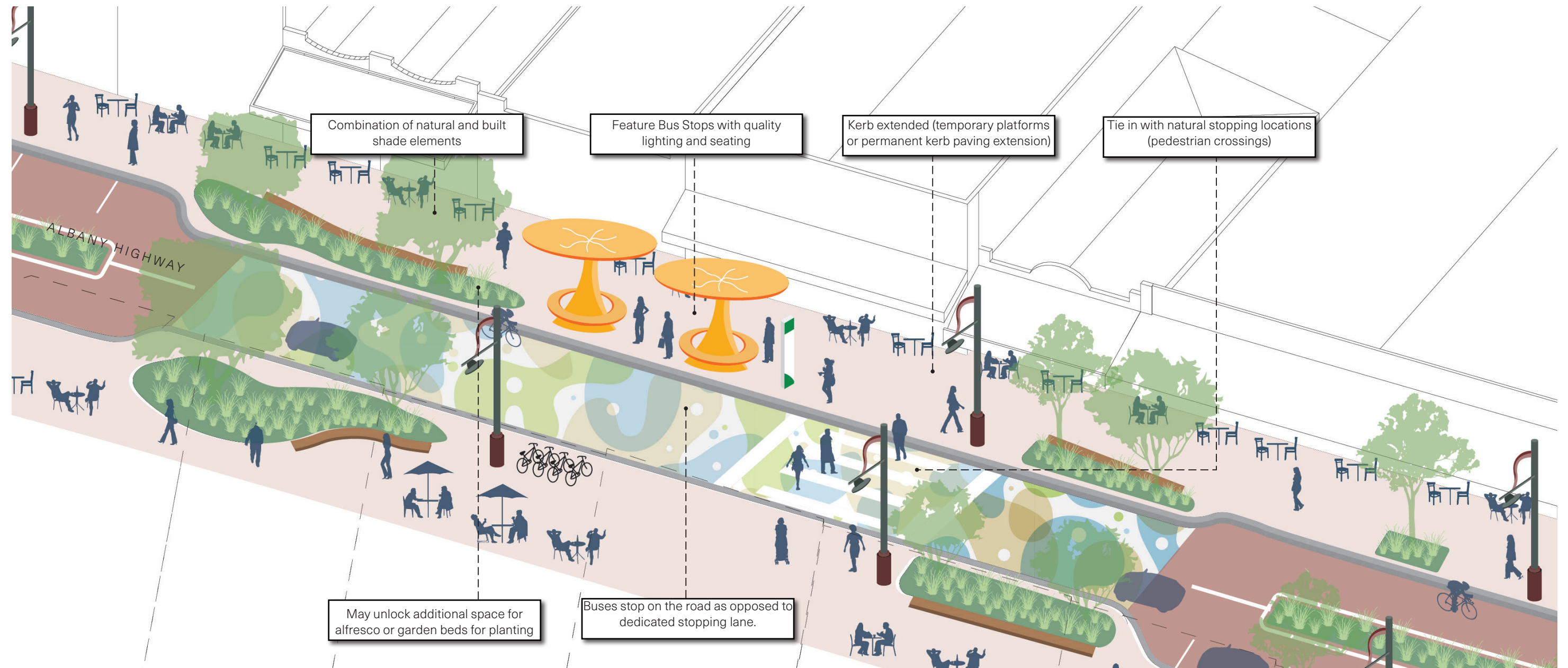


For details on the numbered locations refer to the relevant table in the Appendix.



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## BUS BUILD OUT EXAMPLE FUTURE INTERVENTIONS: Albany Highway after McMaster (Stop ID: 11732)



## DESIGN OPPORTUNITIES





# Major Spaces Typologies Summary

Idea 8 of the Albany Highway Tomorrow Report is focused on creating and delivering new open spaces within major sites. In considering this, four general open space typologies have been developed which will be the focus of future open space provision along and surrounding Albany Highway. These typologies have been designed to be applied to numerous locations within different sub-precincts.

## PLAZA



A curated mix of hard and softscape spaces framed by active ground floor uses and civic buildings.

### LOCATION CRITERIA

- Locations with an existing or future civic role within the ToVP
- Opportunities where people would be drawn to congregate and socialise
- Existing or future community nodes
- Places that lend itself to activation opportunities
- Existing sites which are underutilised and need future directions
- Integrate as part of new major site redevelopment
- Where active uses can support and provide activation / surveillance to
- Part of corner conversion provision in locations which lend itself to larger public spaces

## GREEN



Green and leafy spaces which cater for a wide range of uses and enhancing the connection to nature..

### LOCATION CRITERIA

- Where green relief is needed along AH
- Areas which lack access to green space and gaps in POS provision
- Large sites (underutilised land, sumps etc.)
- Sumps adjacent to existing open spaces
- Future high density areas
- Where green links and corridors can be created
- Water Corporation basins and larger sump areas
- Integrate as part of new major development
- Large expansive areas of paved areas on AH which can be converted to softscape and green space

## LANEWAY



Narrow, vibrant and active spaces which are framed by built form and ground floor consisting of pedestrian supporting uses.

### LOCATION CRITERIA

- Existing laneways to unlock desirable pedestrian and cycle connections parallel to AH
- Where built form and active frontages facilitate laneway spaces
- Along key pedestrian desire lines which link destinations
- Where improved pedestrian permeability is required (mid-block links and thru-site)
- To support fine grain activation
- Where improved safety outcomes are needed for existing laneways
- Integrate as part of new major development - creation of new laneways

## MICRO-PARK



Small, intimate areas of open or green space that can be enjoyed by local residents.

### LOCATION CRITERIA

- Areas with integrated green systems
- Temporary micro-parks - undeveloped lots - interim space
- Areas of high UHI - large paved areas
- Areas that require softening greening and improved human comfort
- Smaller existing drainage sumps that can be converted
- Integrate as part of new major development - creation of public realm hierarchy



# Major Space Typologies

## General Principles

### GENERAL PRINCIPLES

The following principles apply to all the adjacent Major Space Typologies listed within this report.

1. Incorporate Power of 10 Principles (more than 10 things to do in the space - including at night)
2. Each of the locations shown in this report are subject to further investigation, however they provide an opportunity for a varied and scaled approach, based on the context, adjacent land uses and site conditions
3. Ensure universal access is maintained and enhanced through typology design and materiality
4. Contribute to the ToVP's Urban Forest Strategy
5. Engaging and interactive public realm with playable and educational infrastructure
6. Incorporating playable infrastructure for all ages play
7. Providing a ratio of hardscape and softscape to ensure the flexibility of spaces for events and programming
8. Be designed to incorporate Crime Prevention Through Environmental Design (CPTED) principles
9. Integrate into the existing fabric or new fabric (site development) as much as possible to create welcoming spaces
10. Provide feature elements (lighting, furniture, paving, planting, bike parking etc.) in key locations
11. Experiment with levels to enhance interest and spatial variation
12. Promote activation day and night, so that night life of AH is extended into public space
13. Reduced UHI impacts by converting unnecessary paved areas into softscape
14. Enhanced connections to the river and foreshore through the provision of major space types
15. Bird nesting boxes and hollows to support endemic bird life and black cockatoo habitat known to ToVP
16. Consider a precinct approach for all interventions - and refer to the Tomorrow Report for reference.

Yagan Square Water Play by ASPECT Studios (Perth,WA)





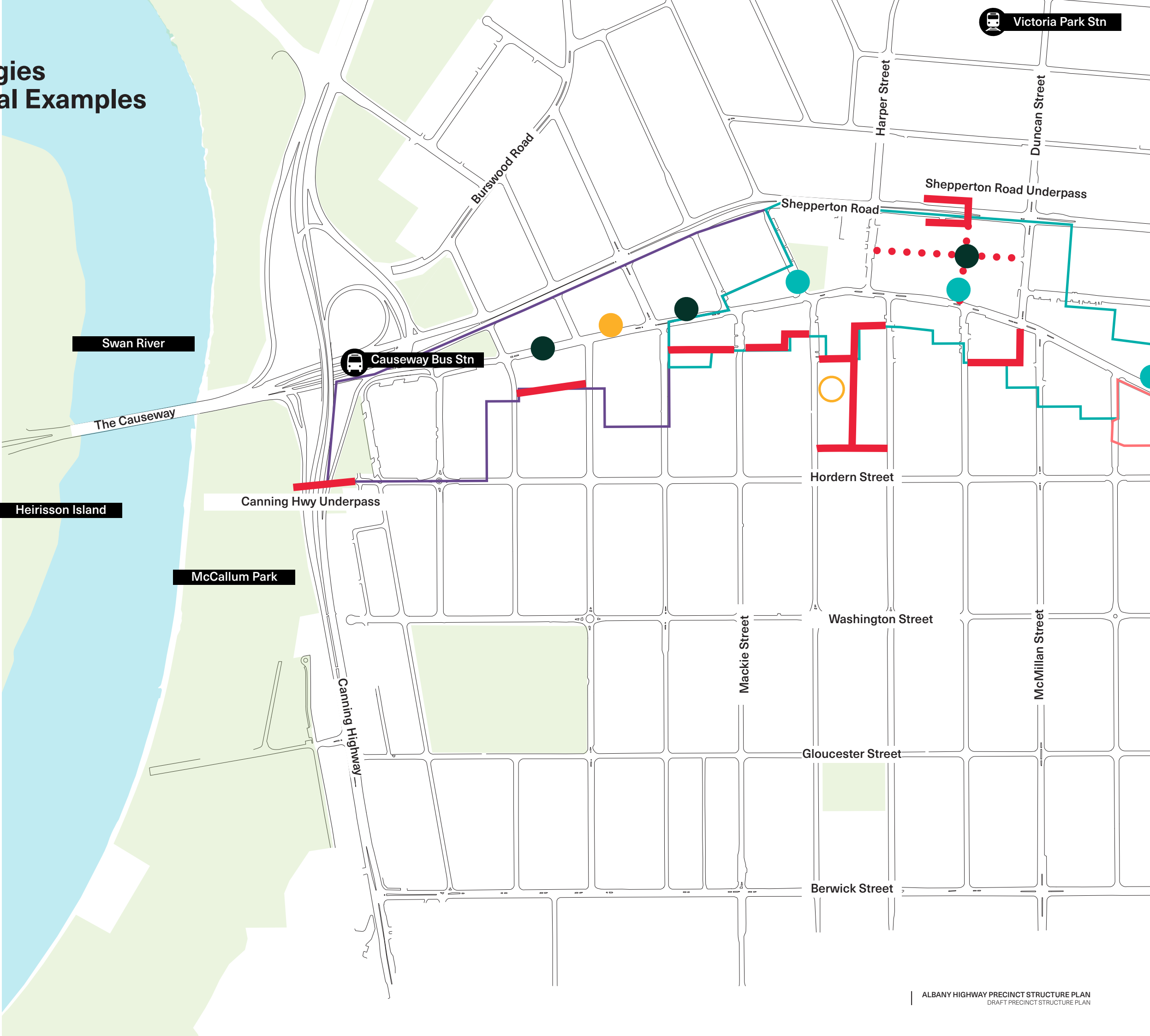
# Major Space Typologies Suggested Locational Examples

The locations shown adjacent are suggestive examples and are subject to further investigation by the design team and ToVP.

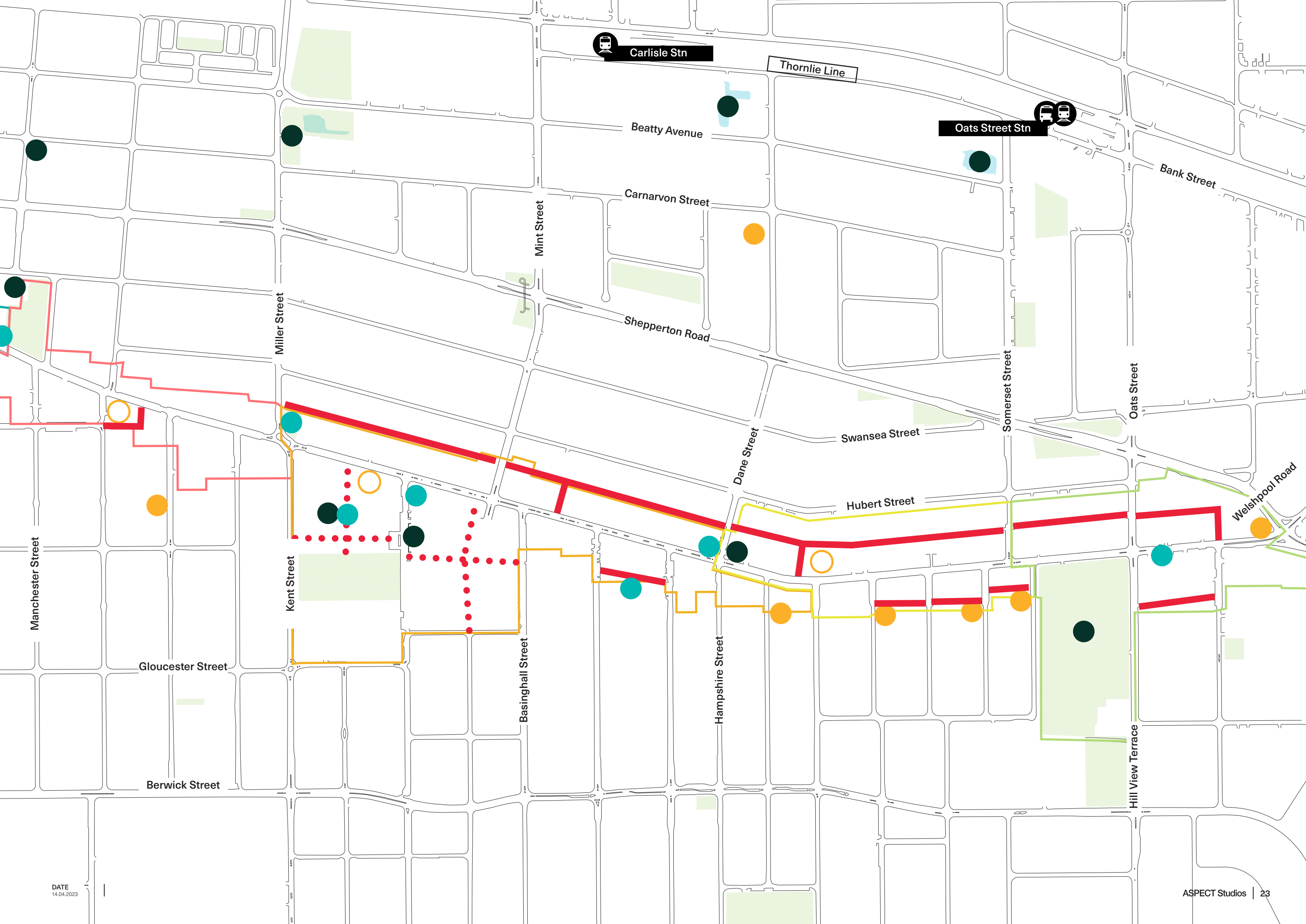
They are proposed based on their suitability and relevance to the location criteria for each typology.

Each typology location would have an applicable scale of intervention based on the context to ensure a diverse range of applications and public realm experiences within the AHPSP.

- Legend
- Future Plaza Space
  - Future Green Space
  - ⋯ Future Laneway (Major site redevelopment)
  - Existing Laneway Network
  - Future Micro-park
  - Temporary Micro-park
  - 🚉 Train Station
  - 🚌 Bus Station









# Major Space Typologies: Plaza

## SUGGESTED LOCATION EXAMPLES



## RECOMMENDATIONS

1. Provide a range of seating options and alternatives, both in shade and in sunlit areas, permanent and moveable
2. Ensure plazas are used throughout the year through shade canopy (natural and built) through quality lighting at night
3. Ensure plaza spaces are not too cluttered with good sightlines through the space
4. Limit size of plazas, if they are too large they can deter people, intimate plazas are often preferred over large plazas
5. Plazas will have formal planting areas such as planter beds (species depend on shading). Also moveable planters should be considered
6. Plazas are ideal locations for feature public artworks, particularly interactive and engaging public
7. Not all plazas are hardscape, softscape (and deep soil) should be prioritised where possible.
8. Use of turf needs to be used carefully, to consider solar access and overshadowing
9. This section mainly considers new plazas, however existing opportunities for plaza spaces should also be considered, such as transform underutilised spaces and key sites (i.e. Isaia Corner).
10. In relation to Isaia Corner - a plaza space is recommended, however this needs to align with the Public Open Space Strategy, and requirements for:
  - 40% Tree Canopy Coverage
  - Reduction of Turf area and increase of native garden beds and softscape
  - Support Albany Highway as an Active Street



DESIGN OPPORTUNITIES



Interactive, engaging and fun playable infrastructure and artwork



Raised turf areas with seating edges for multi-use



The quick wins, pot plants and moveable furniture to test ideas



Mix of hard and soft ground covers, promoting comfortable spaces



Feature lighting (Gobo projection) in special places



Playful elements for all ages, especially at night



Level change for flexible spaces



Active edges where private and public realms blur for added experience



Planters with integrated seating and lighting



# Major Space Typologies: Green

## SUGGESTED LOCATION EXAMPLES



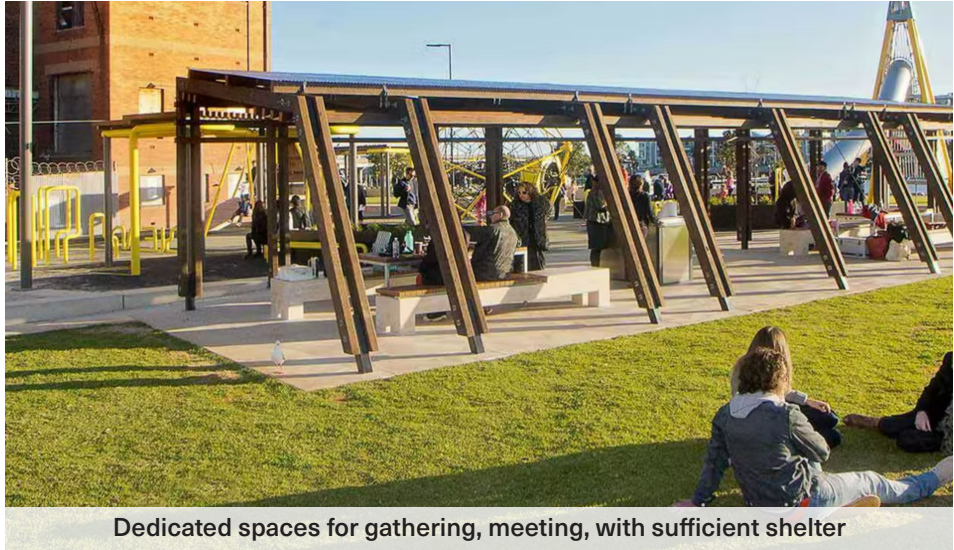
## RECOMMENDATIONS

The Green Spaces typology, considers new green spaces as well as existing large sumps that can be converted into green spaces. Refer to Sump Typologies for more details on locations and suggested outcomes. Existing green spaces are covered in the Surrounding Landscapes Section.

1. Deep soil planting should be prioritised to contribute to a high softscape ratio
2. Seating in shade and in sunlit areas
3. Ensure quality lighting at night for all future green spaces, with considerations for controlled lighting based on impacts to ecology and biodiversity
4. Prioritise WSUD in open spaces where possible
5. Integrate community gardens for strong stewardship and connection to place
6. Integrating nature play elements and active sport stations - fitness loops and stations
7. Consider design elements for dogs, where appropriate
8. Green spaces do not always have to be flat - integrate varied surfaces and landscape forms and spaces for multi use
9. Green spaces do not always have to be turfed spaces, experiment with varied ground covers for soft fall and comfort
10. Picnic and BBQ areas for community gathering and to attract families



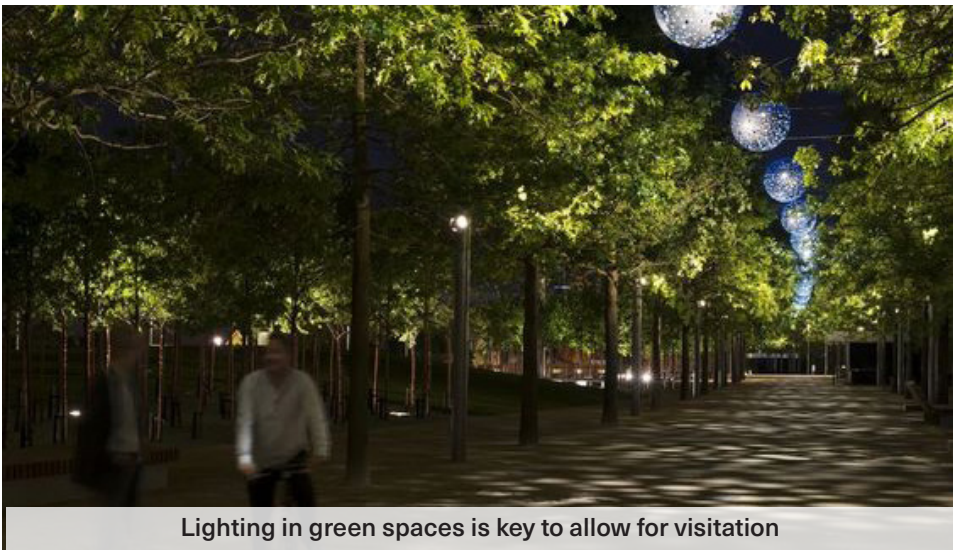
DESIGN OPPORTUNITIES



Dedicated spaces for gathering, meeting, with sufficient shelter



Multi-courts for active play and health/wellbeing



Lighting in green spaces is key to allow for visitation



Good shade and soft ground cover, not all parks need to be turfed



Flexible space to trial ideas, tactile furniture, street libraries and performance



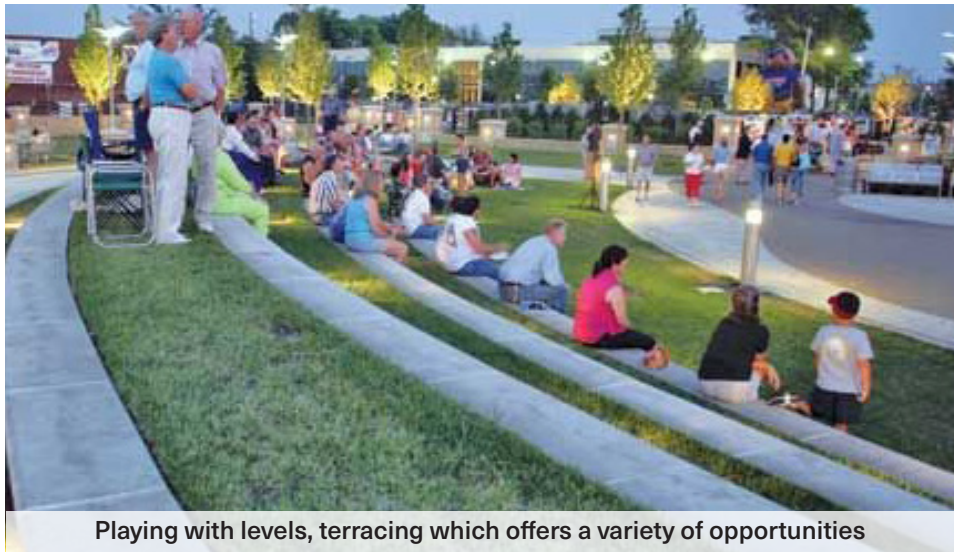
Fixed, bespoke furniture and seating in shade and sun



Nature and themed play creates destinations



Community gardens are important for all ages to get involved



Playing with levels, terracing which offers a variety of opportunities



# Major Space Typologies: Laneway

## SUGGESTED LOCATION EXAMPLES



## RECOMMENDATIONS

Unlike the other major space typologies, the Laneway typology considers new laneways (major site redevelopment) as well as existing laneways, due to the significant opportunities for the extensive network.

1. A varied scale of intervention based on the context and location (residential vs mixed use areas)
2. Consider existing laneways as alternative walking and cycling routes and for minor activation (public art, lighting, community events, moveable furniture and planters etc.)
3. Laneways to be provided as part of major site redevelopment with major activation opportunities (alfresco dining, trading etc.)
4. Opportunities to utilise existing back of house (BOH) space for commercial tenancies to directly front onto the laneway
5. Wayfinding is critical to promote movement and entice people to use them
6. Based on the location consider and incorporate servicing access and deliveries to BOH to de-clutter AH
7. Quality lighting at night - low height lighting preferred in residential areas, feature catenary lighting in mixed use areas
8. Foster community stewardship through pot plants and moveable planters
9. Integrate public art, murals and story telling for visual interest and exploration - celebrating the character, history and culture of ToVP
10. Integrating play along the way - through interventions like impromptu basketball hoops or hopscotch markings

Legend

Future Laneway - Indicative only  
(Subject to Major Site Redevelopment)

Existing Laneway



DESIGN OPPORTUNITIES



Laneways for calendar events or impromptu gigs



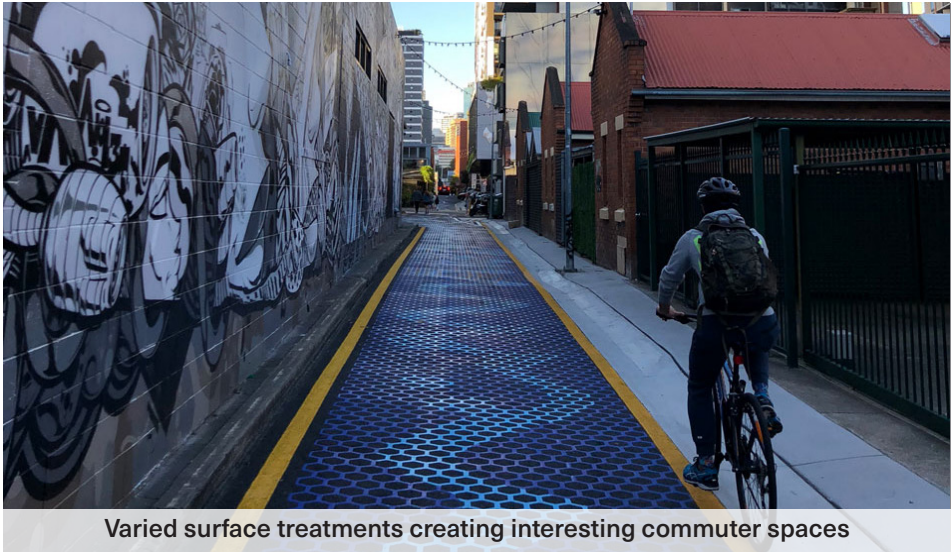
Feature lighting like catenary in active laneways



Interventions that allowing for play and activation for locals and workers



Variety of lighting and signgace, promoting business and diverse cultures



Varied surface treatments creating interesting commuter spaces



Hyper active food / hawker markets as part of new development



Art mural walks in low key laneways, for visual interest and exploration



Community planting and greening in rear lanes, beautifying and cooling the street



An address to civic and community uses, and complementary aesthetic



# Major Space Typologies: Micro-park

## SUGGESTED LOCATION EXAMPLES



## RECOMMENDATIONS

The Micro-parks typology, considers new spaces micro-parks as part of major site redevelopment and smaller sumps which can be converted into micro-parks. Refer to Sump Typologies for more details on locations and suggested outcomes.

1. Utilise vacant land as opportunities for temporary micro-parks (i.e. small sump in the McMillan Precinct) to activate AH
2. Provide incentives for private land owners to provide/allow for temporary pocket park uses within vacant land lots
3. Ensure quality lighting at night for all future green spaces, with considerations for controlled lighting based on impacts to ecology and biodiversity
4. Integrate community gardens for stewardship if located within residential areas
5. Small play elements will encourage use by local residents
6. Feature elements in key locations - lighting, furniture, paving, planting
7. Maintain mature existing trees where possible
8. Consider the function of the pocket park, whether to incorporate play, amenities for dogs, or seating under shade/shelter based on the context
9. For sump conversions (subject to hydrology advice), it may be appropriate to retain the drainage function within the micro-park through WSUD gardens

- Legend
- Future Micro-park
  - Temporary Micro-park



DESIGN OPPORTUNITIES



Prioritised softscape, wetland species promoting WSUD



Small play elements to incentivise use



Shelter, seating and micro-community gardens



Retained drainage function, with paths for movement when dry



Celebrating water in the event of rain



Lighting for use at night, to activate space and promote CPTED



Local parks for nearby residents with flexible spaces and lots of seating



Majority of softscape, where paving is used only for paths. All ages play



Recycled neighbourhood materials to create themed play









# Surrounding Landscape

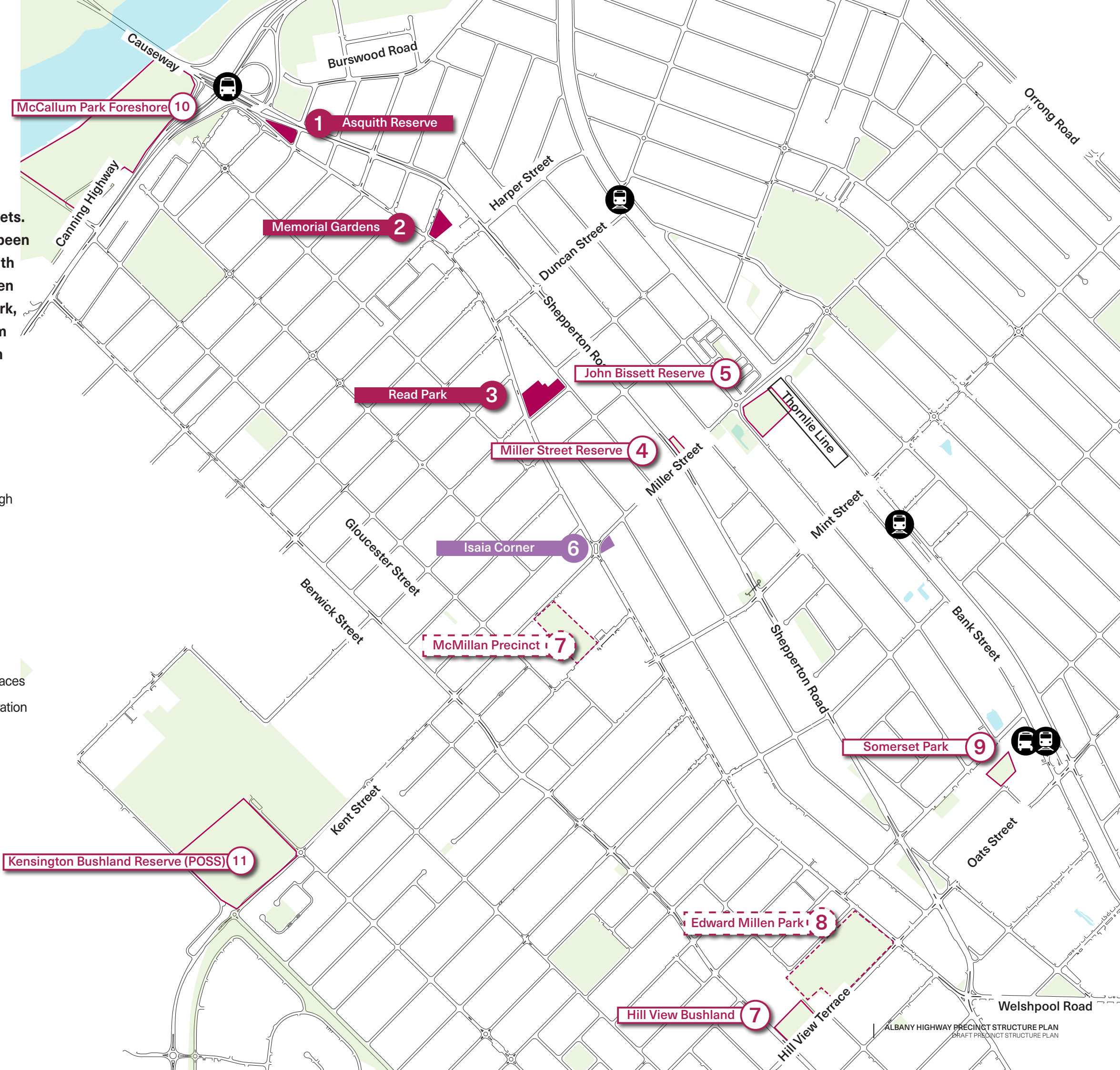
Idea 9 of the Albany Highway Tomorrow Report is focused on enhancing surrounding parks and streets. In considering this, three key existing parks have been identified and developed further in more detail, with regards to future design opportunities. These green spaces are key to creating the public realm network, particularly in areas with shortfalls on public realm and with low usage (identified by the Public Realm Strategy).

### KEY PRINCIPLES:

- Revitalise & upgrade existing green spaces;
- Turn them into high performance spaces;
- Establish ecological function and value particularly through WSUD and WA native and endemic planting
- Enhance social benefit / amenity;
- Consider drainage functions.
- Maximise tree canopy, shade and shelter
- Slow vehicle movements around these spaces
- Improve pedestrian and cyclist crossing points
- Provide cycling infrastructure within and around open spaces
- Enhance lighting for night time space utilisation and activation
- Bird nesting boxes to support endemic bird life

### Legend

-  Priority Green Spaces in need of upgrades (considered as part of this study)
-  Priority Green Spaces in need of upgrades (to be considered as part of future studies)
-  Green Spaces in need of future upgrades
-  Approved or current Masterplan for Upgrade
-  Train Station
-  Bus Station





# Surrounding Landscape: Asquith Reserve

## EXISTING CONDITION



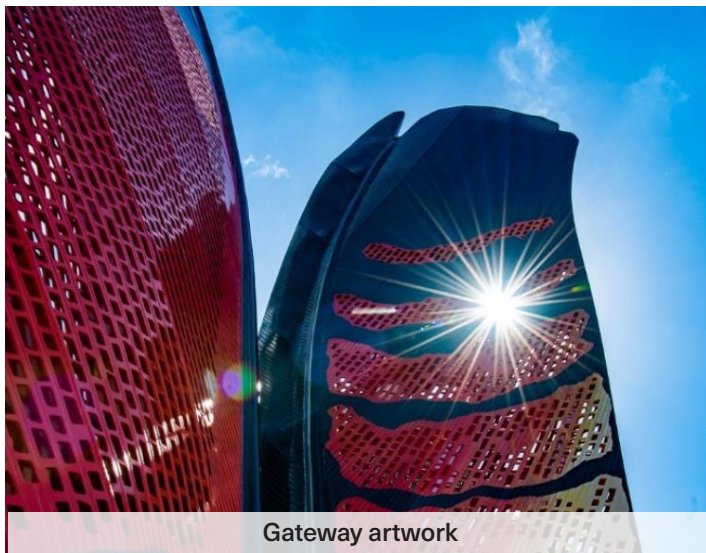
## RECOMMENDATIONS

- Improve access to Asquith Reserve from surrounding streets and businesses
- Improve safety from busy roads through the use of barriers, level change, planting and embankments
- Support the local worker population - good shade, robust seating, tactile play elements, Wi-Fi, outdoor meeting spaces / benches with plug and play
- The addition of cycle supporting infrastructure for commuters / cyclists (bike fix, water fountains)
- Gateway public art & lighting - symbolising the entry to the ToVP and Albany Highway
- Integrate artistic approaches and interpretations of heritage into future design
- Reduce turfed area and increase/prioritise WSUD - to enhance ecological function and the linear green connection to the foreshore
- Enhance tree canopy to achieve 40% canopy - prioritise WA natives and endemics
- Consider the function of this space at night given proximity and adjacent uses (lighting installations etc.)

## DESIGN OPPORTUNITIES



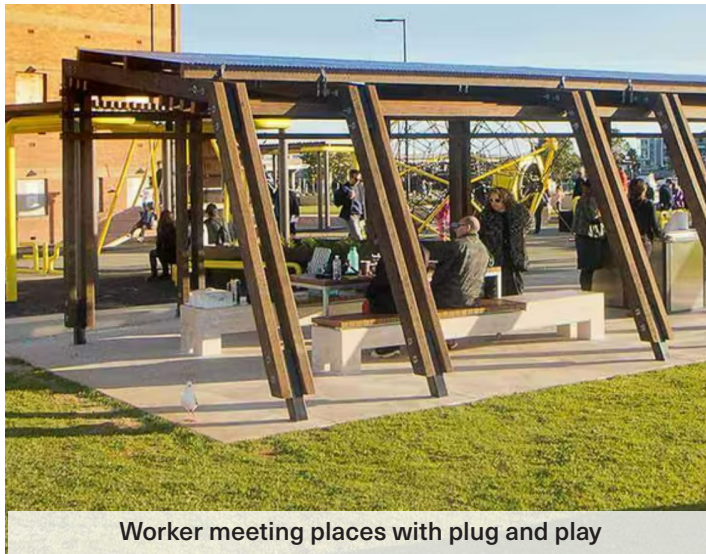
WSUD and natives creating cool urban parks



Gateway artwork



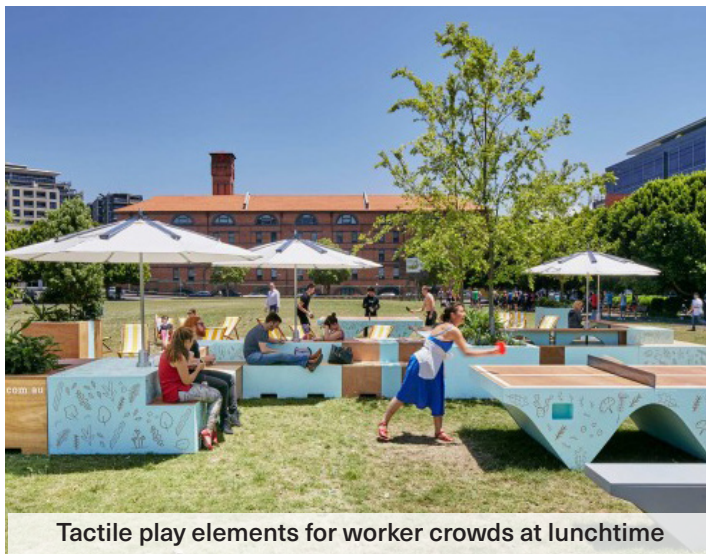
Gateway lighting at night



Worker meeting places with plug and play



Soft but protective edges to roads



Tactile play elements for worker crowds at lunchtime



# Surrounding Landscape: Memorial Gardens

## EXISTING CONDITION



## RECOMMENDATIONS

- Opening up the park to the street - increase sightlines, accessibility to AH, Harvey Street and ToVP Admin Building
- Breakdown edges to enable terraced seating and gathering on the perimeter of the park facing the street
- Increase WA native and endemic tree planting, maintain existing mature tree canopy - 40% tree canopy coverage
- Partial or full closure of Harvey Street at the intersection (corner conversion) - creating a plaza forecourt to the park creating flexible spaces for events and programming
- Nature play elements for family friendly usage of the park possibly referencing ANZAC significance
- Feature lighting in trees to highlight heritage elements of the park and invite usage at night
- Build on existing place value (heritage memorial and civic space) through bespoke detailing and references to heritage elements (seating, bike racks, signage)
- Multiple seating options, raised planter edges (integrated lighting), grassed areas, steps, lounges
- Acknowledge and enhance the heritage functions of the space through various design interventions
- Integrated wayfinding and signage to be engaging and interactive (Augmented Reality & QR)

## DESIGN OPPORTUNITIES



Small play elements that build on whats there



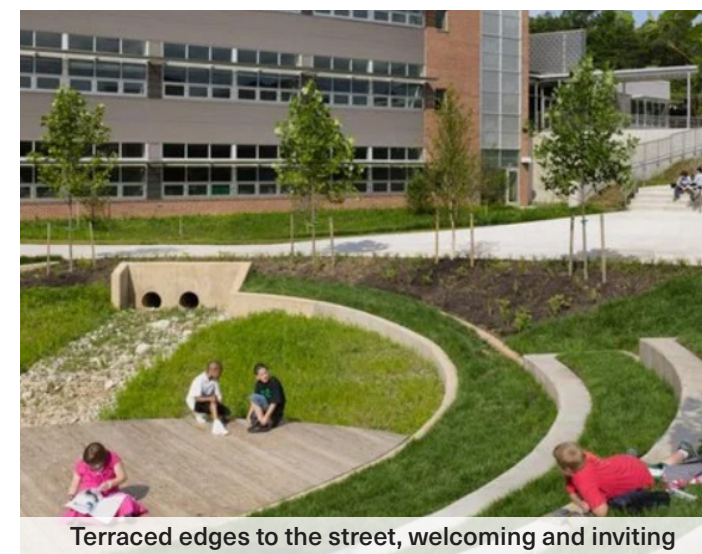
Lighting up feature trees as key landmarks at night



Wayfinding with story telling



Civic spaces with no barriers



Terraced edges to the street, welcoming and inviting



Low lighting, integrated into levels, activating space at night



# Surrounding Landscape: Read Park

## EXISTING CONDITION



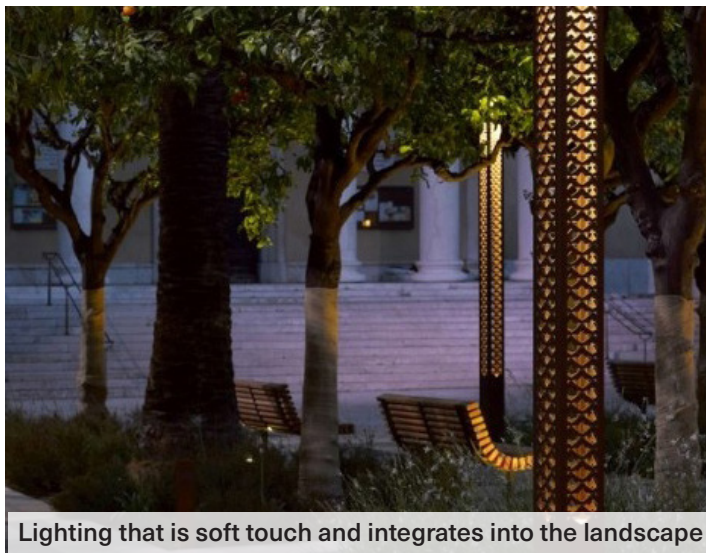
## RECOMMENDATIONS

- WA native and endemic tree and WSUD planting particularly to enhance the interface to AH and shade to footpath (40% canopy coverage) - retain all mature trees
- Formalised hardscape and softscape for events, with reduced turfed areas to be replaced with groundcover
- Robust and quality lighting for night activation and space utilisation by adjacent businesses and residents
- Sump area as a potential park expansion area with exercise path meandering through, retain the drainage function of the sump area if required
- Integrate health and wellness as part of the parks amenity, potential fitness station loop
- Enhance and grow the community garden as a key destination within Read Park (Urban Farming) with potential farm to table and pop up dining
- Enhance edges to adjacent businesses through active play / multi-court set up, youth plaza, youth hub, playable infrastructure and Wi-Fi
- Interpretive wayfinding and signage to tie into AH as a Active Park Street

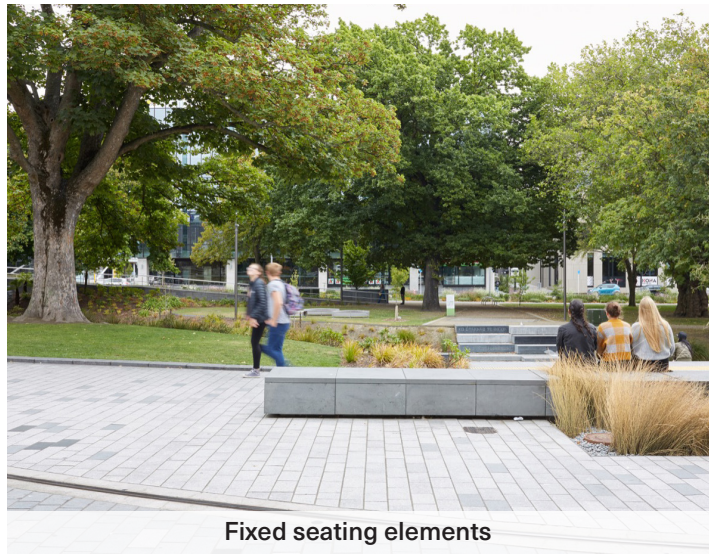
## DESIGN OPPORTUNITIES



Multi-courts provide multiple opportunities for play



Lighting that is soft touch and integrates into the landscape



Fixed seating elements



Destination play, themed to history and culture



Community gardens as a major destination and draw card



Design that maintains function



# Sump Typologies

Idea 02 of the Albany Highway Tomorrow Report is focused on increasing Albany Highway's biodiversity. In considering this, existing drainage sumps have been identified, to determine potential open space and biodiversity opportunities. Unlocking these inaccessible sites has the potential to contribute to the wider public realm network. The identified sumps have been categorised into three typologies, however as part of this strategy Typology 1 will be explored in further detail.

### OBSERVATIONS:

- Sumps with multiple frontages are typically suited to multi-use redevelopment
- Concealed sumps not suited to recreational use, until new development occurs and passive surveillance improves
- Impact on Stormwater Management Plan(s)

### KEY PRINCIPLES:

The following principles apply to all Sump Typologies listed within this report:

- To be addressed in a staged approach, prioritising the transformation of sumps along AH and within the PSP site area
- Sumps outside the PSP site area sumps are lower priority (long term solutions)
- Re-wild and increase biodiversity and tree canopy through WA endemic species and evergreens
- Prioritise WSUD and water wise plants over turf areas
- Retain drainage functions where required
- Retain existing mature trees whether native or exotic
- Celebrate water in larger sump typologies where possible
- Make sumps suitable for use (contaminants, barbed wire / fencing etc.)
- Minimal hardstand or hardscape area
- Universal access through formalised paths





# Sump Typologies:

## Typology 1A: Micro-park

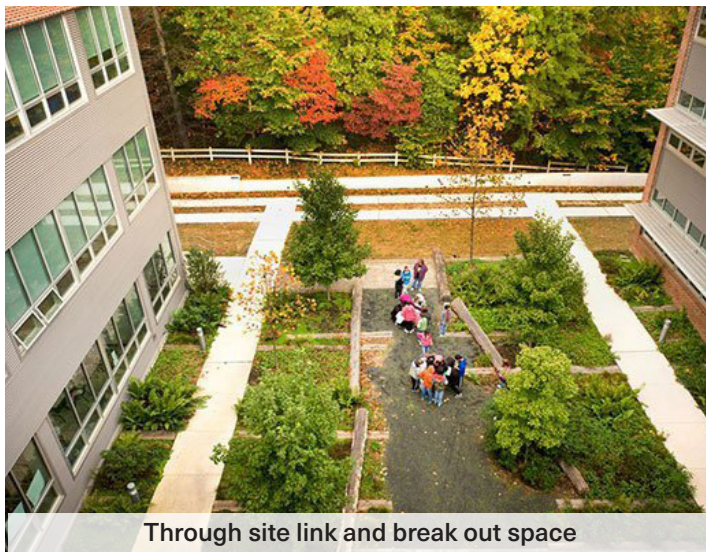
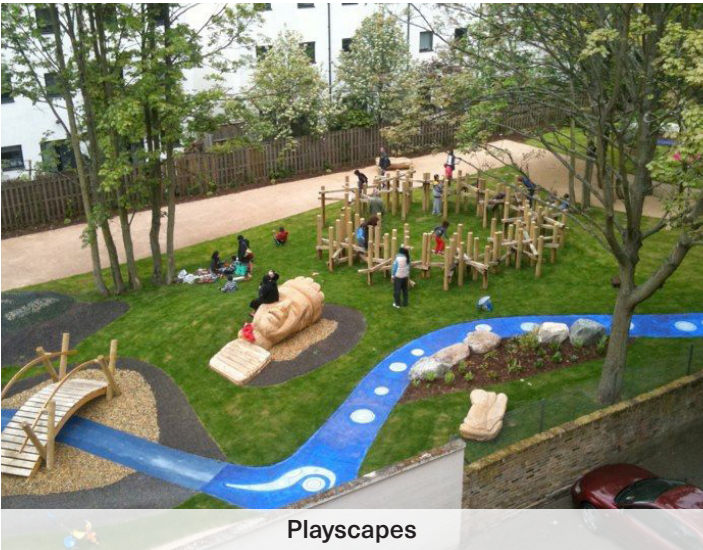
### EXISTING CONDITION: EAST VIC PARK SUMPS (X3)



### RECOMMENDATIONS

- Micro-parks are important considerations where there is a shortfall of open space, adjacent laneways or adjacent larger parks
- Consider temporary interventions to provide short term activation to underutilised spaces part of future development (McMillan Precinct Sump on Albany Highway)
- Minimise cut and fill where possible and utilise the grade of the sump to create interesting spaces
- Provide basic amenity such as seating and shade
- Provide small play elements or playable infrastructure for local residents
- Lighting for the use of spaces at night
- Retain and enhance tree canopy
- Consider movement and embellishment of adjacent existing laneways as well as retained drainage functions
- For sumps not conducive to open space (adjacent to major roads) consider vegetated buffers

### DESIGN OPPORTUNITIES





# Sump Typologies:

## Typology 1B: Large Park

### Existing Condition



### Design Opportunities



### Design Moves

- Larger sumps or sumps adjacent to existing parks and open spaces lend themselves to becoming a larger destination open space
- Celebrate water by maintaining the drainage function where possible so that water reveals itself after rain events
- Incorporate larger play elements
- Minimise cut and fill where possible and utilise levels to create interest and enhanced experiences
- Consider utilising the terrain of the sump to create interesting spaces, terracing can provide seating or levels of play
- Lighting for the use of spaces at night
- Retain and enhance tree canopy
- Consider movement through and around the park with elevated walkways for universal access



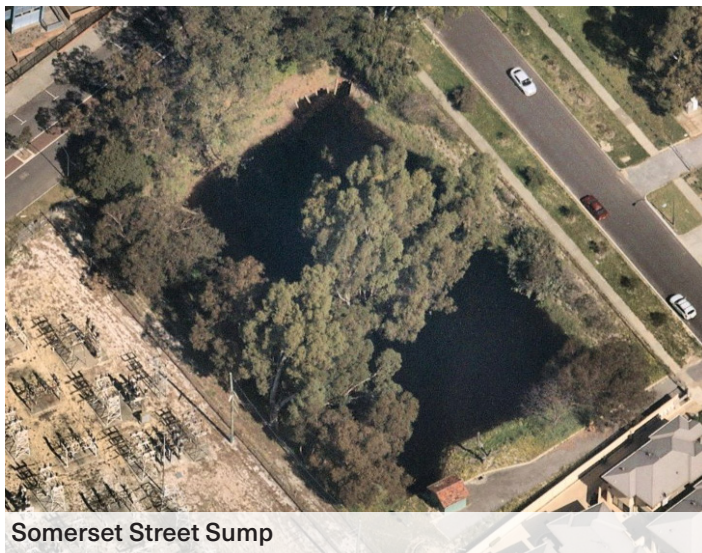
\*The above images are indicative only and are subject to further investigation.



# Sump Typologies:

## Typology 1C: Blue / Green Ecology Park

### Existing Condition



### Design Moves

- Celebrate water particularly for locations with existing surface water
- Retain drainage function and integrate sustainability techniques to filter water
- Incorporate larger nature play elements for safe touch points and discovery with water
- Enhance biodiversity and habitat with wetland appropriate species
- Retain existing mature trees
- Plant endemic and WA local species to attract native bird life
- Living Stream - create as part of adjacent development sites
- Integrate movement and health and wellness trails and universal access
- Not all big parks require big interventions, simple components make a park blue green park great (Tomato Lake)
- Age and ability friendly design is key
- Design for families - BBQ's, picnic areas, play, gym stations, running trails, good lighting

### Design Opportunities





# Look & Feel: Materiality - Paving

Idea 18 of the Tomorrow Report focuses on promoting vibrant street fronts and public life. Materiality plays a significant part in complementing street life. Developing a tailored yet cohesive materiality guide which contributes to AH's history, character and future is critical.

## GENERAL PRINCIPLES

- Apply a unified consistent hard and soft landscape palette to AH, through paving, furniture, ground covers, lighting, art and planting
- Celebrate sub-precinct identity through bespoke landscape variations at key sites, so that each sub-precinct has its own unique public realm language, whilst still being part of the AH corridor
- Palette variations should reflect the unique sub-precinct identity, history and culture through highlight materials, bespoke furniture, themed colours, artwork and feature lighting. This can be delivered through major site redevelopment and Major Space/Streetscape Typologies
- Tell stories, engage and educate through materiality
- Reflect a high street through streetscape design

## RECOMMENDATIONS

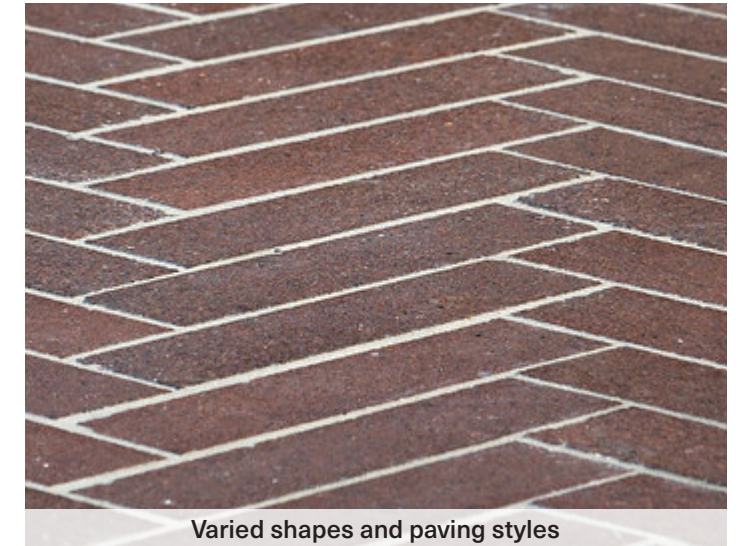
- Prioritise light coloured, permeable ground covers / paving, to contribute to WSUD and reduced UHI
- Leverage existing heritage colour palettes of greys, creams/beige, greens and browns
- Replace red brick paving, faux brick and concrete paving over time given the low attachment & preference with the community for alternatives
- Create artistic approaches to paving and surfaces, where new meets old to create visual interest
- Enhance mobility experience through laneways with art and surface graphics
- Barrier free and seamless paving, tactiles, gradients, and integrated technology for the impaired & elderly
- Brick, limestone, timber, rammed earth, stone / granite and exposed aggregate concrete (coloured)
- Integrate technology - illuminated or kinetic (energy producing) paving in special locations
- Brick road surfaces in slow vehicle locations. Maintain coloured asphalt elsewhere to support slower speeds



Patterns and colours in paving



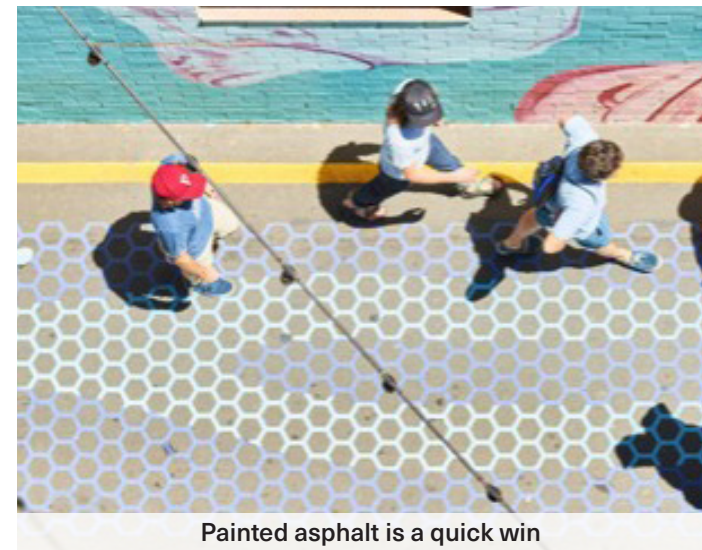
Bold contrast of surface material and colour



Varied shapes and paving styles



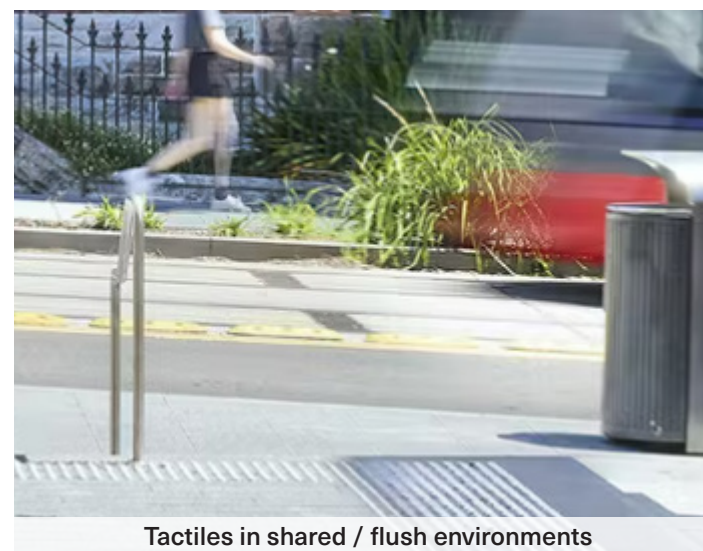
Merging old with the new, with varieties of paving



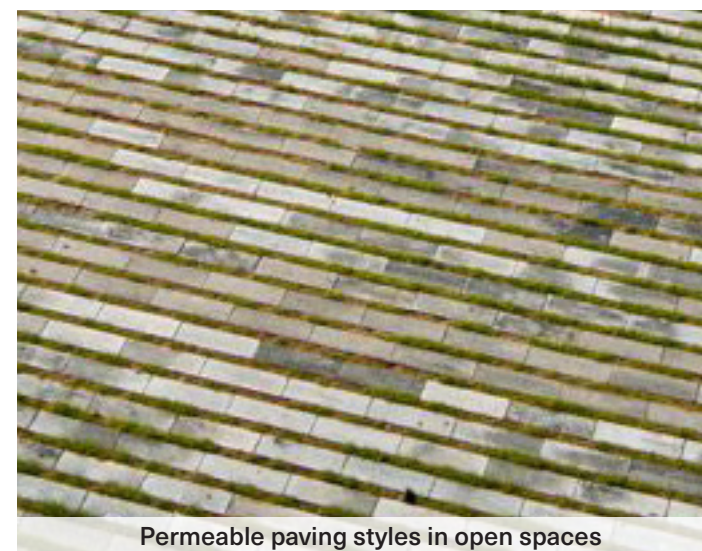
Painted asphalt is a quick win



Permeable paving styles for parking areas



Tactiles in shared / flush environments



Permeable paving styles in open spaces



Blurring hard and soft edges to create interest



# Look & Feel: Materiality - Lighting

## RECOMMENDATIONS

- Prioritise low lighting or lighting which is directed towards the ground plane
- Minimise up-lighting to restrict light pollution
- Integrated lighting into custom made furniture elements such as raised planter edges.
- Feature lighting can contribute to story telling,
- Lighting / art events will attract visitors to ToVP
- Catenary (over head / hanging) lighting in laneways and key open spaces (plazas, shared streets etc.)
- Illuminate feature trees with lighting in key locations along AH
- Retain and refurbish heritage lamp posts and re-purpose old tram stop poles
- Consider controlled lighting and the impacts of lighting on ecology and habitats
- Smart/multi-poles can be used and integrate CCTV, Wi-Fi and projections



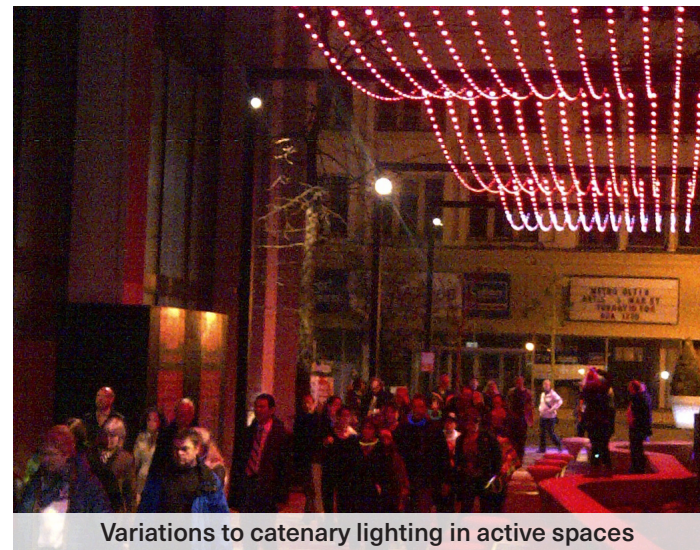
Illuminated furniture - low lighting



Typical festoon lighting producing quick win outcomes



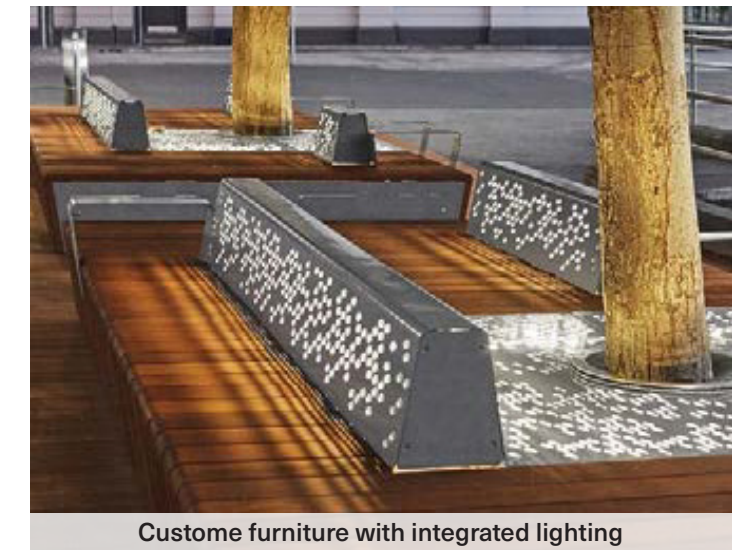
Feature light poles in active spaces



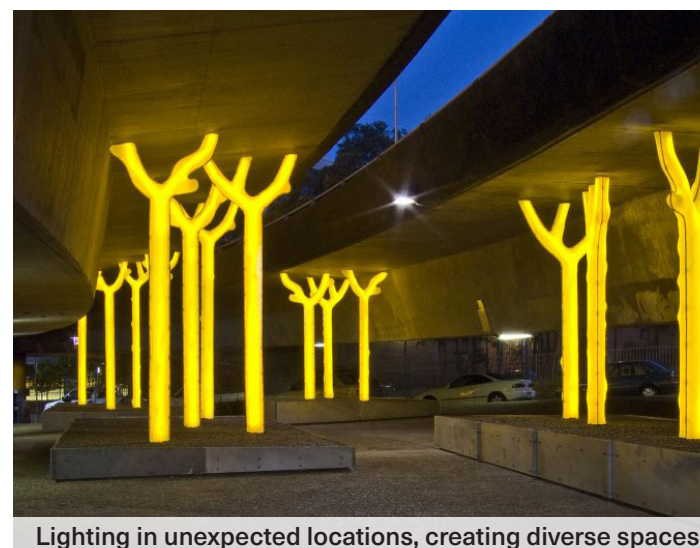
Variations to catenary lighting in active spaces



Illuminated trees



Custom furniture with integrated lighting



Lighting in unexpected locations, creating diverse spaces



Dual use lighting, Gobo projections for story telling



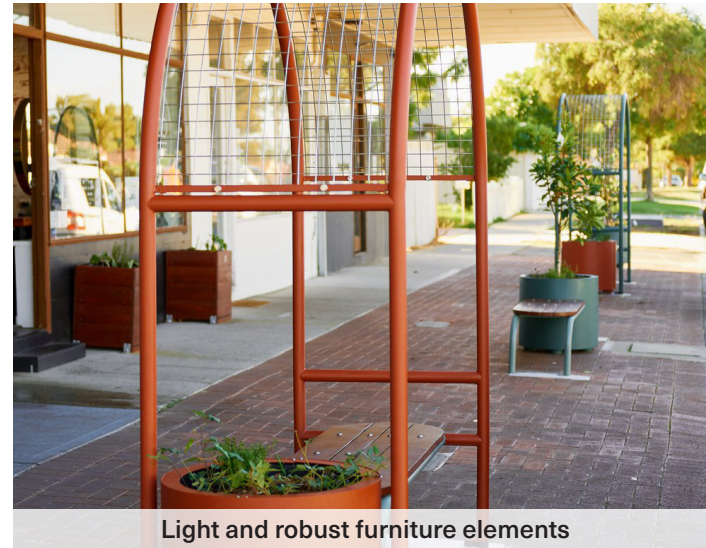
Lighting to pedestrian desire lines, directed to the ground



# Look & Feel: Materiality - Furniture

## RECOMMENDATIONS

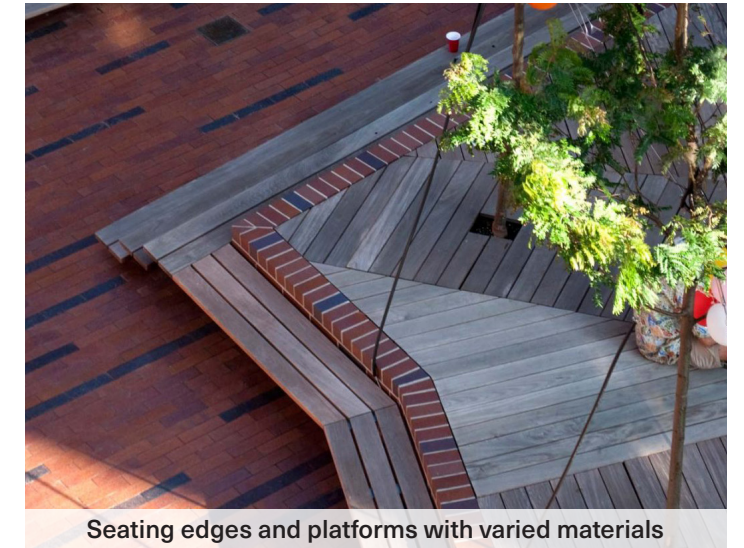
- Prioritise robust tactile furniture and planters which can be secured to a particular location or moved to different locations in the future
- Splashes of colour within furniture can added highlights of colour to the public realm
- Re-use and refurbish heritage elements along AH, such as bollards, seating and bike racks
- Bike parking is important and should be prioritise to encourage cycling and alternative locations
- Feature bike parking in major space typologies and shared streets
- Consistent approach to bins and other elements to add coherence and consistency along the highway.
- Phase out and replace aged, worn or damaged furniture
- Metal seating should be provided with shade. If exposed to the sun, it may not be useable during summer months
- Prioritise materials with lower heat gain for seating (in-situ concrete, timber, brick, etc).
- Combine built and natural shade
- Parklets that can be moved are ideal for AH, adding dynamism as the corridor evolves and changes



Light and robust furniture elements



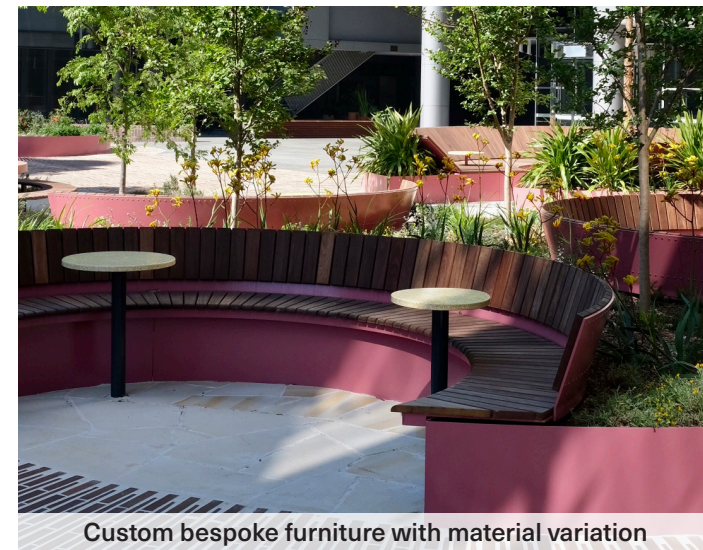
Movable planter / seating



Seating edges and platforms with varied materials



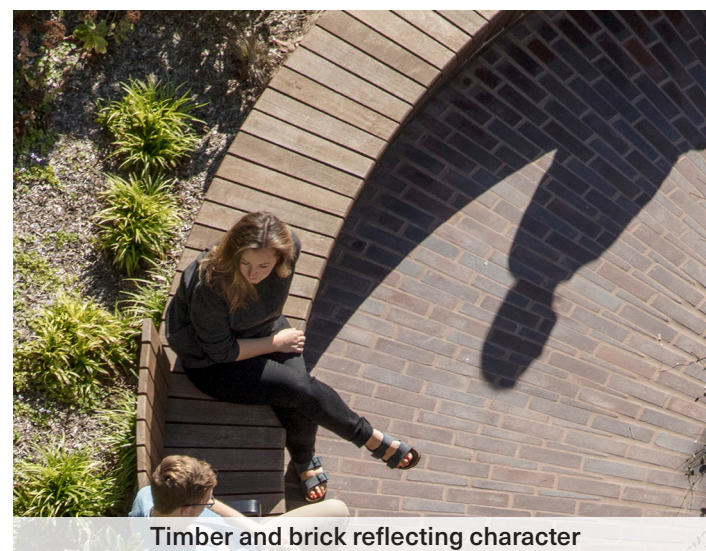
Parklets that can be moved and relocated



Custom bespoke furniture with material variation



Insitu concrete with timber insert seating in shade



Timber and brick reflecting character



Dual use furniture creating opportunities for seating



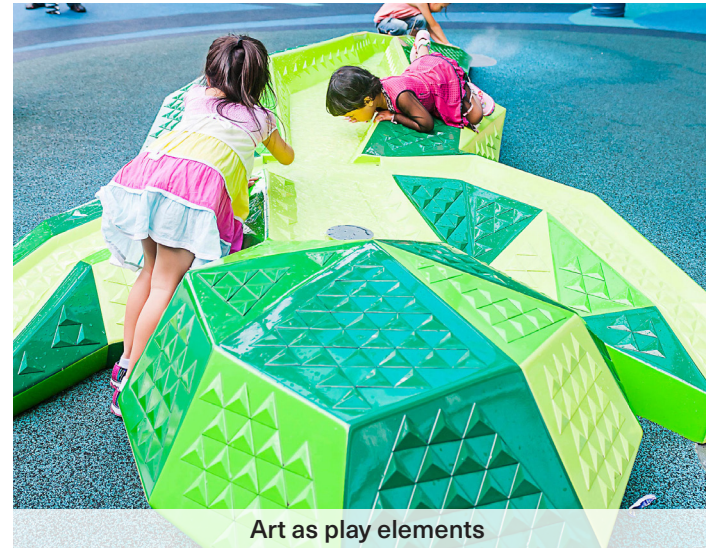
Integrate precinct character through furniture colours



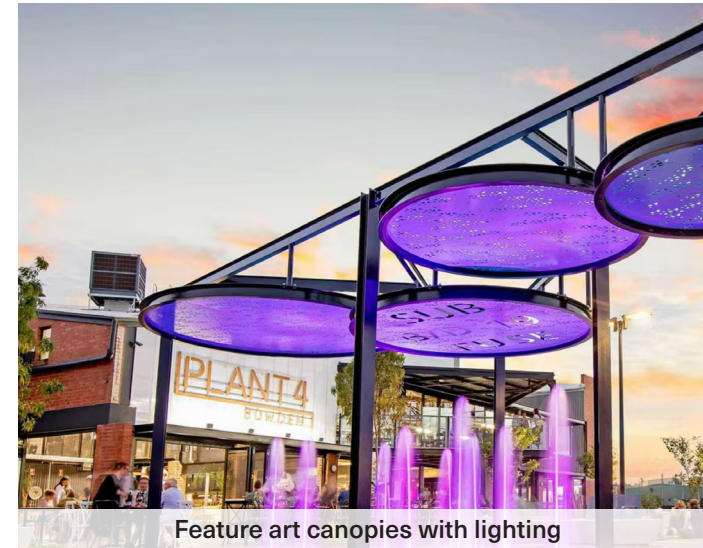
# Look & Feel: Materiality - Art / Wayfinding

## RECOMMENDATIONS

- Creating surprising and playful moments with playable infrastructure integrated into the public realm for all ages and abilities
- Art and wayfinding, should be welcoming and inviting and not create barriers for the impaired
- A site-wide and consistent wayfinding and signage look and feel is needed for AH, which incorporates universal design, accessibility and connection to place
- Public art is an important part of passive wayfinding and story telling - it should be dual use
- Retain and incorporate existing public art on-site given the attachment to the community and association with place and location
- Laneways are a canvas for public art such as murals, and can provide interest as alternative movement networks, promoting exploration and intrigue



Art as play elements



Feature art canopies with lighting



Directional signage



Multi-use spaces complemented by art



Art installations in laneways



Surface graphics for cyclists and pedestrians



Play along the way - encouraging and engaging public realm



Signage and wayfinding markers integrating colours



Maps, destinations and approximate commuting times



# Look & Feel: Planting

**Idea 02 of the Albany Highway Tomorrow Report is focused on enhancing Albany Highway's biodiversity and urban ecosystems by increasing tree canopy, plant/tree diversity, urban farming, softscape and water sensitive urban design.**

## RECOMMENDATIONS

- Contribute to the greening of Albany Highway and its surrounding streets by promoting WA native and endemic planting in the public realm
- Complement the goals of the Urban Forest Strategy with shrubs and ground covers layers of planting under tree canopy
- Promote WA native and endemic plant species in all new and existing garden beds, side streets, medians, open spaces etc.
- Avoid and restrict the use of exotic plant species
- Provide native wetland appropriate species for integration into sumps, blue/green parks and rain gardens/bio-swales
- Planting as sub-precinct and corridor unifying elements, with opportunities in each sub-precinct for varied approaches to reflect character and history
- Feature / ornamental WA native and endemic planting to be included in key areas and new open spaces as part of major site redevelopment
- Prioritise verge planting over median planting
- Planting in median is acceptable however it needs to carefully consider future road layouts and transport infrastructure, garden bed size and appropriate species
- Integrate edible planting such as community gardens, sensory gardens and bush tucker gardens into the public realm
- Linear garden beds can provide and enable more comfortable green connections to the foreshore
- Create pockets of dense planting on side streets if planting areas on AH is limited, they can provide relief from the busy high street and act as micro break out spaces/gardens when seating and shade is provided

## Endemic Species - Bassendean Complex



*Dampiera linearis* - Common Dampiera



*Banksia grandis* - Bull Banksia



*Patersonia occidentalis* - Native Iris



*Conostylis aceluata*



*Kunzea recurva* - Purple Kunzea



*Calytrix angulata* - Yellow Starflower



*Calytrix angulata* - Yellow Starflower



*Acacia stenoptera* - Narrow Winged Wattle



*Hypocalymma angustifolia* 'Coconut Ice'



Look & Feel:  
Planting





# Landscape Strategies

## WSUD, Biodiversity and Street Trees

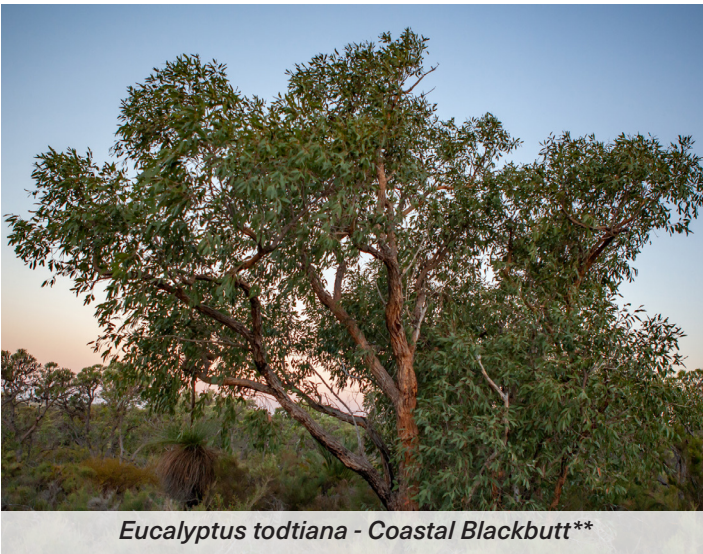
\*\* - Denotes species endemic to Victoria Park (Bassendean Complex)  
\* - Denotes species that are native to Western Australia

The Albany Highway Today Report highlights that only 12% of street trees are WA native / endemic, whilst 25% are eastern states natives.

### RECOMMENDATIONS

- Protect significant trees, regardless of species
- Contribute to the biodiversity of AH and its surrounding streets and open spaces
- Contribute to the delivery of the ToVP Urban Forest Strategy goals of 20% tree coverage
- Avoid eastern states native species, given low attachment with the community
- Avoid exotic species, except the use of London Plane and Cut Leaf Plane Trees along the AH corridor
- Provide a consistent street tree palette to unite the AH corridor with a mix of London Planes, Swamp Paperbarks and WA Peppermints
- Whilst endemics are considered not appropriate for street trees (compaction stress), there is opportunity for the ToVP to innovate and lead research on endemics in urban environments - trialling (with expert arborist / horticulturalist advice) edemics as street trees in structural cells in small sections
- Prioritise WA endemic tree species as habitat creation tree species in all new and existing garden beds, side streets and open spaces
- Coastal, wetland and mallee (eucalypts) species are better suited to thrive as street trees in urban environments, as they are climate change resilient
- Provide WA endemic wetland species for integration into sumps, blue/green parks, rain gardens and bio-swales
- Prioritise verge street trees over median street trees
- For median trees consider future road layouts, transport infrastructure and deep soil area, so trees are not compromised or stunted in the future
- Large natives with known disruptive root systems should be avoided in medians
- Avoid mature tree relocations or removal, only if compromised - to be determined by arborists (London Plane median tree adjacent to Bidi Walk)
- Explore root corridors under roads and infrastructure to allow for endemics and natives to exist in urban areas

### Habitat Trees



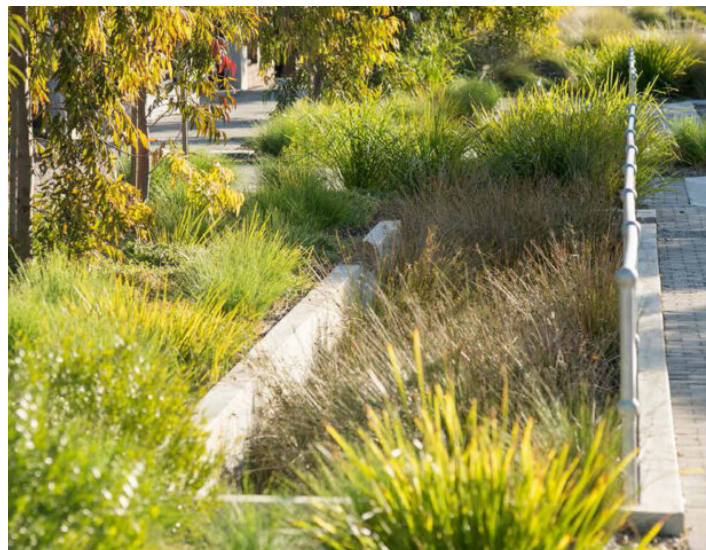
### Street Trees





# Landscape Strategies WSUD, Biodiversity and Street Trees

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# Landscape Strategies

## Urban Forest Strategy

### KEY TAKEOUTS

- The Urban Forest Strategy (UFS) commits to providing **20%** tree canopy to the total land area within the ToVP
- According to the Town's estimate at least **256,000** additional trees are required
- Tree diversity to be improved, with a focus on providing local endemic species and Western Australian native species that support local wildlife
- Provide conditions that encourage a healthy and resilient urban ecology through community engagement, stewardship and species selection, so that it can adapt to the stresses of urban environments
- Improving permeability in surfaces to allow water penetration and reduce drought, UHI and compaction stress
- Community consultation has indicated a preference for increasing tree canopy coverage, diversity in planting species (native / endemic) and strategic selection of species beyond feature/ornamental planting

### KEY STATS

- Approximately 377 on-street parking bays along AH
- 188 bays (50%) to be relocated nearby and converted into Streetscape Typologies
- Of 188 bays, 90% for gardens and 10% for extended kerb space and parklets
- **169 on-street car bays converted into garden beds**
- Assume 2 trees per bay, may be more if consolidated bays are converted
- **338\* new street trees for Albany Highway**
- Including new and existing open spaces, potential for up to 5,000\* new trees within the PSP site area (requires future studies by ToVP)
- Up to 2% contribution to targeted UFS tree planting

\*An indicative estimate only, requires further studies and investigation by the ToVP to confirm numbers

### RECOMMENDATIONS

- Increasing planting areas and vegetation density along footpaths and verges offer opportunities to provide stronger green corridor connections
- Increasing the size of existing garden beds and introducing endemic plants at the base of trees to improve biodiversity and surface permeability
- Conversion of on street parking bays to increase planted areas and surface permeability. **Each car bay can contribute at least 2 additional trees** planted, although planting density can be increased if bays are consolidated
- Provide a diverse carpet of ground covers and shrub plantings instead of hedge and mass plantings to avoid mono-cultures and to create/improve wildlife habitat zones
- Replace existing lawn verges with endemic plants to provide a robust urban ecology and reduce the need of irrigation
- Provide incentives for residents to plant out verges to foster community stewardship and cohesion
- Community feedback is to provide a diverse planting palette of trees, shrubs and ground cover along AH celebrate local sense of place and WA landscape
- Diverse endemic palette will also have multiple environmental benefits including resilience against pests and diseases
- Medium sized trees are recommended for built up areas to avoid damage to property, infrastructure and services. They provide benefits of shade coverage and wildlife habitation.
- Small ornamental trees are discouraged as they offer little ecological value and minimal mitigation against UHI
- Provide incentives to the uptake of green roofs and/ or green walls as part of redevelopment to enhance urban ecology and additional planting. Green roofs are preferred over green walls as they are more successful in the Perth climate.





# Landscape Strategies

## Urban Forest Strategy

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# Landscape Strategies

## Waarkarl Woonya Bidi - The track that honours the Rainbow Serpent

Idea 03 of the Albany Highway Tomorrow Report is focused on Recognising Aboriginal Connection to Country. The following pages contains a range of precedent projects. These precedents provide design ideas only, as they are place and country specific. Interventions for Albany Highway also known as Waarka Woonya Bidi\* require consultation with local elders and communities for specific relevance to the ToVP area and it's surroundings.

### RECOMMENDATIONS

- Material interventions which reflect the sites history and stories through artistic and delicate detailing
- Paving can be intensified at certain locations by being informative, insightful and playful, highlighting connection to country
- Applying WA native and endemic planting and edible vegetation to sensory and bush tucker gardens
- Bush tucker planting to be sub-precinct unifying, tying into the overall native / endemic planting network
- Bespoke furniture that integrates local First Nation artist designs through patterns, imagery and materiality
- Feature lighting and projections that complement the landscape and highlights history, culture and stories
- Play elements integrated into the landscape and also dedicated spaces which incorporate narratives of First Nations peoples, culture and connection to country
- Artwork as passive wayfinding cues, designed by local artists with opportunities for digital and lighting overlays. Importance of learning, education and communication through art and signage design
- Spaces which allow for events which educate and celebrate the First Nations history and culture of the area

\*The Waarkarl Woonya Bidi is the route between Derbarl Yerrigan (Swan River) in Boorlo (Perth) and Kalgan Beelie (River) in Kalingiri (Albany). Named in honour of the Waarkarl serpent, who created the rivers, hills and valleys in the Dreamtime. It begins in Whadjuk country, passes through Balardong, Willman and Kaneag country and ends in Minang country.

(Source: Aboriginal Journey Ways - by WALGA, Main Roads & ECU, 28 May 2020)

### Paving & Surface



*Bold paving detailing*



*Delicate and subtle interpretive detailing*

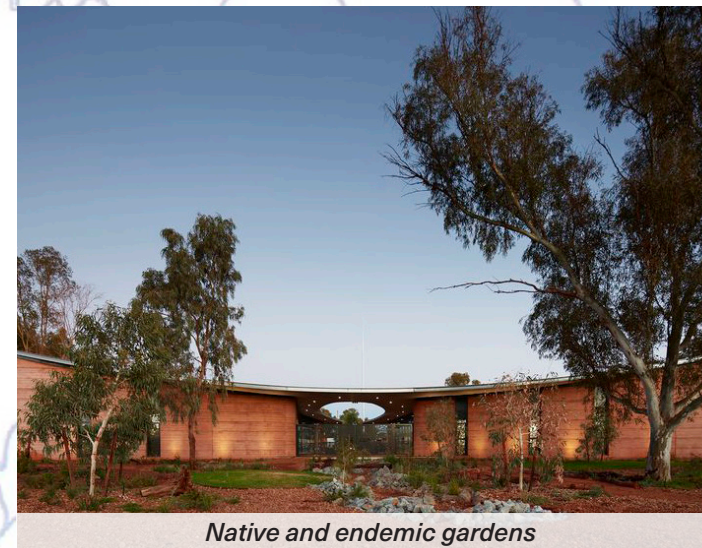


*Artistic approaches to paving in key areas*

### Vegetation



*Bush tucker / edible community gardens*



*Native and endemic gardens*



*Connection to Country through materials and detailing*

### Furniture & Material



*Feature elements designed by local artists*



*Varied and complementary materials*



*Educating and storey telling in all aspects of the public realm*



# Landscape Strategies

## Waarkarl Woonya Bidi - The track that honours the Rainbow Serpent

### Lighting



Lighting in public art



Lighting projections

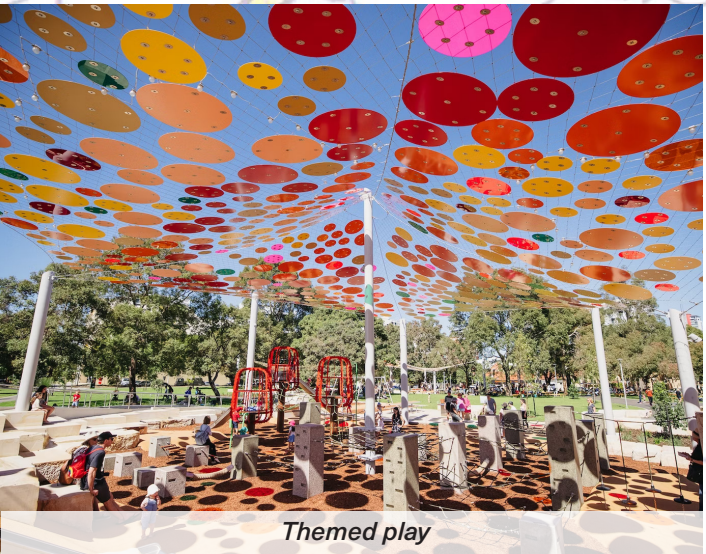


Lighting events and programming

### Play



Play that celebrates landscape and Country



Themed play



Themed play with water and local materials

### Art & Signage



Sculptural and monumental

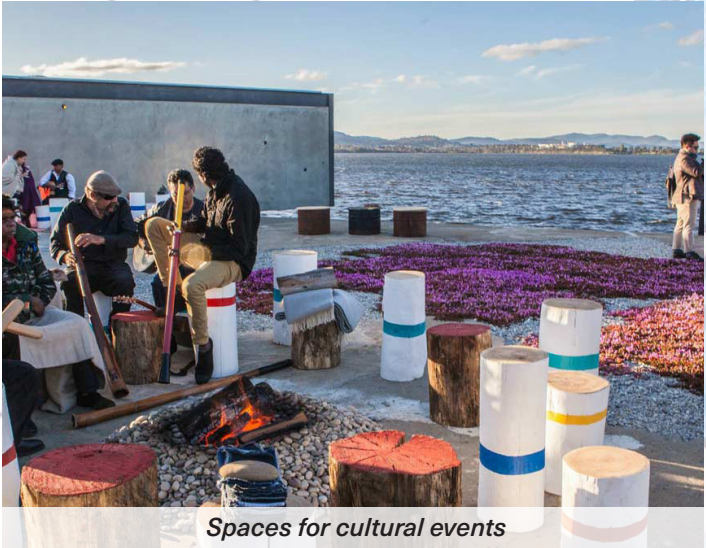


Varied approaches to public art



Dual name signage and wayfinding with story overlays

### Events



Spaces for cultural events



Performances and story telling



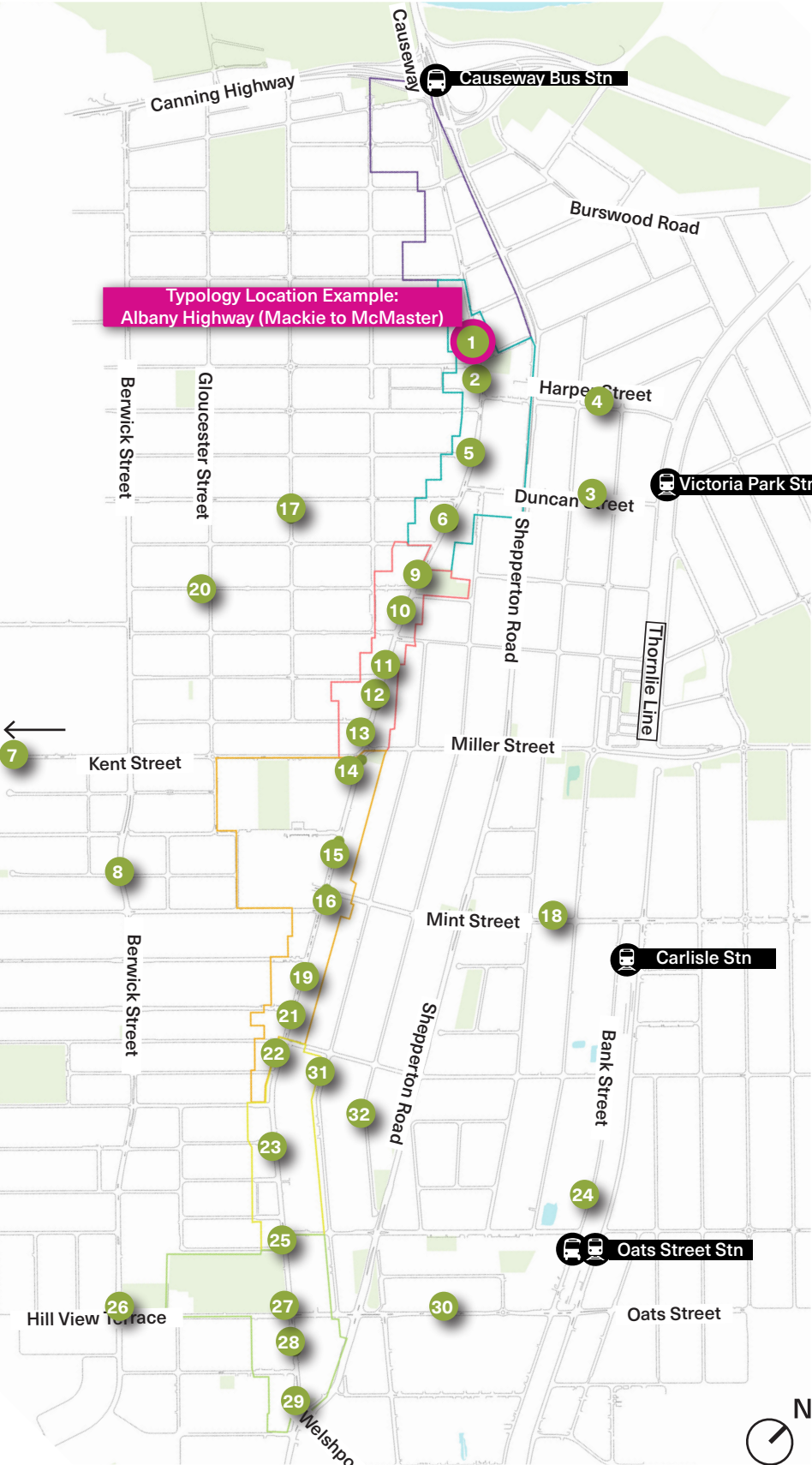
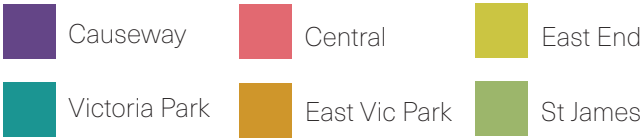
Guided educational tours



# Appendix - Precinct Wide Streetscape Typologies - 01. Traffic Calming

	NUMBER	LOCATION	DESIRED OUTCOME
	1	Albany Highway (between Mackie and McMaster) - mid block	Slow traffic down hill on approach to OSNP 3 (Rushton & Mackie)
	2	Albany Highway (Memorial Gardens) - adjacent to McMaster Street and entry to park	Safer connection to station / wide street
	3	Duncan Street - station street connects to Vic Park Station	Provide a safer connection to station / wide street
	4	Harper Street - station street connects to Vic Park Station	Provide a safer connection to station / wide street
	5	Albany Highway & Leonard Street intersection	Wide lanes and turning radii - slow traffic outside destination
	6	Albany Highway (between McMillan and Temple) - mid block	Enabler safer crossing to either side of the street
	7	Kent Street (south from Etwell to Jarrah)	Slow cars down in area prone to speeding at roundabouts - interrupted sightlines
	8	Berwick Street - entire street running parallel to AH	Slow cars down, prone to speeding, school kids crossing Berwick, down hill sections, reduce conflict with marked cycle lane
	9	Albany Highway (between Temple and Manchester) - opposite yoga studio	Slow traffic adjacent to park and downhill
	10	Albany Highway (between Manchester and Rathay) - mid block	Slow traffic adjacent to park and downhill
	11	Albany Highway (between Rathay and State) - north of State Street intersection	Enable safer connection to foreshore for pedestrians and cyclists (existing crossing - needs development of adjacent sites)
	12	Albany Highway (between State and Tuam) - opposite Vic Park Hotel	Enable safer connection to foreshore for pedestrians and cyclists
	13	Albany Highway (between Tuam and Kent) - opposite Boston Brewery and peanut roundabout	Slow cars down before roundabout - prone to speeding through - poor sightlines and conflict between cars, cyclists and people.
	14	Albany Highway (between Kent and Sussex) - opposite Sinamon	Slow cars down before roundabout - prone to speeding through, and future McMillan Precinct, potential sump to be converted to Micro-park temporarily (See Micro-park locations)
	15	Albany Highway (between Sussex and Basinghall) - opposite Price Line	Enable safer crossing to either side of the street
	16	Albany Highway & Mint Street intersection - opposite Gusto Gelato	Enable safer crossing to either side of the street
	17	Washington & Hordern Streets - entire street	Popular local cycle street to foreshore and underpass - reduce speeding and rat run
	18	Mint Street - station street connects to Carlisle Station	Provide a safer connection to station / wide street
	19	Albany Highway (between Canterbury and Westminster) - opposite Tammy's	Enable safer crossing to either side of the street in active part of the town centre (existing pedestrian crossing)
	20	Gloucester Street - entire street	Popular local cycle street - reduce speeding and rat run
	21	Albany Highway (between Westminster and Hampshire) - opposite The Balmoral Hotel	Enable safer crossing to either side of the street in active part of the town centre
	22	Albany Highway (between Hampshire & Willis) - opposite petrol station	Slow traffic entering the EVP Town Centre
	23	Albany Highway (between Camberwell and Langler)	Enabler safer crossing to either side of the street
	24	Bank Street - entire street runs parallel to rail line	Slow cars down adjacent to railway - Bank Street is prone to speeding and a popular rat run street
	25	Albany Highway (between Somerset and Baillie)	Enabler safer crossing to either side of the street - to Edward Millen
	26	Hill View Terrace - entire street	Wide street often mistaken for dual lane two way street - slow cars down hill to St James Town Centre / Oats St
	27	Albany Highway before Oats Street	Slow cars down - section of Albany Highway prone to speeding through the lights
	28	Albany Highway (between Oats and Alday)	Leverage existing crosswalk and create additional traffic calming through St James Town Centre
	29	Albany Highway (between Alday and Shepperton)	Slow traffic upon entry to St James Town Centre
	30	Oats Street - station street connects to Oats Street Station	Slow cars downhill to train station, create more comfortable cycling environment
	31	Hubert Street - entire street runs parallel to AH	Some speed deterrents currently, areas of downhill approaching stop and give way signs.
	32	Swansea Street - entire street runs parallel to AH	Some speed deterrents currently, areas of downhill approaching stop and give way signs.

TABLE COLOUR CODE REFERENCE TO SUB-PRECINCT INTERVENTIONS:





# Appendix - Precinct Wide Streetscape Typologies - 02. Corner Conversion

	NUMBER	LOCATION	DESIRED OUTCOME
Victoria Park	1	Albany Highway and Harvey intersection - opposite Memorial Gardens	Build off Memorial Gardens future upgrade - plaza forecourt and open park to Harvey Street
	2	Albany Highway and King George intersection	Active edges on corner sites - potentially to convert car parking on King George to open space, good shade. Large turning radii
	3	Albany Highway and Duncan intersection - opposite Victoria Park Post Shop	Good bones and structure for future space on the Post Shop side of Duncan Street. Leave as two way, given the role Duncan Street plays, however embellish existing verge areas and extend kerb on Domino's side of Duncan by removing bays.
Central	4	Albany Highway and State intersection - opposite Victoria Park Hotel	Dependent on future developments of car parks, and activation on northern side of State Street intersection. On street parking areas can contribute more public realm to active hub for planting and shade (very large paved areas with high UHI)
East Vic Park	5	Albany Highway and Sussex intersection - adjoining Hawaiians Park Centre	Leverage plaza area on southern corner of Sussex and Albany Highway as well as future site redevelopments (Hawaiian's and McMillan Precinct). Potentially make one way from Albany Highway to allow access to rear parking
	6	Albany Highway and Canterbury intersection	Active edges on corner sites - convert car parking on Canterbury to open space with seating and good shade. Some nice large trees there at the moment. Reduce turning radii, adjacent pedestrian crossing to create a pedestrianised precinct
East End	7	Albany Highway and Westminster intersection - opposite Balmoral Hotel	Leverage Balmoral Hotel and Dome active edges and side street parking area - area dominated by hardscape, need for shade and planting around public art to foramlise seating area
	8	Albany Highway and Langer intersection	Langer Street intersection at Albany Highway has a very wide asphalt area with large turning radii. Potential to make Langer Street one way entry from Albany Highway to provide access to rear parking area. Reduce traffic and support active hub of the East End Precinct

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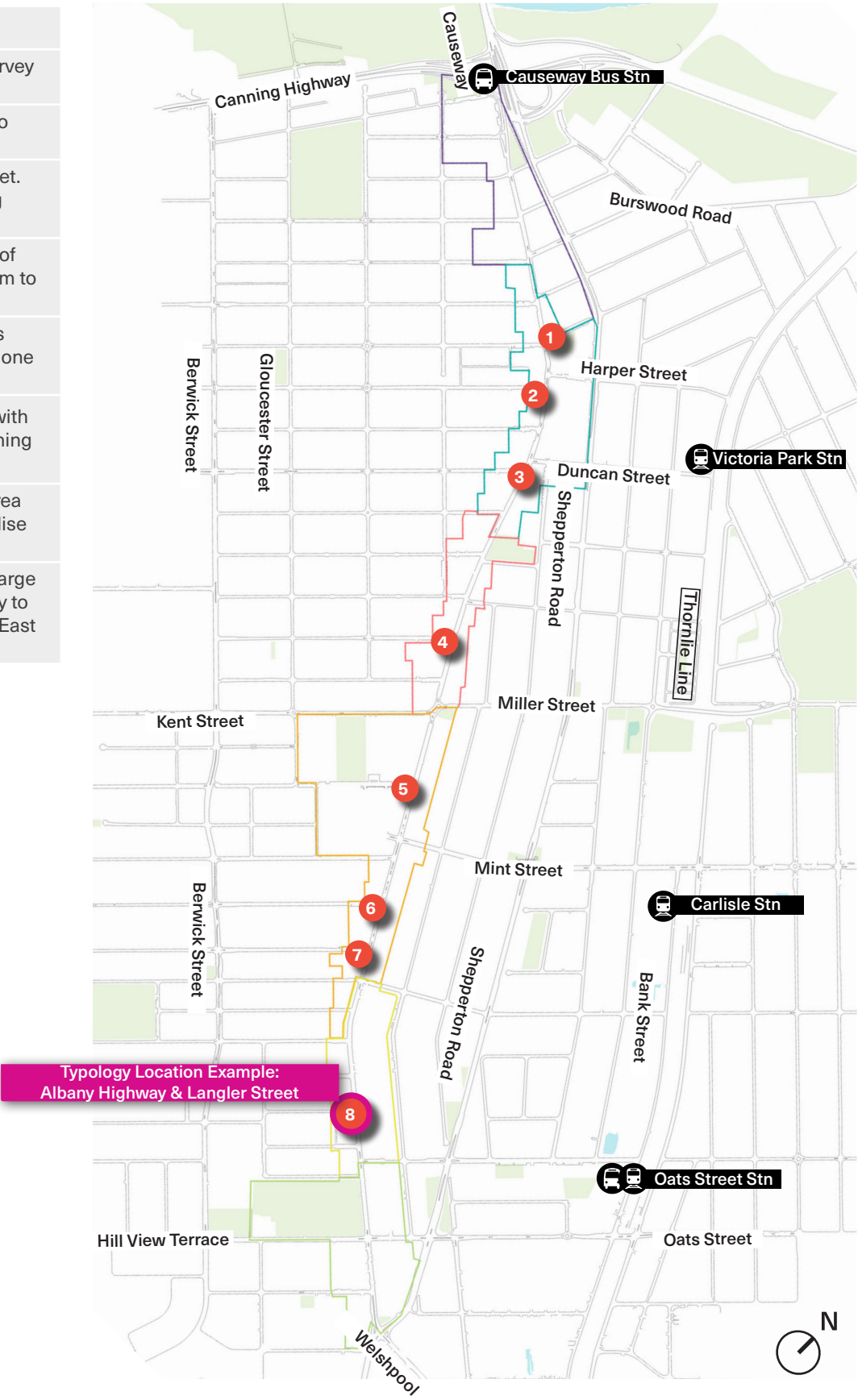
- Causeway

Central

East End
- Victoria Park

East Vic Park

St James





# Appendix - Precinct Wide Streetscape Typologies - 03. Shared Space

NUMBER	LOCATION	DESIRED OUTCOME
1	Albany Highway (north to south) Stage 1a: Mackie / Rushton (OSNP 3) Stage 1b: between Mackie / Rushton and McMaster / Harvey Stage 1c: between McMaster / Harvey and Harper Stage 1d: between Harper and Duncan	Victoria Park Town Centre, includes Old Spaces New Places 3. Potential to better the connection to foreshore by provided a consistent shared space
2	Albany Highway (north to south) Stage 2a: between State and Tuam Stage 2b: between Tuam and Kent / Miller	Central Precinct - small portion of the Central Precinct features some active nodes. Pedestrian crosswalk not supporting adjacent uses, need for better crossing between Victoria Park Hotel and adjacent active edges / eateries. Requires future transformation of the precinct (car yards)
3	Albany Highway (north to south) Stage 3a: between Kent / Miller and Sussex Stage 3b: between Sussex and Basinghall, incl. Sussex Street Stage 3c: between Basinghall and Canterbury Stage 3d: between Canterbury and Hampshire/Dane	East Victoria Park Town Centre - leverage adjacent major site redevelopments and high concentration of active uses. Includes future potential changes tot he peanut/bean roundabout. Establish formal pedestrian zone between both sides of the street. Build on the strengths of East Victoria Park especially future transformation of the Park Centre and McMillan Precinct.
4	Albany Highway (north to south) Stage 4a: between Hill View and Alday Stage 4b: between Alday and Shepperton (adjacent to Woolworths Site)	St James Town Centre - long term upgrade . Unique village character and nice fine grain, currently dominated by cars. St James is also part of the kerb extension typology (short term). Potential for all cars to deviate through rear lanes and car parks. Create a unique pedestrian precinct.  Short term opportunity for a shared space treatment adjacent to the Woolworths site in St James, possible scope for developer funding as part of Development Application. Combined with a 20 or 30km/hr speed limit at the Eastern Gateway of Albany Highway (St James) may reduce traffic volumes in this highly congested area of AH, this may force some through traffic to seek alternative routes.

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Causeway

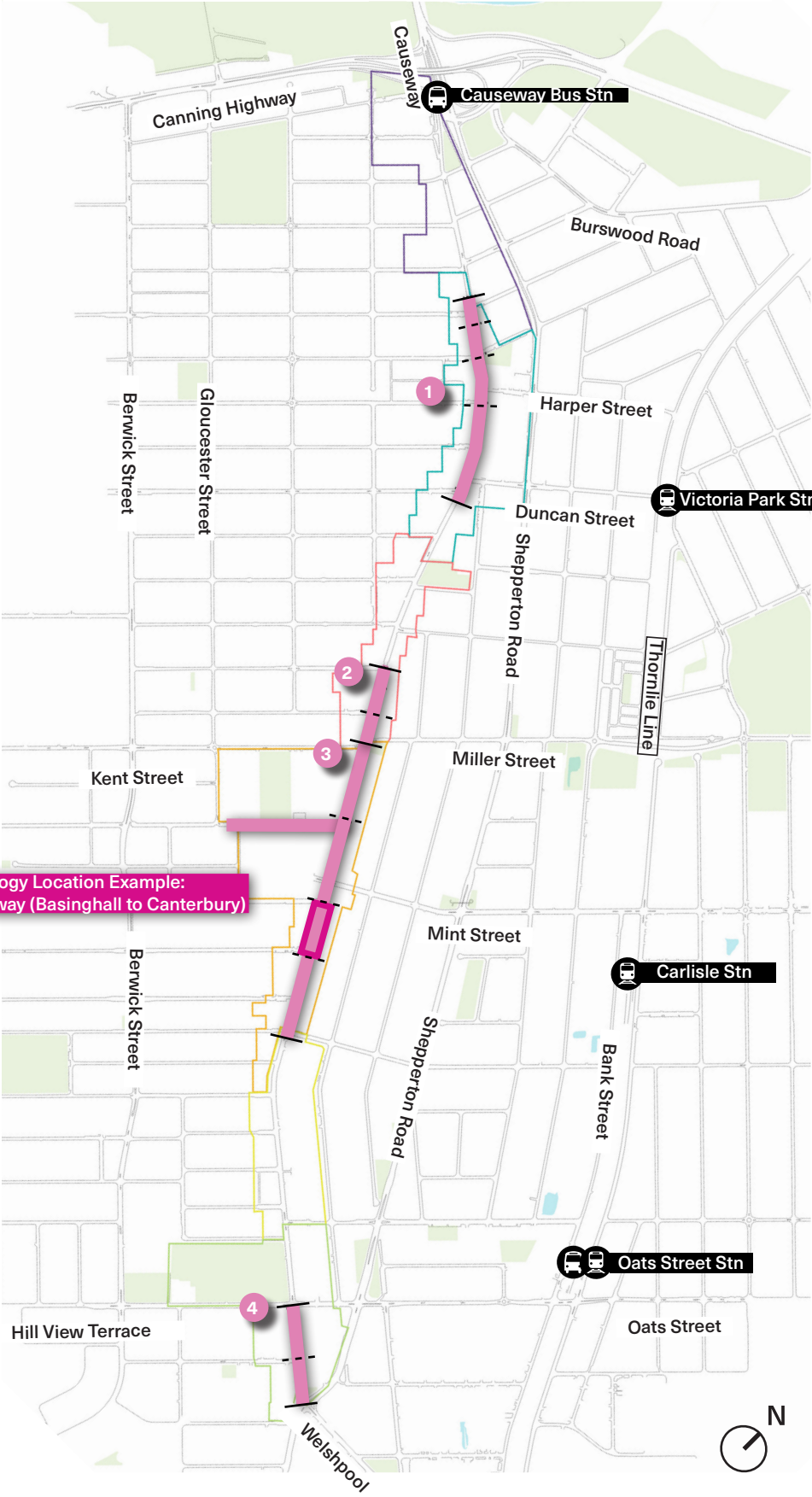
Central

East End

Victoria Park

East Vic Park

St James



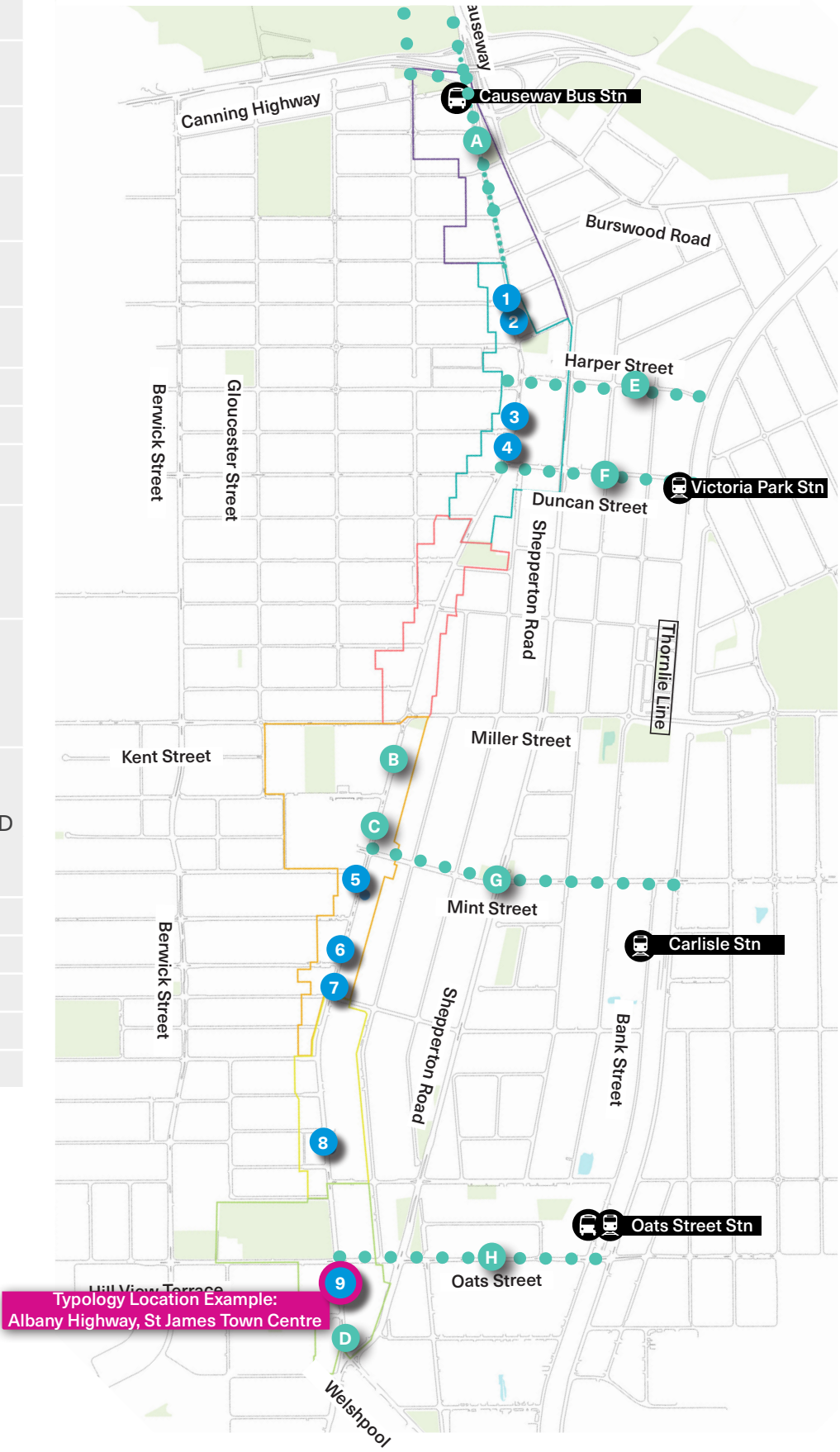
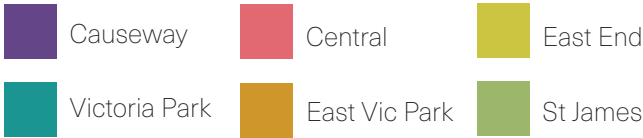
Typology Location Example:  
Albany Highway (Basinghall to Canterbury)



# Appendix - Precinct Wide Streetscape Typologies - 04. Kerb Extension

	NUMBER	LOCATION	DESIRED OUTCOME
Victoria Park	1	Albany Highway (Rushton and Mackie Street intersection) - Part of Old Spaces New Places 3	Slow traffic and active corners
	2	Albany Highway (Rushton and Mackie Street intersection) - Part of Old Spaces New Places 3	Slow traffic and active corners
	3	Albany Highway (north and south of Leonard Street intersection)	Adjacent to Victoria Park Central site redevelopment, enable a more pedestrianised forecourt
	4	Albany Highway (north and south of Leonard Street intersection)	Adjacent to Victoria Park Central site redevelopment, enable a more pedestrianised forecourt
East Vic Park	5	Albany Highway (between Basinghall and Canterbury) - adjacent to ROW 52 and IGA	Enable more pedestrianised area and stronger connections to either side of the street and opportunity for additional alfresco
	6	Albany Highway (between Canterbury and Westminster)	Create more verge space adjacent to active edges for more alfresco
	7	Albany Highway (between Westminster and Hampshire)	Create more verge space adjacent to active edges for more alfresco
East End	8	Albany Highway (between Langler and Patricia)	Create more verge space adjacent to active edges for more alfresco to improve pedestrian activity in the East End
	9	Albany Highway (St James Town Centre)	Remove on street parking and create more pedestrianised precinct in the short term. Prioritise sleeved parking behind tenancies and utilise rear lanes for cars. Slow transition over time to shared street, and development of big box retailers (Bunnings, Officeworks, etc.)
Causeway	A	Albany Highway (between Rushton & Causeway) - opposite to John Hughes car yards and inactive edges and Pedestrian connection to Canning Hwy Underpass (Existing Laneway upgrade)	Enable a stronger, greener and safer connection to the foreshore and connect with laneway upgrade (Canning Highway Underpass).
Central	B	Albany Highway (between Kent and Sussex) - opposite McMillan Precinct	Future space allocation for adjacent major site redevelopment - currently significant UHI along Albany Highway. Convert paving area into softscape (WSUD gardens), additional tree canopy
	C	Albany Highway (between Sussex and Basinghall) - opposite to Park Centre	
	D	Albany Highway (between Alday and Leichardt)	
Victoria Park	E	Harper Street	Enable a stronger, greener and safer connection to Victoria Park Station
	F	Duncan Street	Enable a stronger, greener and safer connection to Victoria Park Station
East Vic Park	G	Mint Street	Enable a stronger, greener and safer connection to Carlisle Station
East End	H	Oats Street	Enable a stronger, greener and safer connection to Oats Street Station

TABLE COLOUR CODE REFERENCE TO SUB-PRECINCT INTERVENTIONS:





# Appendix - Precinct Wide Streetscape Typologies - 05. Bus Build Outs

NUMBER	LOCATION	DESIRED OUTCOME
1	Albany Highway (Teddington and Rushton)	Extend kerb and create pinch points where the bus stops on the road rather than a separate bus stopping lane, slowing traffic and creating more verge space for pedestrians.
2	Albany Highway (Mackie and McMaster)	
3	Albany Highway (between Harvey and Harper) Near Memorial Gardens	
4	Albany Highway (between King George and Leonard)	
5	Albany Highway (between Leonard and Duncan)	
6	Albany Highway (between McMillan and Duncan)	
7	Albany Highway (between Temple and Manchester) Adjacent to Read Park	
8	Albany Highway (between Kent and Sussex)	
9	Albany Highway (between Basinghall and Canterbury)	
10	Albany Highway (between Canterbury and Westminster)	
11	Albany Highway (between Hampshire and Balmoral)	
12	Albany Highway (between Camberwell and Langler)	
13	Albany Highway (between Langler and Patricia)	
14	Albany Highway (between Bailie and Hill View)	
15	Albany Highway (between Alday and Shepperton)	

TABLE COLOUR CODE REFERENCE TO SUB-PRECINCT INTERVENTIONS:

Causeway

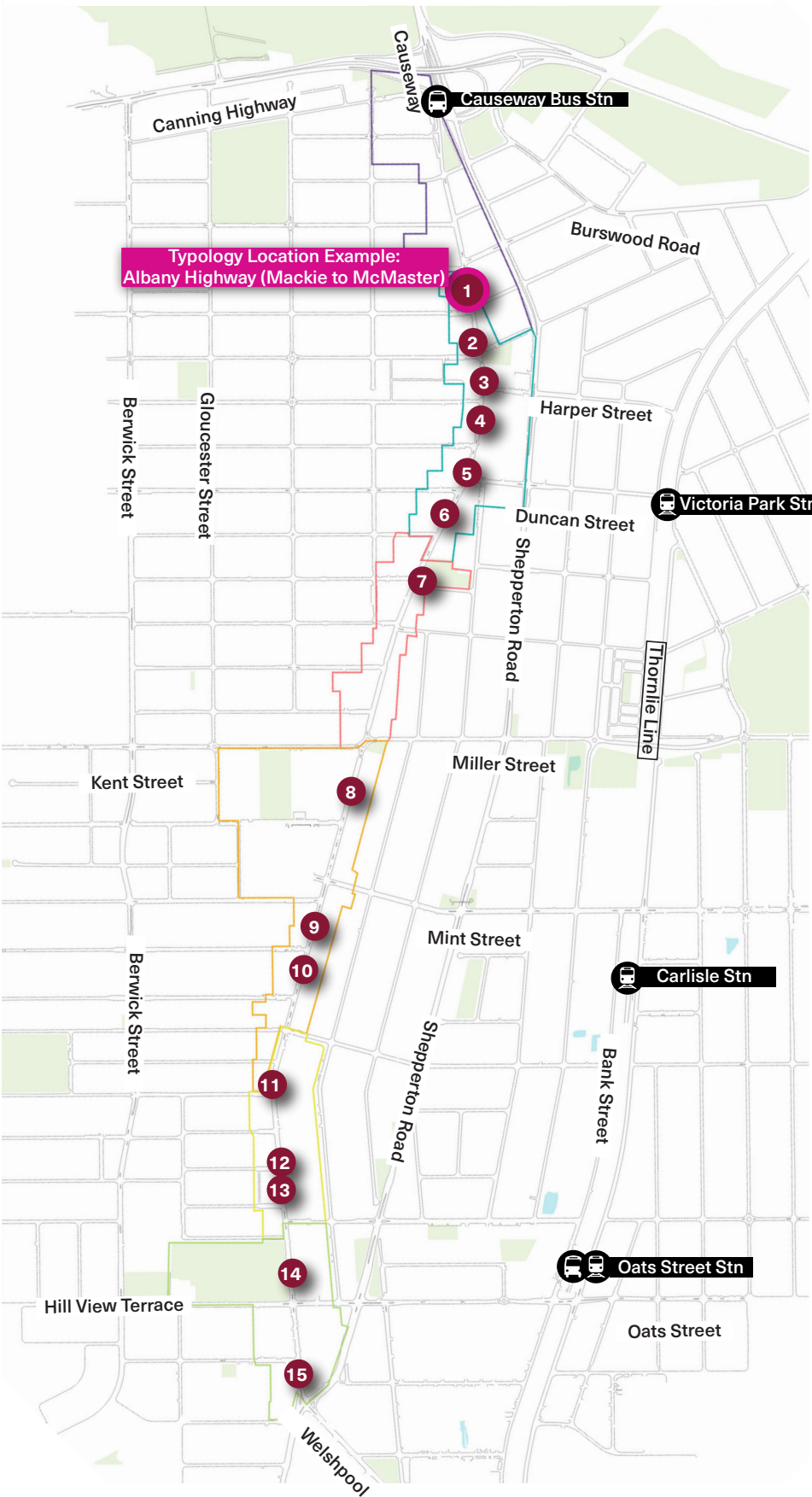
Central

East End

Victoria Park

East Vic Park

St James





# Appendix - Precinct Wide Major Space Typologies - 01. Plaza

	NUMBER	LOCATION	DESIRED OUTCOME
Victoria Park	1	Harvey Street and Albany Highway intersection - adjacent to Memorial Gardens	As part of corner conversion of Harvey Street, so that the civic function of Memorial gardens can expand and open up to a plaza space on Harvey Street
	2	Albany Highway - Victoria Park Central major site redevelopment	Major site redevelopment to possibly contribute a plaza forecourt to Albany Highway as an entry feature to the site
Central	3	Albany Highway - Read Park Plaza forecourt adjacent to Yoga Studio and cafe	Potential plaza space at the forecourt of Read Park to improve the edge to Albany Highway
East Vic Park	4	Albany Highway - Isaia Corner upgrade	Future vision for the site to be confirmed. Very strategic site with future civic role. A gateway to AH, could be transformed into a large plaza area with mix of hard and softscape areas.
	5	Albany Highway - McMillan Precinct major site redevelopment	Major site redevelopment and opportunity for future plaza
	6	Albany Highway - Hawaiians Park Centre site - corner of Sussex Street (south)	Convert existing paved area into formalised plaza space as a separate project or as part of the major site redevelopment. Potential for plaza to extend further east along Sussex Street to support the Shared Street intervention.
East End	7	3 Westminster Street - major sump behind Dome Cafe	Major site redevelopment to incorporate future major open space typologies (plaza, green space, laneways) as part of upgrade
	8	Albany Highway - Corner of Duncan Street (north)	Future Plaza space to front Duncan and Albany Highway intersection as part of major site redevelopment
	9	Albany Highway - St James Town Centre and adjacent to Aldi forecourt	Create a formalised plaza space at the forecourt area to Aldi, with integrated kerb extension (short term) and shared space / street (long term)

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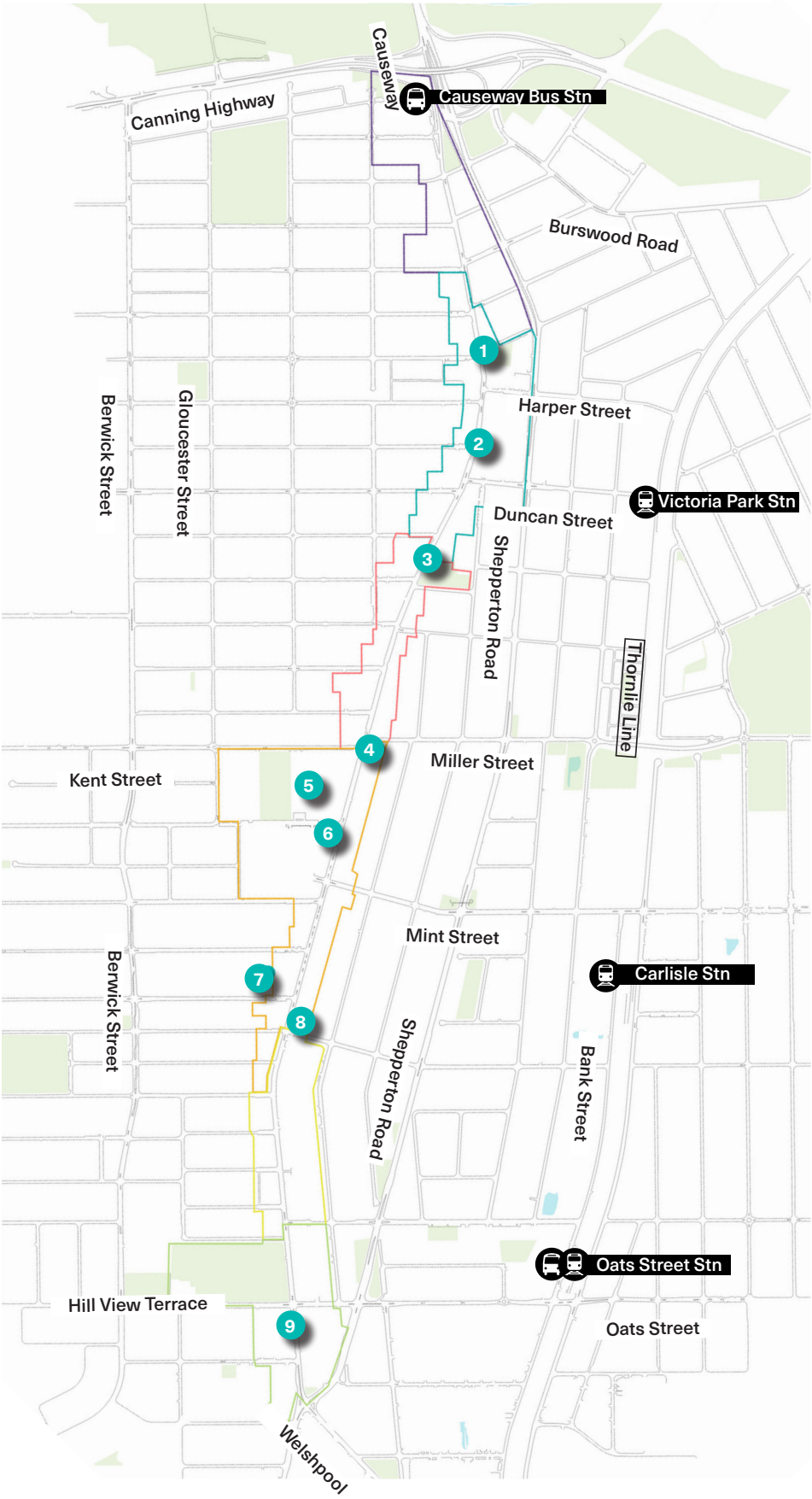
- Causeway

Central

East End
- Victoria Park

East Vic Park

St James



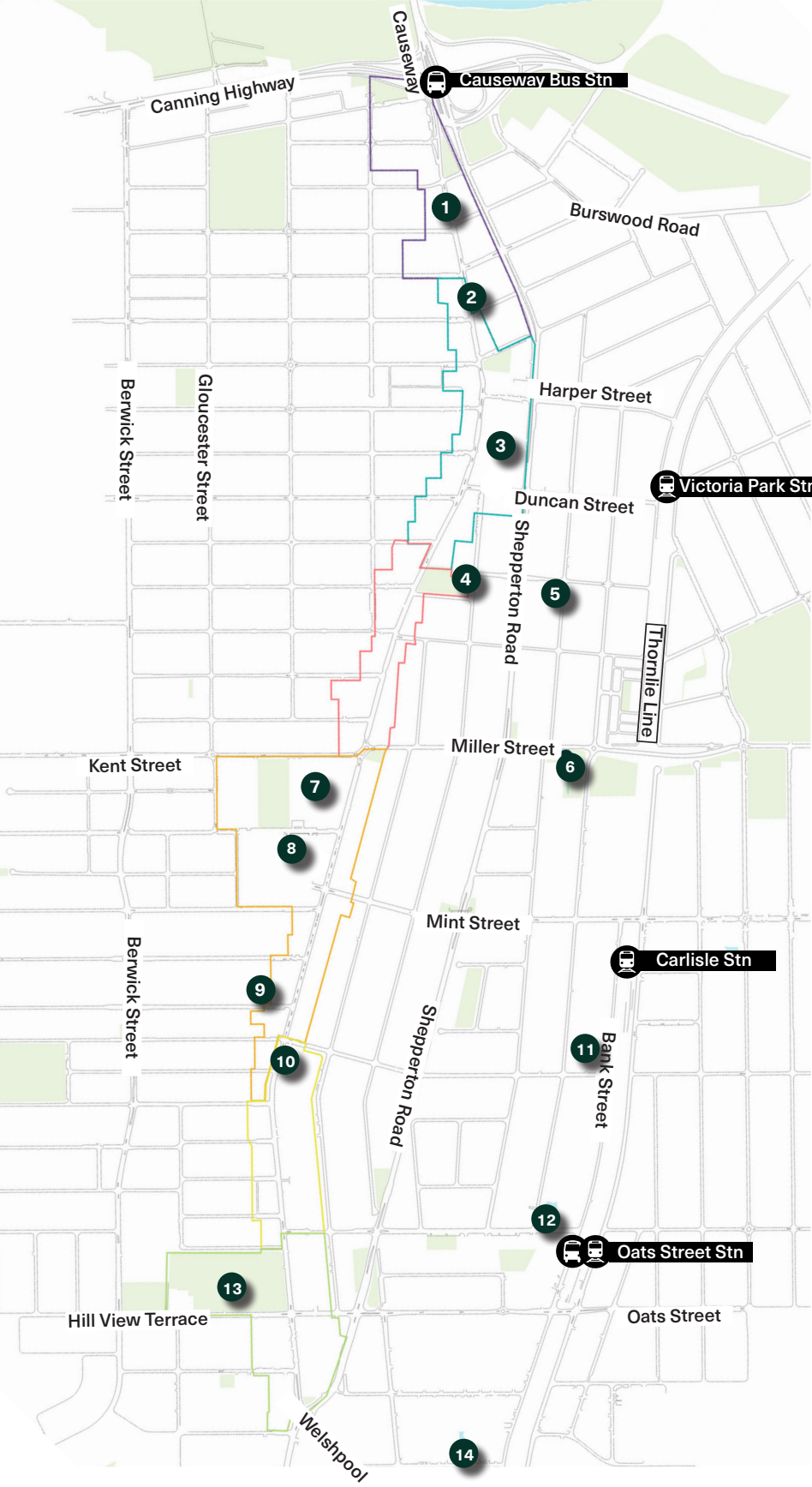


# Appendix - Precinct Wide Major Space Typologies - 02. Green

	NUMBER	LOCATION	DESIRED OUTCOME
Causeway	1	Albany Highway (between Twickenham and Teddington) adjoining Victoria Park Primary School and John Hughes Site	Future open space to enable green connection to foreshore, linear green spaces and WSUD gardens
	2	Albany Highway (between Teddington and Rushton)	Future open space to enable green connection to foreshore, linear green spaces and WSUD gardens
Victoria Park	3	Albany Highway (between Harper and Duncan) Victoria Park Central site	Create a new green space as part of future major site redevelopment (potential mixed use) of this key site
Central	4	Litchfield Street (between Axon and Salford) Read Park sump	Extend Read Park through upgrade
	5	10 Axon Avenue - existing sump	Convert existing sump into future green space / WSUD park. Retain drainage function and create biodiversity
East Vic Park	6	Miller Street (between Beatty and Carnarvon) sump adjacent to John Bissett Reserve	Extension of existing adjacent green space (John Bissett Reserve), expand park edge and function along Miller Street. Convert sump area into green space and create a WSUD park to enhance biodiversity (plant natives and endemics)
	7	Albany Highway (between Kent and Sussex) McMillan Precinct site	Create a new green space as part of future major site redevelopment (potential mixed use) of this key site
	8	Albany Highway (between Sussex and Basinghall) Hawaiian's Park Centre site	Create a new green space as part of future major site redevelopment (potential mixed use) of this key site. Could potentially interface with future Shared Street along Sussex Street. Key space location, potential for amphitheatre and relationship to plaza on the corner of AH and Sussex.
East End	9	3 Westminster Street - large sump adjoining Nurse Lane	Create a new green space as part of future major site redevelopment (potential mixed use) of this key site. Multiple major space typologies should be provided as part of this redevelopment
	10	United Petrol Station Redevelopment Site	Future Green Space as part of future development
St James	11	Beatty Avenue and Bank Street sump	Large WaterCorp Sump space conversion into blue green park to improve biodiversity, retaining drainage function is key. Celebrate water, plant wetland species and enhance biodiversity
	12	Beatty and Somerset sump	
	13	Edward Millen Park	Current Master Plan for Park Revitalisation
	14	Forward Street sump	Large WaterCorp Sump space conversion into blue green park to improve biodiversity, retaining drainage function is key. Celebrate water, plant wetland species and enhance biodiversity

TABLE COLOUR CODE REFERENCE TO SUB-PRECINCT INTERVENTIONS:

- Causeway
- Central
- East End
- Victoria Park
- East Vic Park
- St James





# Appendix - Precinct Wide Major Space Typologies - 03. Laneway

NUMBER	LOCATION	DESIRED OUTCOME
1	Canning Hwy Underpass (connecting Hordern Street and McCallum Park)	Enhance existing underpass, with lighting, better CPTED principles, reduce dark spots, public art, sensory experiences and storytelling. Potential to tie into Hordern Street / cycle path upgrade - Enhanced Green Connection
2	Existing rear lane - connecting Oswald, Colombo and Geddes	Enable stronger connection to foreshore - create alternative cycle and pedestrian network through strong green connections. Possible to embed First Nations narratives, given lost wetlands and springs in the area (to be confirmed by cultural engagement).
3	Existing rear lane - connecting Cargill, Mackie and McMaster	
4	Existing Lane 51, 51a and 60	
5	Future laneways - Victoria Park Central - within major site redevelopment	Opportunity for hyper active laneway networks to create enhanced permeability and experiences. To feature bespoke furniture, feature lighting, paving, active edges etc.
6	Shepperton Road Underpass (connecting Victoria Park Central and Ursula Frayne)	Enhance existing underpass, with lighting, better CPTED principles, reduce dark spots, public art, sensory experiences and storytelling. Potential to tie into future laneway network with Victoria Park Central redevelopment.
7	Lane 42a - connecting Leonard and McMillan	Enhance existing laneway network for residents and commuters, create alternative cycle and pedestrian network with art murals and greenery. Lighting in key places.
8	Future laneway - 555-559 Albany Highway - possible laneway connection to Hordern Street (north)	Consider and investigate a potential alternative through site link - linking State Street north to Hordern Street. Could use vacant site to advantage.
9	Future Laneways - McMillan Precinct - within major site redevelopment	Opportunity for hyper active laneway networks to create enhanced permeability and experiences. To feature bespoke furniture, feature lighting, paving, active edges etc.
10	Future Laneways - Hawaiian's Park Centre site - within major site redevelopment	
11	Isaia Lane - connecting Miller to Mint	
12	Nurse Lane - connecting Canterbury to Westminster	
13	Iceworks Lane - connecting Dane to Mint	
14	Terminus Lane - connecting Dane to Somerset	
15	Existing rear lane network - connecting Balmoral, Camberwell, Langer, Patricia and Ballie	
16	Existing rear lane - connecting Somerset and Oats	
17	Existing rear lane - connecting Hill View and Alday	
18	Existing rear lane - connecting Oats and Shepperton	

TABLE COLOUR CODE REFERENCE TO SUB-PRECINCT INTERVENTIONS:

Causeway

Central

East End

Victoria Park

East Vic Park

St James





# Appendix - Precinct Wide Major Space Typologies - 04. Micro-park

	NUMBER	LOCATION	DESIRED OUTCOME
	1	Albany Highway (between Twickenham and Teddington) - adjacent to primary school	Micro-park - neighbourhood scale as part of short term in anticipation of future major site redevelopment
	2	10 McMaster Street - vacant lot	Short term conversion of vacant lot to micro-park to unlock underutilised space whilst site is waiting to be developed. Private Lot.
	3	555-559 Albany Highway - vacant lot	Short term conversion of vacant lot to micro-park to unlock underutilised space whilst site is waiting to be developed. Private Lot.
	4	19 State Street sump	Sump to micro-park open space to provide additional open space for neighbourhood
	5	Albany Highway sump (between Kent and Sussex) - within McMillan Precinct	Remove fencing and convert sump into micro-park in short term to unlock an underutilised space whilst McMillan Precinct is developed
	6	930 to 938 Albany Highway - vacant lot	Short term conversion of vacant lot to micro-park to unlock underutilised space whilst site is waiting to be developed. Private Lot.
	7	6 Willis Street sump	Conversion of sump to micro-park open space to provide additional open space for local community
	8	Camberwell Street sump	
	9	1 Patricia Street sump	
	10	1 Ballie Street sump	
	11	Albany Highway / Shepperton Road open space - existing space with palm trees - adjacent to McDonalds	Embellish existing space as a town centre pocket park - the gateway to AH and St James Town Centre
	12	79 Dane Street sump	Conversion of sump to micro-park open space to provide additional open space for local community

TABLE COLOUR CODE REFERENCE TO SUB-PRECINCT INTERVENTIONS:

- Causeway

Central

East End
- Victoria Park

East Vic Park

St James

