

TAYLOR RESERVE & MCCALLUM PARK

CONCEPT REPORT

PREPARED FOR
TOWN OF VICTORIA PARK
1 MAY 2017





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1.0 INTRODUCTION

1.1 DESIGN OBJECTIVES

Urbis is excited to present our vision for the landscape design for Taylor Reserve and McCallum Park.

The proposed landscape design will provide a variety of exciting new high quality spaces throughout the park creating a destination for locals as well as the larger Perth community.

The design takes into account the local climate, existing bike and pedestrian connections, environment, function and is sensitive to the local residents.

Importantly the design promotes the re-connection of the park and river, creating a destination whilst maintaining the core function as an event space is central to the vision for the landscape.

Design Objectives

- Provide public open space connections
- Provide focal points and spaces for activity within the park
- Provide clear orientation, wayfinding and view corridors
- Create active, vibrant public spaces
- Design spaces in line with Crime Prevention Through Environmental Design CPTED guidelines
- Provide a defined circulation hierarchy
- Provide an easily maintained landscape
- Provide recreational activities that meet the needs of the community
- Create a distinctive landscape setting and character
- Incorporate and interpret environmental sustainability initiatives
- Create connectivity with the river as part of the edge upgrade

1.2 KEY LANDSCAPE DRIVERS

Key drivers influencing the landscape design include the following:

SITE AND SETTING

The landscape design, recognises the current use of the site for events as well as the location of the existing residential properties that front onto the park. The activity node expands on the existing hardcourt and skate amenity connecting these to the river. The precincts within the park provide flexible community-use spaces that allow for a range of visitors to the park.

PUBLIC REALM

Priority must be given to the provision of activated open space to encourage a sense of community and connectedness to the natural environment. These needs should be balanced with the requirement for the park to function as an event space.

ACCESS AND PERMEABILITY

The existing walking and cycling paths on site will need to be adjusted to enable the development of the river edge. Prioritising pedestrian movement through key activity areas will require slowing cyclist movement where these interface. Pedestrian and cyclist movement networks are given clear delineation with changes in materiality providing a perception of change in priority when approaching more active space.

CONNECTION TO THE RIVER

The landscape design reconnects the park to the river as part of the river edge upgrade. The design finds an appropriate balance between planting and interaction zones at interface areas to the river. The majority of waterfront river edge treatments are focused on providing a 'natural edge' treatment. Pause points are located along the length of the park and river interface using a mixture of paving, furniture and structures where appropriate. The development of the beach as a focal point provides opportunity for those visiting the park to interact with the water.

DURABILITY

The built works should be durable and adaptable to future use that may change over time. Material and furniture selections are to be durable and recyclable where possible with minimal maintenance requirements.

SUSTAINABILITY AND ENVIRONMENTAL DESIGN

The landscape response enhances the environment by increasing bio-diversity especially along the river edge, providing habitat while using the various treatments to frame views along the river.



Existing foreshore view towards causeway

2.0 EXISTING SITE

2.1 EXISTING SITE LAYOUT

Set against the Swan River and overlooking Heirisson Island, Taylor Reserve and McCallum Park contain a significant number of mature native and exotic tree plantings set within large open swathes of grass.

The site is bound by the Swan River to the west, Canning Highway and McCallum Lane to the east, Ellam Street to the south, and the Causeway to the north.

A side by side cycle and pedestrian path runs parallel to the river edge connecting to the larger cycle network.

The park generally consists of large grassed areas used for public recreation and event space. It is dissected by Taylor Street which provides a number of parking bays as well as vehicular access from Canning Highway.

The existing trees on-site are an eclectic mix of native and exotics, with feature bands of large mature Ficus hillii throughout the site separating the large open areas of grass. A small skate park is located adjacent three multi-courts which are heavily used by the local community providing much needed activation.

EXISTING SITE CONDITION PLAN



3.0 KEY OBSERVATIONS

The park is highly visible and functions as a gateway to the city as visitors cross the Causeway heading into the city from Shepperton Road. Other than the waterfront location there is little that would encourage engagement for visitors and attract people to the park.

General comments on the park are as follows;

- Significant numbers of established tree lines including large figs
- Out of date facilities (playgrounds)
- Fragmented park facilities
- River edge degraded and dangerous due to erosion
- Open and exposed to prevailing wind conditions
- Limited shade to paths and seating areas
- Degraded pedestrian and cycle paths
- Underutilised waterfront
- Limited physical connection to the river
- Large areas of turf used for event space
- Problematic access to site from surrounding areas
- Car-parking fragmented and not close to amenity

3.1 TREE ASSESSMENT

The design process incorporated a review of the trees on-site and desktop review of the background data and site wide tree assessment (Botanical Review of McCallum Park May 2014 - prepared by Bennett Environmental Consulting) previously undertaken on behalf of the Town of Victoria Park.

Trees are generally in good health and it appears that there is limited structural pruning required. Some trees such as the dense canopy fig species could benefit from cosmetic pruning to 'lighten' canopies. Several trees near residential properties appear to be defoliating. Based on a visual inspection this may suggest tree-vandalism.

The trees provide significant shade in selected areas of the site however this is not typically associated with seating areas or amenity including the bike paths. Additional tree planting along key pathways will positively complement the significant number of existing trees.

3.2 ACCESS AND ENTRY

There are a number of ways to access the site for both vehicle users and pedestrians however there is no primary access and arrival point. Vehicular access to the site is limited to two main feeder roads, Taylor Street which is accessed direct off Canning Highway, and Ellam Street which runs off Mill Point Road.

The two feeder streets are connected by McCallum Lane which provides access to lots that front the park.

There are a variety of barriers and bollards around the perimeter of the park to restrict unauthorised vehicle access and maintain the safety of users.

The Taylor Street entry off Canning Highway is fairly nondescript and could be upgraded to help create an arrival experience into the precinct. This could also be replicated at the Ellam Street / Mill Point Road intersection.

To the north, a pedestrian and cycling path runs along the river edge and forms part of a larger network of paths that surround the river. The path runs under the Causeway connecting the park to Burswood Park.

An underpass is located at the eastern boundary along Canning Highway. There are also a number of overland crossings at the Shepperton Road and Causeway intersection.

There is an opportunity to formalise the pedestrian site entrances and create subtle gateways identifying a primary pedestrian entry to the park. This should reflect the context of the wider river landscape whilst promoting a distinct and iconic sense of place.

Consideration is given to allowing key views through to the site, whilst providing shade to areas such as the pathways and car parking spaces as required. Tree planting should be located to avoid screening views to nodal areas.

3.3 CARPARKS

Whilst several areas within the site provide parking these are scattered and are not associated with the existing amenity.

The parking to the southern corner of the site should be upgraded to incorporate tree planting. Consideration needs to be given to integration of Water Sensitive Urban Design (WSUD) principles into the new car park design. This would be developed in the form of swales, infiltration areas, and generally directing storm water to planted areas. WSUD principals will help to assist in the conveyance and detention of water while also ensuring that the planted areas have the best chance of success in growing to maturity.

3.4 AMENITY

Existing amenity within Taylor Reserve and McCallum Park includes multi-use hard courts, the skate bowl, toilet structures, exercise equipment, playgrounds, frisbee golf, limited seating areas as well as a degraded universal access jetty which is used for water skiing.

Much of the amenity is worn and in need of replacement and/or upgrading. New and additional amenity such as play areas, a beach interface, skate and BMX and development of active nodes will contribute towards the successful development and increased use of the public parkland.



Bands of ficus in the grassed areas



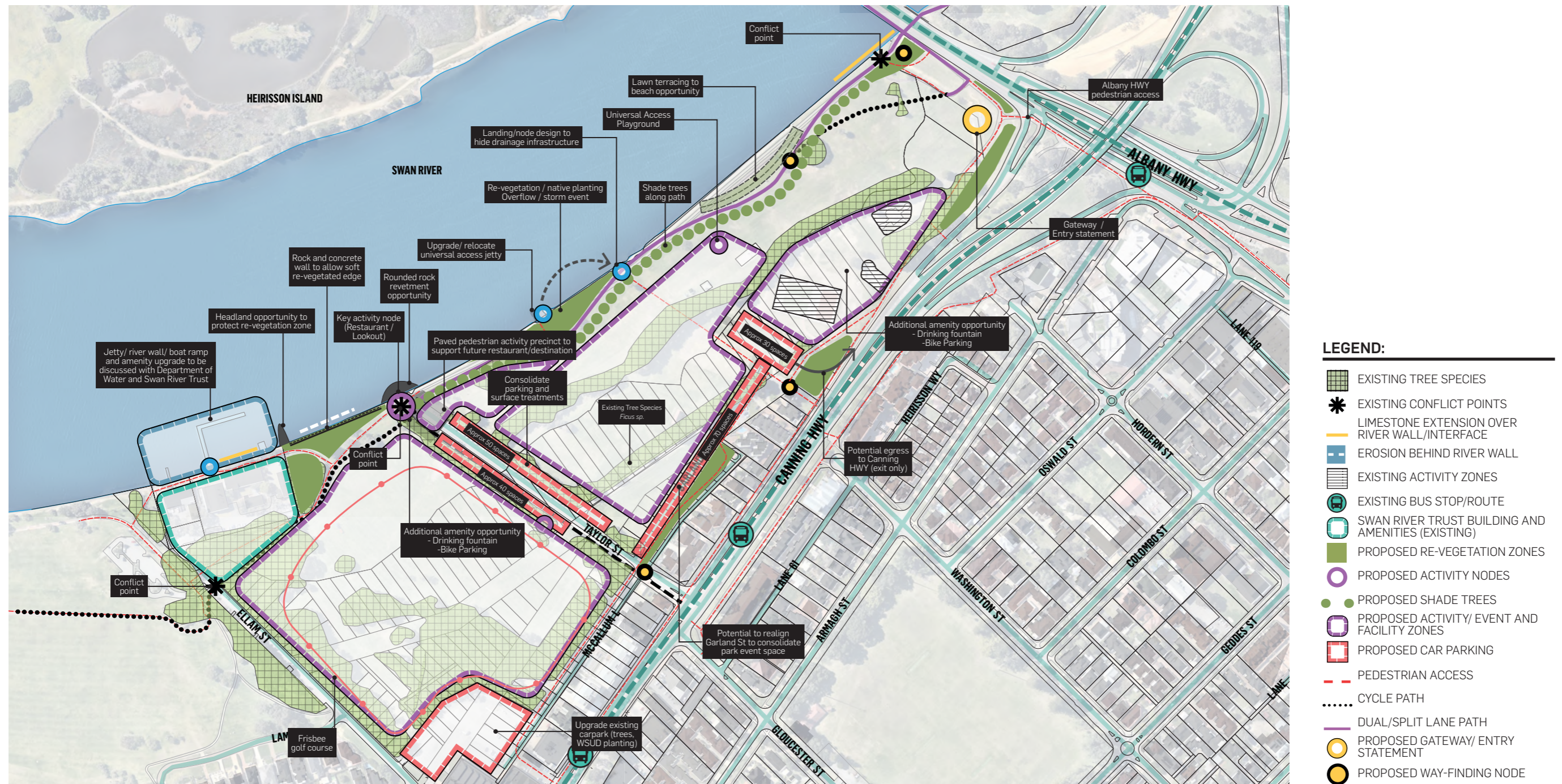
Taylor Street



Multi-use hardcourts

4.0 OPPORTUNITIES AND CONSTRAINTS

OPPORTUNITIES AND CONSTRAINTS PLAN



5.0 DEVELOPMENT PRECINCTS

The design intent for the TOVP foreshore is to have a strong, holistic landscape character, with overall materials and furniture treatment referencing the broader river vernacular. To date the site has not had a strong development zones or character precincts. Generally the intent is for the new development to compliment the mature landscape and develop the site into a destination for both the local community and visitors alike.

5.1 ZONE 1 - PARKLAND AND EVENT SPACE

The park is utilised for events throughout the year. The upgrade of the park and amenity needs to allow for event planning within the Town.

The design retains large open areas for event space. The foreshore event zones identified by the Town within Taylor Reserve and MacCallum Park are all retained allowing for events of differing sizes while also providing the flexibility for larger events.

The open parkland areas provide opportunity for active play and as the site usage increases with the increased amenity offering, it is anticipated that the open areas will attract social sporting groups and visitors to the precinct.

5.2 ZONE 3 - RIVER EDGE AND REVEGETATION

The currently degraded river edge provides opportunity to reconnect to the river and reintroduce some sections of 'natural edge'.

Redevelopment of the river edge is proposed to have a variety of interfaces including selected areas of more natural banks. The removal of the degraded edge allows for the plantings of endemic riparian vegetation which will provide habitat for native fauna as well as education and interaction with the river.

5.3 ZONE 2 - BEACH AND ACTIVITY NODE

The beach and activity node will present a highly visible active space that will attract local residents and visitors to the site.

Building on existing play amenity and the reconnection to the river, the activity node provides active and passive play for all ages.

As the main social hub and site attractor the node has been located taking the following considerations into account:

- Location of existing amenity
- Separation from existing residential housing
- Site connections, Canning Highway underpass, Causeway and Shepperton Road connections
- Visibility from Canning Highway and the Causeway
- A unique offering of active and passive river interaction
- Flexible precinct to be used in conjunction with parkland events

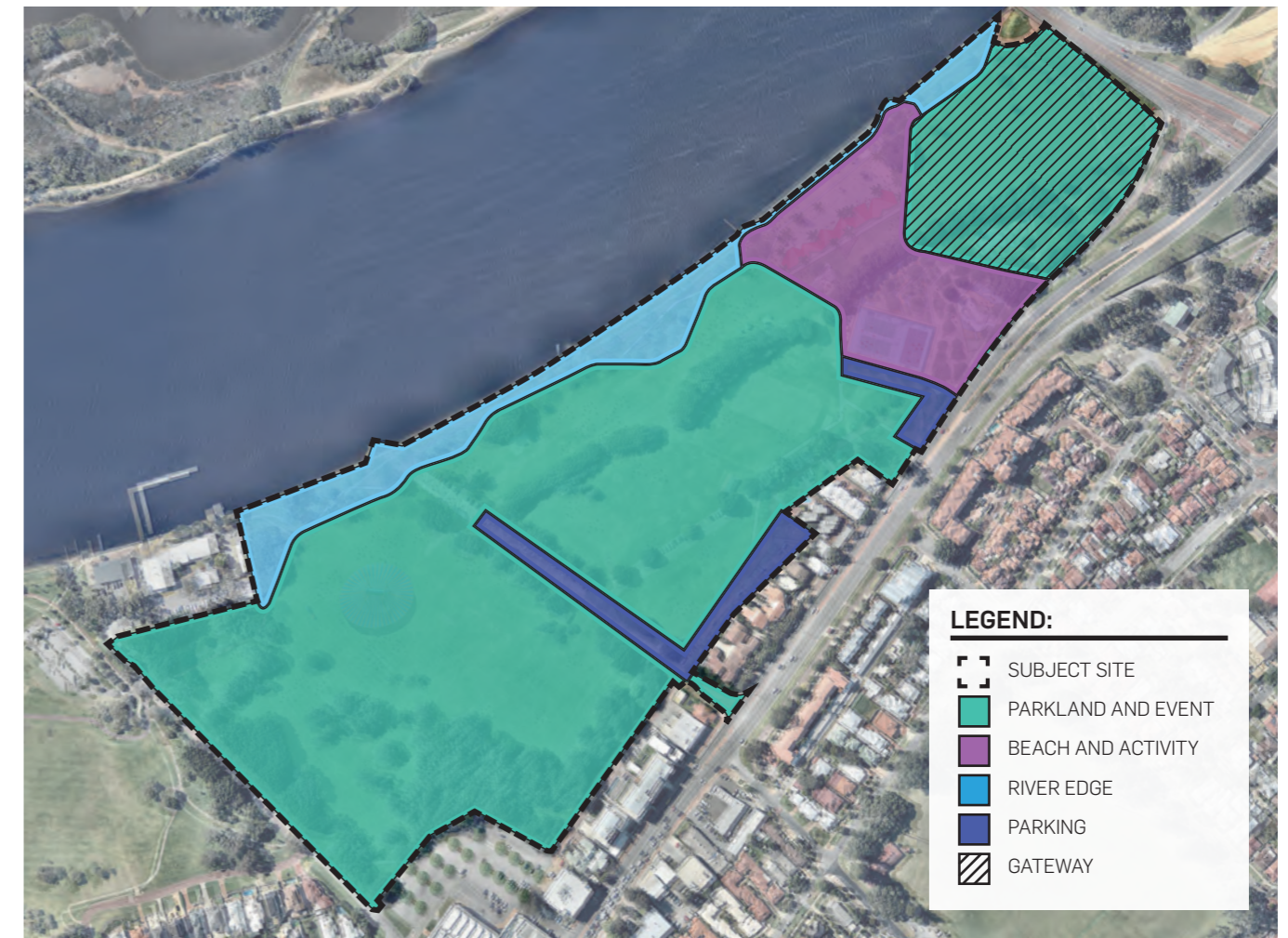
5.4 ZONE 4 - PARKING

Consolidating the parking provides opportunity to locate parking nodes such that they provide access to amenity.

The coupling of amenity and parking will help promote passive surveillance and community policing.

Suitable tree species are to be located within the car park and are afforded sufficient space to fully develop. These trees should be planted in densities that ensures canopy coverage will provide sufficient shade.

SITE DEVELOPMENT PRECINCTS PLAN



6.0 DESIGN INTENT

Ensure a comprehensive landscape design that enhances the use of Taylor Reserve and McCallum Park creating a destination park for the local community and visitors alike.

While the site has been broken down into character precincts, the design intent is for the site to have a strong, holistic landscape character, with an overall palette of plants, materials and furniture. This palette will be developed drawing inspiration from the various treatments at key iconic locations along the waterfront.

6.1 A PLACE FOR EVERYONE

The development of Taylor Reserve and McCallum Park is intended to create a space for both the Town of Victoria Park community and premier destination park to attract visitors to the Town.

The site will provide a range of activities for all ages.

The scale and diversity of play/recreation opportunities will encourage :

- connection - the community, family and the river
- focus - hierarchy of play for differing ages
- pride of place - developing a site identity that locals are proud of
- people first - a park that puts people first

6.2 THE DESTINATION

Proving gateway entries to the park and developing wayfinding strategies will help provide a sense of place as well as a functional and logical way to navigate the site.

Importantly the design will need to encourage and support pedestrian connectivity by;

- providing shaded walkways
- improving the access and parking
- linking the key entries to the key activity nodes within the site
- providing dedicated linkages that are designed for universal access.

These initiatives will contribute to what will be a more integrated and coherent parkland.

6.3 RIVER RECONNECTION

A key driver for the design is to draw people into the park and promote this currently underutilised space.

This is a chance to reconnect not only local residents to the park but the greater community as a whole.

Importantly we are looking to reconnect the park and community to the river, the river to nature and provide habitat for native fauna.

6.4 HEALTH & WELLBEING

The park currently enjoys moderate use for sport and recreation and is part of the greater river cycle way. The design for Taylor Reserve and McCallum Park will build on this and promote a more healthy and active lifestyle by:

- Allowing for a range of activity on site for a variety of age groups
- Enabling areas for reflection
- Providing community gathering spaces which will promote social interaction
- Educating locals through sustainable design connected to environmental health



A place for everyone

7.0 DESIGN CONSIDERATIONS

CODES

The landscape design of the site needs to be responsive to a range of authority requirements and guiding codes. The design incorporates the principles of the Town of Victoria Park's Landscape guidelines. Australian Standards are applicable, with particular reference to AS 1428 covering disabled access. Where appropriate external spaces will be universally accessible within the precinct.

PRIVACY

Consideration has been given to ensure a level of privacy for the residence who front the park. While the internal roads are being adjusted, adequate planting buffers to the housing are proposed.

FUNCTIONALITY

The design of the park and activity nodes responds to the brief allowing the park to become a destination that allows for a variety of uses. The park layout is cohesive with pathways, parking and the general arrangement catering for pedestrian and vehicular movements.

AMENITY

A high level of amenity is proposed within the park with a focused area identified surrounding the existing hard-courts and skate park. The high use amenity is located such that it not adjacent existing residents to reduce any potential disturbance.

The primary activity spaces are visually evident from the main roads that bound the park. The intent is that views to these key spaces will peak interest resulting in increased use of the park and new amenity.

PLANT SELECTION

All plants must conform to NATSPEC's "Specifying Trees – a guide to assessment of tree quality," Second Edition, 2003 by Ross Clark.

SAFETY

The separation of cyclists and pedestrians is a key feature of the connective networks, maximising the safety of pedestrians. The delineation of pedestrian access routes will improve way-finding within the facility and help to reduce pedestrian and cyclist conflict. Importantly there will be specific area where changes of materials and signage will be used to inform cyclists of areas where pedestrian will be crossing (such as the activity node).

Passive surveillance of the site is maintained from neighbouring properties surrounding the park. The open expanse within the pedestrian concourse will provide good surveillance sight lines.

RIVER EDGE AND EROSION CONTROL

A variety of treatments are designated to replace the existing degraded river edge each providing a differing experience of the river.

The specified edge treatment focuses on three main replacement categories including;

- a beach interface
- hard treatments - new river walls and rock revetment
- 'natural' edges - mix of stone edge and graded planting

The various treatments types have been tested by MP Rogers and implemented on a number of projects along the Swan River. These edge treatments are engineered to minimise any potential for erosion.

It is intended that native riparian planting will be located at the 'natural' edges which will encourage fauna and provides opportunity for user education.

CPTED

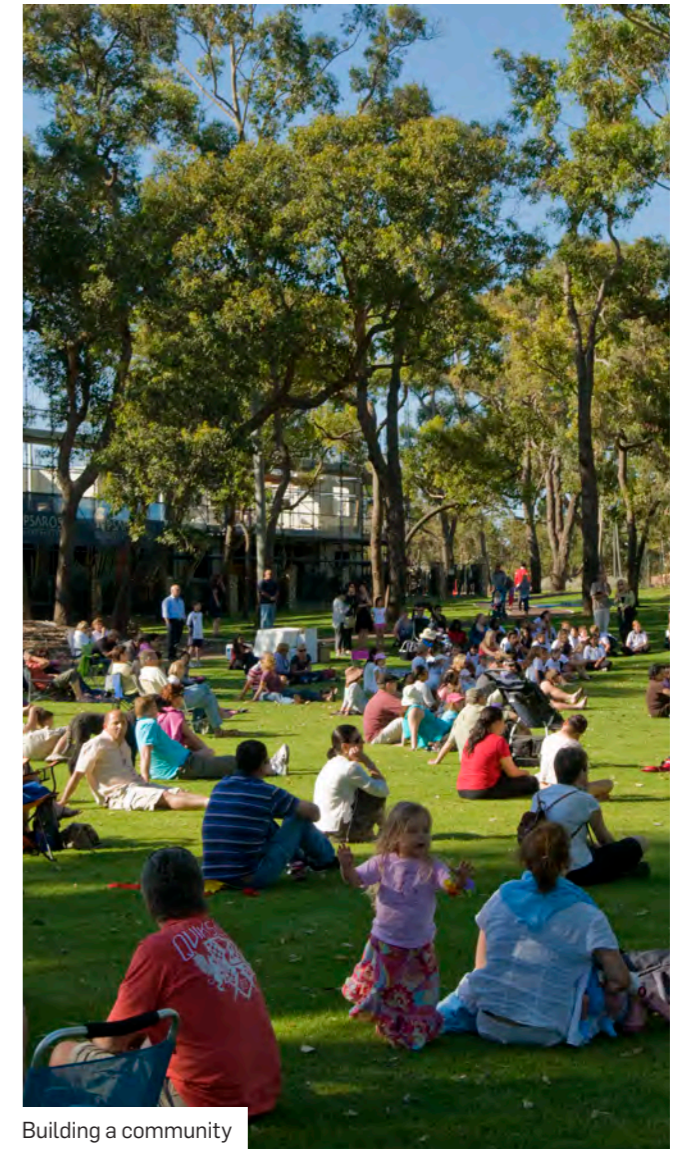
Crime Prevention Through Environmental Design (CPTED) measures will help maximise public safety at all times. Maintaining visual access enables passive surveillance and discourages antisocial behaviour.

To achieve this the design will need to consider:

- balancing security and safety objectives with the requirement for a welcoming aesthetically pleasing environment;
- consideration for natural surveillance of external and internal circulation routes through an appropriate lighting strategy;
- consideration of soft landscape implications around growth and maintenance to maximise natural surveillance, and
- the selection of appropriate plant species to maximise visual access.



Delineation of Use



Building a community

8.0 PROPOSED SITE CIRCULATION

The design proposes key changes for pedestrian, cycle and vehicular movements onsite in order to provide a more coherent and logical movement network.

8.1 PEDESTRIAN CIRCULATION

The pedestrian circulation network will be arranged to encourage walking and exploration throughout the site.

There are number of key journeys that are promoted, each offering a different experience:

- **Journey to the park** – enhancement of existing entrances, safe crossing points over internal and external roads into the park and developing stronger connections to proposed infrastructure. Development of a variety of experiences within the parkland to river edge provide interest and activity.
- **Green Link Connections** – provision of shade through the site including providing shade to the pedestrian and cycle networks. The path networks will be critical to providing comfortable connection within the park and connecting various areas of amenity.
- **Intimate spaces** – while there are numerous passive spaces for cyclists and pedestrians there are also more intimate pedestrian only routes that connect pedestrian active spaces.

8.2 VEHICULAR CIRCULATION

Key vehicular access points are not easily identifiable and do not necessarily provide access to key areas of amenity. Adjustments to the road network and parking areas are proposed such that they enable clearer access to areas of activity. There are number of key moves that will promote better navigation through the site:

- **Activity Node Parking** – the inclusion of a new parking area near the proposed activity hub will help alleviate parking that is currently occurring adjacent existing residents. This will increase access and usage of these areas as well as enable passive surveillance of the car park.
- **Realignment of Garland Street** – access to lots fronting the park has resulted in the creation of a secondary access road and has isolated a small grassed area within the site. The realignment of Garland Street and proposed egress onto Canning Highway will achieve the following:
 - Reconnect the currently cut off area of parkland
 - Decrease the amount of road being maintained
 - Enable formalization of parking areas
 - Enable a buffer between the housing lots and the park
- **Surface Treatment Upgrades** – It is proposed that Taylor street is upgraded with a paved treatment and flush edging to signify that it is a shared zone rather than a road way.

SITE TRAFFIC AND ACCESS



9.0 EXISTING VEGETATION

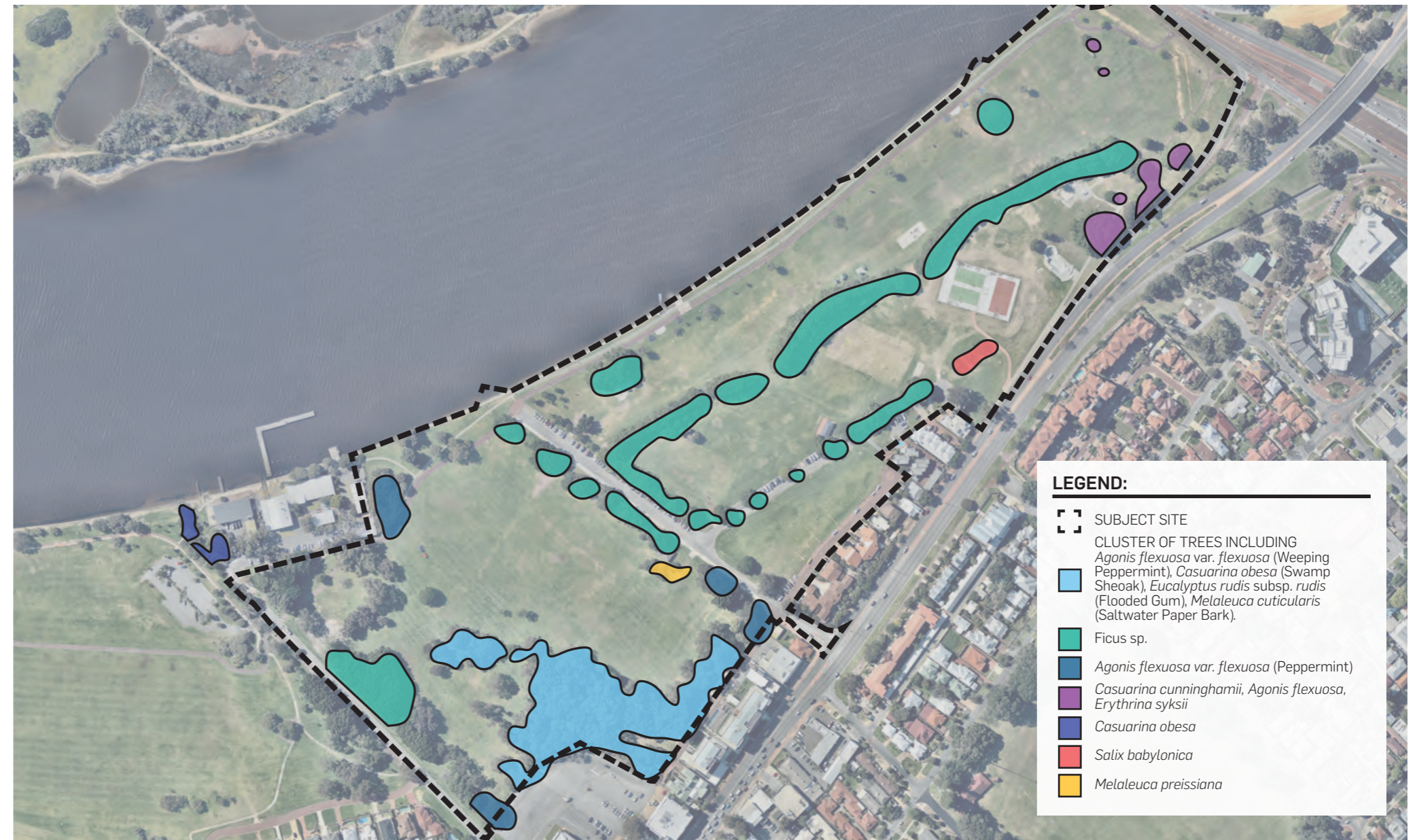
Tree planting will generally complement the existing character of the site, with predominantly native plant species selected. The planting scheme will respond to and create landscape identity and scale. Tree species will be selected to provide amenity within the landscape and contribute to a sense of place, provide shade, shelter, visual interest and amenity appropriate to the location on site.

9.1 EXISTING TREES

There are a number of significant mature indigenous and exotic tree specimens on site that will be retained. The design has been developed around the framework of the existing trees to ensure we retain the established landscape feel. Some mature trees provide useful cues for wayfinding, and are utilised for gathering spaces and play opportunities.

There are several smaller immature trees that may be removed or transplanted when upgrading the foreshore however these will be replaced with an appropriate number of trees and shade to the new bike path.

EXISTING TREES



10.0 PLANTING DESIGN

The planting scheme will be dominated by native species, however selected areas of exotic species will be used where appropriate. The use of exotic species is generally isolated to parking areas as well as the activity hub in order to promote year round usage. In areas within the riparian zone, planting will be with endemic plants appropriate to the local environment and can be expected to be tolerant to local conditions, helping to ensure survival and better growth, as well as reducing ongoing irrigation and maintenance requirements.

10.1 PLANTING WITHIN THE PARK

Shrub planting is generally isolated to areas adjacent parking and used within the activity nodes to frame and soften the overall landscape. Species selected for these areas will be hardy, low maintenance plants that have low water requirements.

Exotic species will be used where appropriate and will be selected to provide appropriate amenity, complement existing exotic species onsite, provide shade and better growth in the constructed environment.

10.2 RIPARIAN PLANTING

Planting within the riparian zone will be with endemic species that will be able to thrive in the river edge conditions. Planting to these areas will be mixed such that it reflects natural edges without creating a disconnect between the river and the park.

10.3 WATER SENSITIVE URBAN DESIGN (WSUD)

The landscape outcome will be linked to site topography and will be designed to minimize changes to the existing site drainage. Where new parking areas or areas of hardstand are incorporated, there may be opportunities to include bio-retention swales within the landscape design and rain gardens. These WSUD landscape elements will address stormwater quality objectives whilst also being sensitive to landscape amenity.

The plant species that grow in rain gardens and bio-retention swales are an integral component of these treatment measures. A variety of vegetation types are acceptable provided they are capable of withstanding design flows, and periods of inundation.

TYPICAL PLANT SPECIES SELECTIONS



11.0 CONCEPT MASTERPLAN



- LEGEND:**
- 1 HEIRISSON ISLAND
 - 2 SWAN RIVER
 - 3 DEPARTMENT OF WATER
 - 4 TAYLOR RESERVE
 - 5 MCCALLUM PARK
 - 6 CANNING HIGHWAY
 - 7 CAUSEWAY
 - 8 RIVER EDGE
 - 9 VIEWING DECK/
FUTURE RESTAURANT
SITE
 - 10 TAYLOR ROAD
SHARED ZONE
 - 11 BEACH/ACTIVITY HUB
 - 12 GATEWAY
 - 13 MCCALLUM LANE
REALIGNMENT
 - 14 CAR PARK UPGRADE
 - 15 UNIVERSAL ACCESS
JETTY
 - 16 POTENTIAL FUTURE
FERRY CONNECTION
 - 17 POTENTIAL TOILET
FACILITY



12.0 KEY AREA - PARKLAND AND EVENT SPACE

Large areas of the existing parkland and recreational open space areas will be retained in order to enable larger social gatherings and events to occur throughout the year.

These areas typically comprise areas of open turf surrounded by mixture of existing exotic and native plantings. The retention and enhancement of these areas is designed to promote active recreation, while also incorporating varied meeting places, and lawns for passive recreation. They will typically require a less diverse planting palette, utilising key robust feature species where infill planting is deemed necessary.

Species will be selected to provide colour and visual interest in the landscape. The native planting palette for the recreational open space areas will consist of species that perform well in open areas with full sun and are suitable to the on-site soil conditions.

The pedestrian networks within the park are located to enable the retention of the large event spaces and will help delineate the various areas. Lighting and shade to these path systems will help to enable access throughout the site.

EVENT ZONES



CHARACTER IMAGES



13.0 KEY AREA - RIVER EDGE

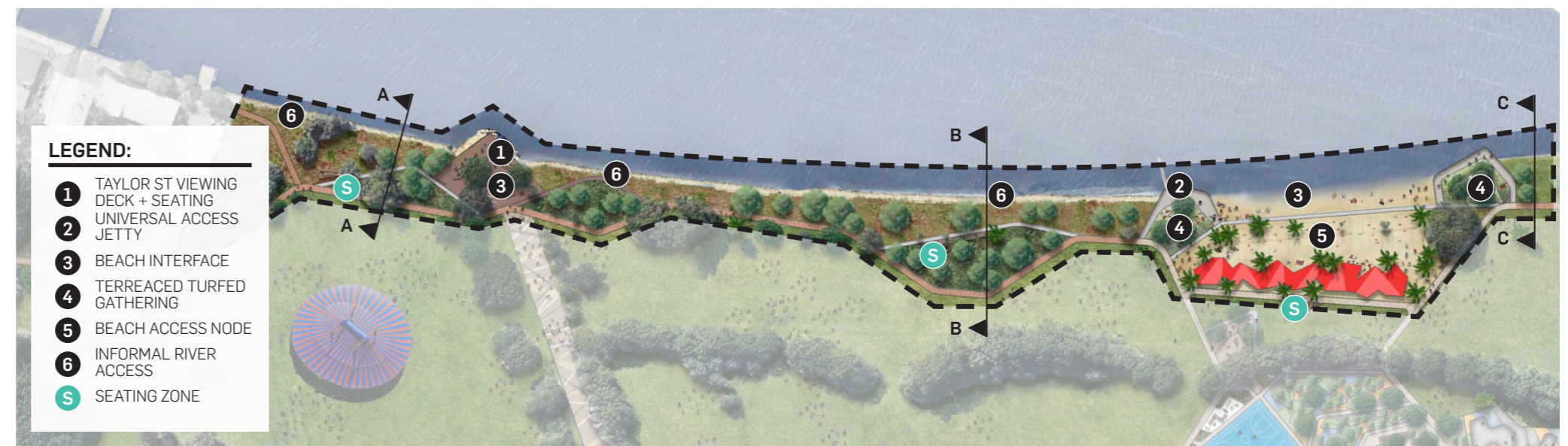
The remediation and environmental enhancement of the river edge is a key development outcome providing good opportunities for public education and interaction with the river.

The cycle and footpath network provide access to the river edge and a barrier between the grassed areas and areas where native re-vegetation is occurring. Importantly the upgrade of the edge has allowed the design to enable user interaction with the river environment.

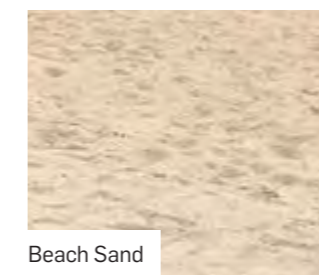
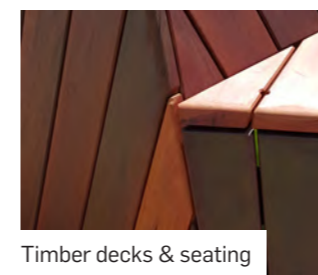
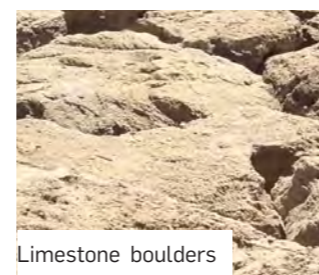
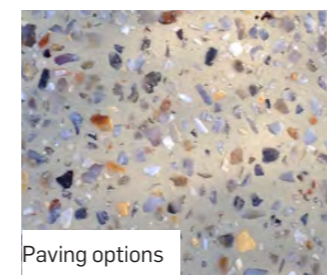
River edge treatments include the following:

- **Native edge** – gentle grading to the river edge and reintroduction of native plantings and treatments. To ensure erosion is not an issue these areas will include boulders to the river edge to stop wave action eroding the edging.
- **Seating nodes and pause points** – there are several areas that have been selected as reflective and passive gathering spaces within the areas adjacent the river. These areas provide opportunity for users to reflect within a more intimate setting. Educational and interpretive signage is proposed within these areas to describe the history of the site (indigenous and European), and provide information on the native flora and fauna. Selected areas within the planting zones allow informal access to the river edge over cap rock boulders.
- **Deck areas and feature seating nodes** – Provided at the end of Taylor Street is a pedestrian gathering node. A deck area is proposed and protrudes over the water. This will be installed as a headland as part of the initial works with decking installed at a later date. The viewing platform look toward Heirisson Island with the city in the background and provides a unique gathering space. As part of the longer-term plan for the site, this nodes is identified as a potential food and beverage venue coupled with a jetty and potential Transperth Ferry stop opening up access to the overall site by ferry traffic. Feature seating in these areas draws on the themes and forms within the South Perth upgrades strengthening the parks connection to the greater river area.
- The beach and headlands – the beach and headland areas form part of the Activity Hub and provide direct universal access to the river.

RIVER EDGE - DETAIL PLAN



MATERIALS



PLANTING



INDICATIVE RIVER INTERFACE SECTION



CHARACTER IMAGES



14.0 KEY AREA - ACTIVITY HUB OVERVIEW

The Activity Hub is the heart of the site. Prominently sited such that it is visible from the Causeway, Canning Highway, Heirisson Island and the river, the Hub will be a beacon drawing users to the site.

Providing a diverse range of activities, unique to McCullum Park, the concept provides 'something for everyone' and will result in heavy use by the local community and visitors alike.

The precinct landscape will be designed to be safe and secure throughout the year. Well lit paths, parking and active spaces will help to increase the sense of safety. Lighting will follow the major footpaths providing safe and usable spaces throughout the precinct.

The hub can be broken down into three main zones that transition seamlessly allowing for a magnitude of groups of varying sizes. These areas transition from the river edge to the Canning Highway interface connecting to the underpass. From the river to Canning Highway the zones are as follows;

- The Beach
- Family and Youth Play
- All Ages Play

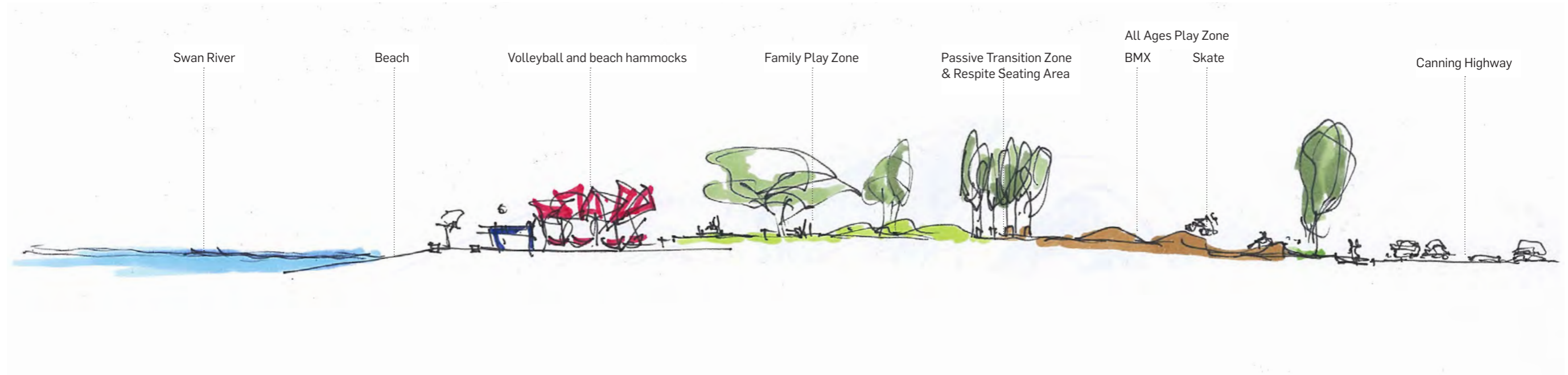
As part of the parking strategy, there are new parking areas adjacent the node for general use as well as disabled bays. Due to the concentration of amenity within the Activity Hub it is anticipated that the open parkland adjacent this area will become more heavily used for social sporting and informal play also.

The development of this space and the greater node could enable additional events or temporary activations such as food truck weekends.

ACTIVITY HUB - OVERVIEW PLAN



INDICATIVE SKETCH SECTION DD



CHARACTER IMAGES



15.0 KEY AREA - ACTIVITY HUB 'THE BEACH'

The beach brings people to the water. This interaction has been limited within Taylor Reserve and McCallum Park. As part of the design process, an assessment of the river's edge was completed, identifying McCallum Reserve for the inclusion of a beach. The development of the beach will provide a unique destination.

The landscape design draws the beach zone into the park, activating the edge and encouraging users to gather. The beach is separated from a sand-play area that incorporates a number of activities including beach volleyball courts. The design calls for a shaded node which has a sea of hammocks in various arrangements to allow groupings of various sizes. Seating areas provide space to view beach and waterfront activities.

In order to protect the beach headlands are required to either side. These are constructed as grassed terraces providing additional activation and space to engage with the general river activity.

The southernmost headland also provides universal access to the beach and incorporates the relocation of the Universal Access Jetty which is used for water-skiing. This location provides a safe launch point that is separated from the beach itself.

THE BEACH - DETAIL PLAN



- LEGEND:**
- 1 RAMP ACCESS TO UNIVERSAL JETTY AND LOWER PATHWAY
 - 2 UNIVERSAL JETTY
 - 3 TURF GATHERING TERRACES
 - 4 RIVER BEACH INTERFACE
 - 5 ACCESS PATH AND EROSION BARRIER
 - 6 BEACH VOLLEY BALL AREA
 - 7 SHADE STRUCTURE AND INFORMAL HAMMOCK SEATING
 - 8 TIMBER SEATING ELEMENT
 - 9 EXISTING TREES
 - 10 SHARED PORTION OF BIKE PATH
 - 11 BIKE RACKS AND DRINKING FOUNTAIN

SECTION EE



CHARACTER IMAGES



16.0 KEY AREA - ACTIVITY HUB 'FAMILY PLAY'

Transitioning from the beach zone, there is an area of open grass that provides a small buffer before a stand of mature ficus. The ficus provide an opportunity for a nature playground area that is deeply shaded by the trees and well protected from the sun. It is anticipated that this area caters for toddlers to young children.

The design allows for a deck seating area that overlooks the nature play area as well as the various other activities in the area inclusive of the beach. Moving southeast of the tree-line, the design provides a play area that caters for primary through high school. The space provides a range of play opportunities and is a mixture of depressions and mounding intersected by an undulating path network. The undulating play area is designed as a mix of turf, soft-fall, planting, totems and trees providing a varied landscape of discovery and imaginative play.

This area is designed to be a visually exciting space that can be enjoyed as much by the parents as the children playing within the space.

FAMILY PLAY - DETAIL PLAN



SECTION FF



CHARACTER IMAGES



17.0 KEY AREA - ACTIVITY HUB 'ALL AGES PLAY'

South of the mounded play area, there is a passive shaded grove with a variety of seating areas. This space reflects the geometry of the nearby mounding however the topography is flat with areas of trees and pockets of planting. This area has the dual function of providing rest and respite as well as a buffer to the more active all-ages play areas.

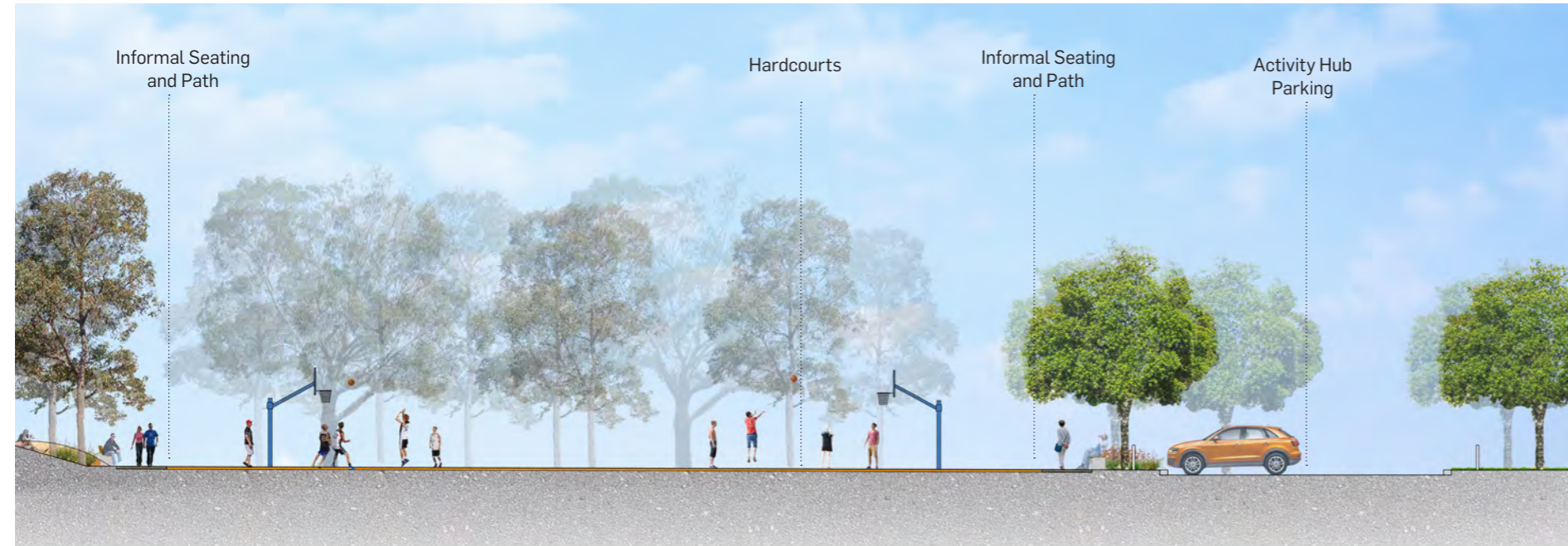
Active spaces within the all ages play area include the existing hard-courts, the extension of the existing skate park the development of a BMX track intersecting the courts and a series of outdoor gym areas. Additionally, the design provides a range of other benefits including;

- Shaded seating nodes overlook amenity spaces for rest and supervision.
- The gentle mounding of these areas will also increase visual interest in the areas.
- The high visibility of this area and the fact that it is part of an all ages node will also help deter anti-social behaviour making the site fit for all ages.

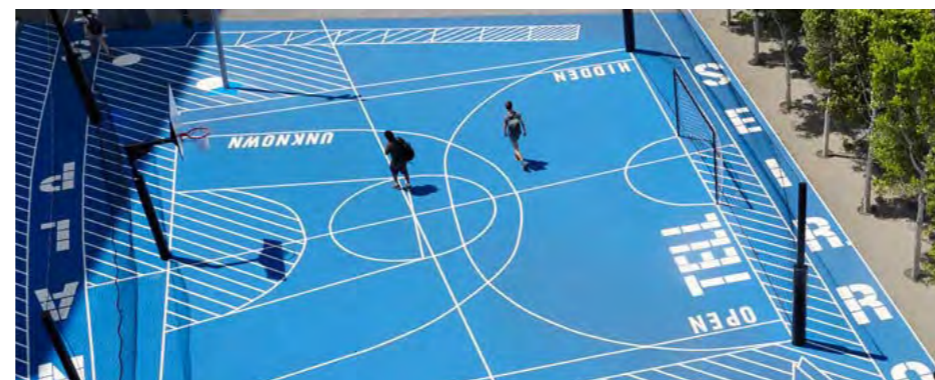
SITE ZOOM PLAN



SECTION PLAN GG



CHARACTER IMAGES



18.0 KEY AREA - TOVP GATEWAY

McCallum Park is ideally located to provide a gateway to the city across the Swan River. The parkland provides an initial view to Perth Water prior to the Causeway bridge and will create a lasting impression for road users, residents and visitors to Western Australia.

The space takes advantage of the key views to the water and primary activity spaces to develop an enticing view for road traffic and a beautiful setting for visitors to the city that will attract visitors back to the parkland.

The design for the gateway will incorporate functional elements including structure to frame the views lighting and soft landscaping.

A prominent feature totem will be located at the Canning Highway and Shepperton Road intersection, where a grand gateway will be created between the city and traffic crossing the Causeway.

The gateway precinct will use an endemic palette of planting comprising the unique flora of the Swan River foreshore area.

The design concept will build on the site history, interpretive themes and community views that are captured during the consultation stage of the project.

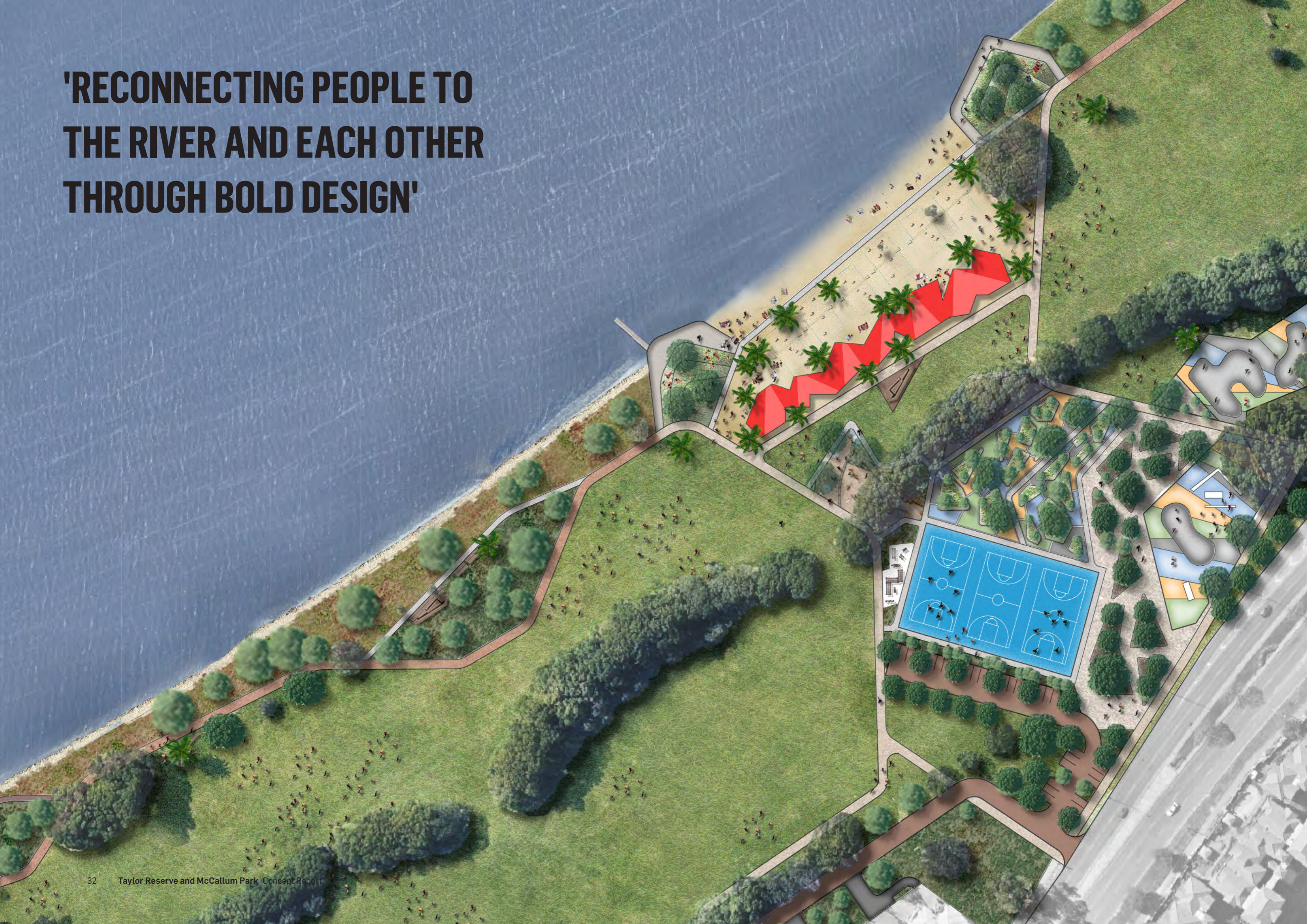
TOVP GATEWAY - DETAIL PLAN



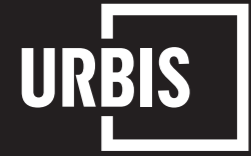
CHARACTER IMAGES



'RECONNECTING PEOPLE TO THE RIVER AND EACH OTHER THROUGH BOLD DESIGN'







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