



SHIRE OF
HARVEY

A Breath of Fresh Air

YARLOOP TOWN DEVELOPMENT PLAN



Prepared for Shire of Harvey
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Yarloop
Town Development Plan

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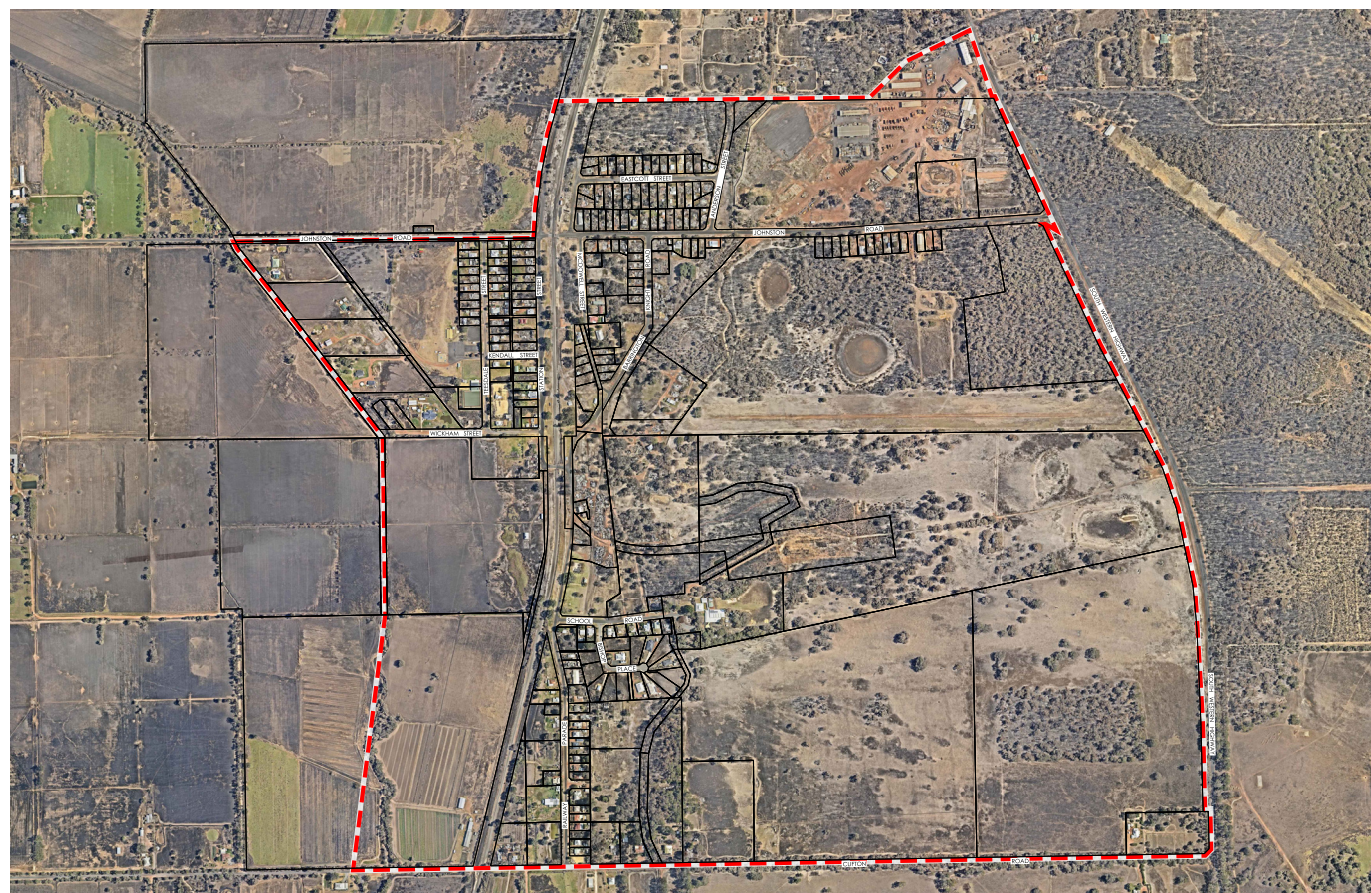
INTRODUCTION

TOWN DEVELOPMENT PLAN PURPOSE

The purpose of the Town Development Plan is to establish an agreed framework for the future detailed resolution of Yarloop's renewal and development.

This report contains broad level planning and design guidance, which provides flexibility for further in-depth planning and development of the project area. The Town Development Plan considers issues such urban structure, land uses and activities, built form and architecture, and the design of the public domain. At this stage, the Town Development Plan is concerned with ensuring that these elements are designed to achieve the best outcomes for Yarloop as it transitions out of its recovery phase following the January 2016 Yarloop-Waroona bushfire.

The document should be used to assist in decision-making and as a tool to inform stakeholders of the development approach for a site, and to foster a coordinated design and development approach for that site.



Town Development Plan Study Area - February 2016

TOWN DEVELOPMENT PLAN AIMS & OBJECTIVES

The aim of the Town Development Plan is to explore Yarloop's needs and identify opportunities for renewal and future development to facilitate the next stages of the town's redevelopment.

The following objectives play an important part in guiding the Town Development Plan outcomes:

- Support community development, providing a focus for public life through the creation of an improved and new public realm;
- Provide opportunity and support for private investment, to create wider-spread economic benefits and drive the revitalisation of the townsite;
- Ensure that public investment is designed and implemented holistically to generate the improvement of social, economic, environmental and cultural conditions in the town;
- Optimise the appeal of the Main Street and provide a consolidated heart for the town;

- Capitalise on the potential walkability of a town of Yarloop's size;
- Identify the amount, locations for and functions of key public spaces and consider a diversity of place experiences;
- Respond sensitively to interface issues, particularly between residential development; future tourist uses, light industrial development and the public realm;
- Build on Yarloop's key qualities, such as its sense of visual and physical transparency; low density residential character and traditional built form;
- Produce a plan that is implementable, in the context of staged delivery and public works phases for identified necessary infrastructure improvements.

All of these objectives fit under the umbrella of the 'sustainable development' concept. An underlying notion of the Town Development Plan is to promote an awareness of the principles of sustainable development in the design of buildings, location of land uses and provision of infrastructure.



December 2013

YARLOOP CONTEXT

The Town of Yarloop is located within the Shire of Harvey, approximately 15 kilometers north of the Harvey Townsite. Yarloop is connected to the north and south by the South Western Highway and rail, with Perth roughly 150 kilometers to the north and Mandurah and Bunbury 60 and 75 kilometers to the north and south respectively.

The Town Development Plan study area is approximately 326 hectares in size and consists of the Yarloop townsite and surrounding areas of farmland and local and state government reserves.



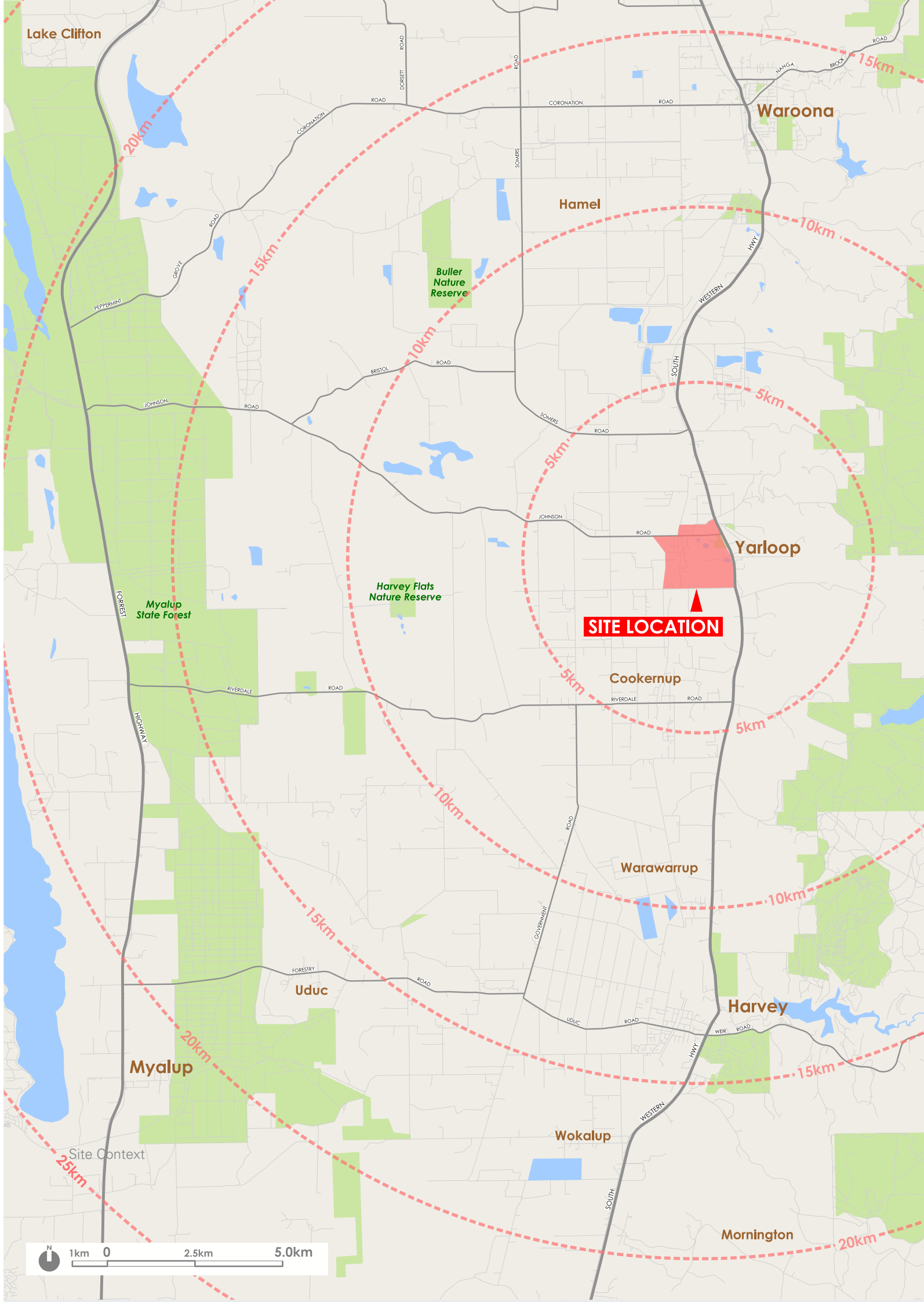
Yarloop Hall Facade



Yarloop Post Office on Station Street



Rail connections and public open space are two of Yarloop's assets





TOWN DEVELOPMENT PLAN

The vision for the Yarloop Town Development Plan is centred on creating an environment that supports and helps to sustain community well-being and economic growth. The vision involves making the most of the town's openness, the community's places and the townscape features – to be pleasurable for residents and enticing for visitors. The plan seeks to build from Yarloop's physical and environmental attributes, and uphold the social and cultural qualities of the town.

DESIGN PHILOSOPHY

The design philosophy involves the creation of great streetscapes and central open spaces that enable people to enjoy a variety of experiences in close proximity to each other. The plan promotes a safe, pedestrian-friendly environment that is easy and inviting to access for those arriving by car, van, bus or train. People will enjoy Yarloop as a place where public spaces, shops, cafes, services and employment serve to enable a strong sense of belonging and community.

Yarloop is characterised by a low-intensity urban form – the residential neighbourhoods, town centre and industrial area – and a frame of farmland. Whilst influenced by the railway, historically informal development pattern, and low-lying areas, the urban structure of Yarloop combined with the community's great appetite for revival provides a valuable foundation for the advancement of the Town Development Plan.

The key drivers for renewal are led by the rebuilding on existing properties affected by the fire, the planned delivery of key community facilities and public domain projects, and the provision of a framework for longer-term future development in the town.

The Town Development Plan design is a community-led outcome that reflects a strong desire for a sustainable place that fits with retaining the town's inherent community and townscape qualities. The design is in keeping with the aspirations held by the Shire and residents for the renewal, growth and diversification of quality living and employment opportunities, located appropriately within the town's existing parameters.

It is envisaged that, over time, the community – both residential and business – will gain significantly from the renewal process and the projects identified in the Town Development Plan. The retention of trees and landscape features within a series of landscaped open spaces, the consolidation of land uses in activity nodes, and the celebration of Yarloop's culture and community spirit in the public domain will provide attractive amenity for those living in and visiting the town.

Maintaining and enhancing employment and economic diversity in Yarloop is important for the sustainability of the town, reflecting the local community vision. Through the renewal of the town as a place that welcomes and supports private enterprise, the vision is for Yarloop to be perceived even more strongly as a pleasant and viable "place to do business".

THE TOWN DEVELOPMENT PLAN

The Town Development Plan provides an indicative illustration of the land use, built form and townscape direction for development in Yarloop. The rationale for the Town Development Plan is provided by the four Town Development Plan themes in this chapter.



- 1 Entry-roads experience improved with landscaping and infrastructure.
- 2 Future industrial-development growth area.
- 3 Future low-density residential development area.
- 4 Future streets provide improved access and safety.
- 5 Various parkland areas upgraded and connected in a network.
- 6 Future Multi-Purpose Community Facility, integrating old Town Hall façade.
- 7 Recreation area and facilities improved.
- 8 Town Centre upgraded with rebuilt/enhanced shops, pub, linear park, streetscape.
- 9 'Town Park' incorporating large-vehicle parking and attractions for visitors
- 10 'Memorial Gardens' integrated with Workshops Site and 'Town Park'
- 11 Workshops Site redevelopment, integrating a new Fire Station and café.
- 12 Encouragement of tourist-accommodation enterprises throughout the town.
- 13 One Tree Park enhanced to support a variety of community uses.
- 14 Primary School supported as part of town renewal.

CENTRAL AREA FEATURES

The 'Central Area' of Yarloop contains a significant proportion of the key initiatives for the revitalisation of the town. The key features include the following:

- 1 Multi-purpose Community Facility preferred site
- 2 Improvements to recreation precinct
- 3 Possible short-stay caravan and RV accommodation area
- 4 Enhanced Station Street
- 5 Station Street as Linear Park
- 6 Re-establishment of the pub
- 7 Possible short-stay caravan and RV accommodation
- 8 'Town Park' linking to Johnston Road
- 9 Maintain open vistas
- 10 Retain Yarloop's low-density character
- 11 'Memorial Gardens'
- 12 Encourage tourist accommodation
- 13 Possible Workshops Site cafe/restaurant
- 14 Integrate the new Fire Station
- 15 Workshops Site redevelopment
- 16 'Cultural Trail' pathway
- 17 Enhance One Tree Park



CATALYST PROJECTS & COMMUNITY BENEFITS

The following key initiatives will have significant short term benefits as well as being catalysts to stimulate wider renewal in the town.

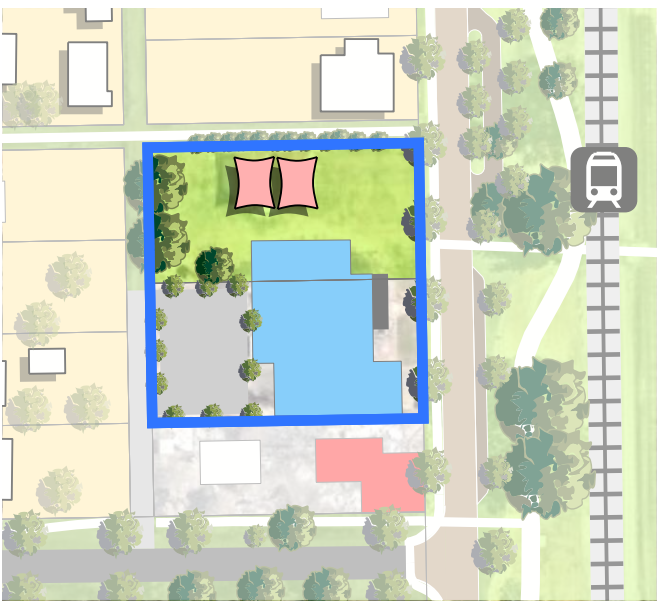


MULTI PURPOSE COMMUNITY FACILITY

The Shire recognises that the Multi-Purpose Community Facility (MPCF) is a priority project for Yarloop, and is progressing the preparation of a design Brief for the building and site requirements. Key considerations for the project at this stage include:

- Confirm the site location and configuration. The best location is on Station Street, on the site of the former Town Hall. The site for the MPCF will need to be larger than the old Town Hall site, so will need to incorporate an abutting property(ies). The abutting playground-park (#19 Station Street) is owned by the Shire, and would be beneficial to include in the MPCF site – particularly to provide an open space area for use as part of the facility. Ideally, the MPCF would have a presence to the corner of Kendall Street, which would require the incorporation of the property at 23 Station Street into the MPCF site. Depending on the MPCF’s detailed site requirements and the ability to incorporate 23 Station Street into the landholding, the Shire may wish to investigate the opportunity to incorporate one of the adjacent properties fronting Teesdale Street (such as Number 20 and/or 22).

- Incorporation of the old Town Hall facade, either as part of the building or as a stand-alone feature.
- Incorporation of an element(s) associated with remembrance of the community’s cultural and heritage legacy.
- Interface and relationship with Station Street and the Train Station environs. The MPCF will serve as an ‘anchor’ and a marker for the northern end of the Town Centre’s ‘Main Street’ environment. It’s status and role in town’s public life should be celebrated in the design of the facility and of Station Street.



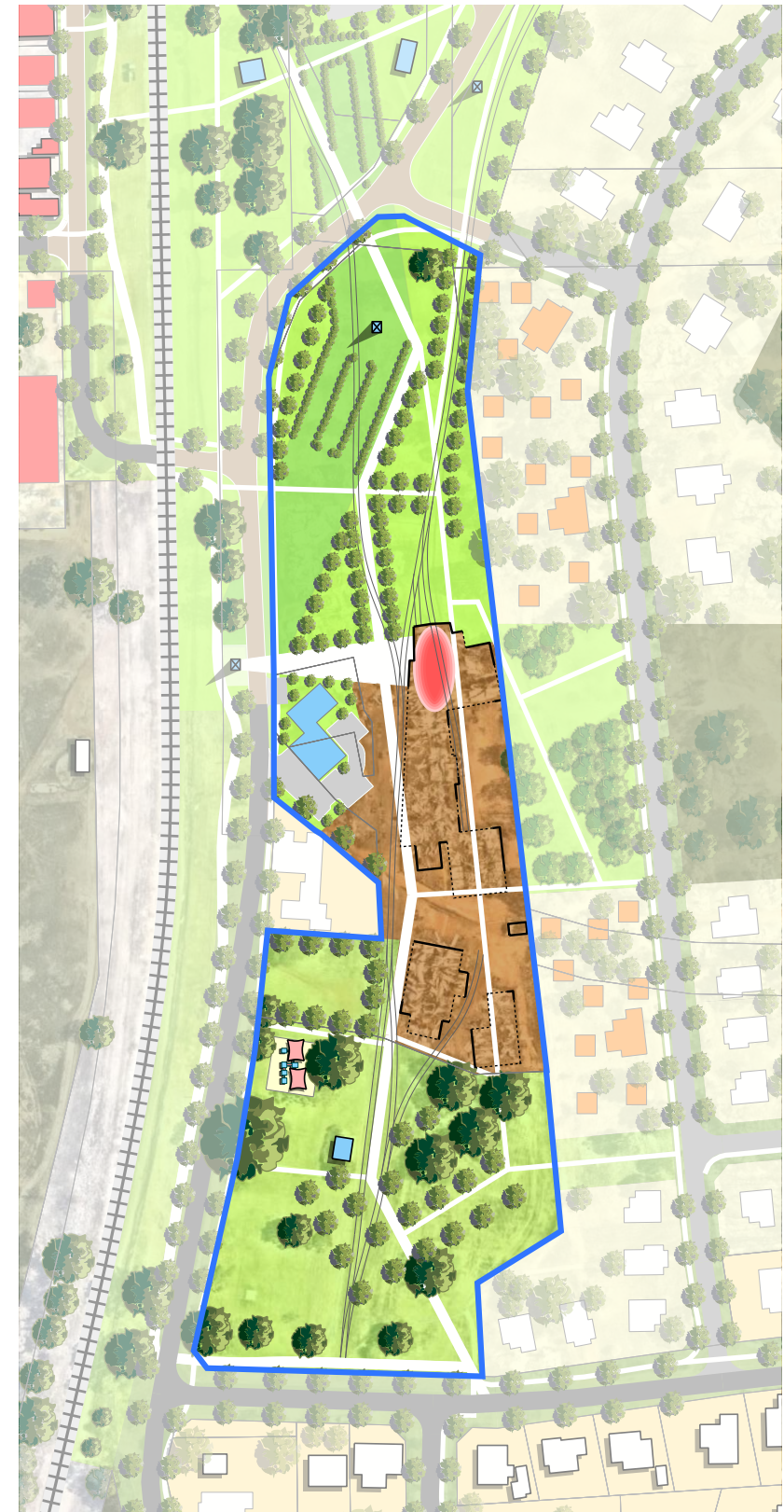
ONE TREE PARK/ WORKSHOPS SITE/ MEMORIAL GARDENS

The area between School Road and the southern end of Barrington Knight Road contains several of Yarloop's key community assets, and the Town Development Plan is proposing to enhance those further. Given work has already commenced in this precinct there is a good rationale to continue progress beyond remediation and rebuilding, and commence projects that bring revitalisation and assist the community's social and economic advancement. Key considerations for stand-alone projects for the area at this stage include:

- **Overall Precinct Masterplan** – establish the agreed initiatives, details and implementation requirements for a well-planned and coordinated development outcome across the different sites and between the different features.
- **Workshops Site** – prepare a detailed concept plan and implementation plan that identifies: the qualities, design details and operation of the various components; the staging of project works; the interface with abutting open space and residential/tourist accommodation development sites; and, the incorporation of the proposed 'Cultural Trail'.
- **One Tree Park** – prepare a detailed concept plan and implementation plan that identifies: the qualities, design details and operation of the various components; the staging of project works; the interface with the Workshops Site and residential/tourist accommodation development sites; and, the incorporation of the proposed 'Cultural Trail'.
- **'Memorial Park'** – prepare a detailed concept plan and implementation plan that identifies: the qualities, design details and operation of the various components; the staging of project works; the interface with the Workshops Site, Fire Station and residential/tourist accommodation development sites; the integration with 'Town Park', including the 'slow street' design of the adjacent Railway Parade and Barrington Knight Road street environments; and, the incorporation of the proposed 'Cultural Trail'.

FIRE STATION AND COUNCIL DEPOT

Ensure the new facility is designed to recognise and respond well to its location and role in the experience of the wider area, particularly the important public space link between the War Memorial and the future Workshops Site building(s). This project has already commenced, with the construction tender awarded in 2017.



STATION STREET

Serving as Yarloop's 'Main Street', the role and function of Station Street is important to the town's social and economic life. Containing the Train Station, the town's shops and commercial facilities, and the proposed MPCF, Station Street is a key destination for residents and visitors. It is a worthy catalyst project, as improvements to the street environment and the linear open space along the railway line will create an attractive and enjoyable place for public life, communicate a strong message of positive renewal, and provide confidence and certainty for private investment and economic growth. Key considerations for Station Street at this stage include:

- Prepare a detailed concept plan and implementation plan that identifies: the qualities, design details and operation of the street and linear park components; the staging of project works; the relationship with the Train Station and MPCF; and, the incorporation of the proposed 'Cultural Trail'.
- Enhancing visitor awareness of the Town Centre along Johnston Street.
- Seek the introduction of an additional pedestrian level crossing between Kendall Street and Wickham Street.
- Facilitate the return and function of the tavern and other previous or new retail/commercial businesses.



OLD HOSPITAL SITE

The site that contained Yarloop's previous hospital and community facilities is owned by the Department of Housing. The Town Development Plan proposes that the site be developed for residential purposes, which provides the Department of Housing with a potential source of income whilst also providing housing opportunities for new residents, a source of economic activity, and improvement to the townscape at a key location in people's experience of Yarloop. Key considerations for the site at this stage include:

- Integration of the site in a wider Subdivision Guide Plan for the precinct east of Barrington Knight Road.
- Facilitate the creation of supportive statutory planning mechanisms.
- Land capability and development due diligence investigations.
- Prepare a Business Case for the development of the site, including staging.
- Interface with adjacent development.
- Streetscape improvements to Barrington Knight Road and Johnston Street.
- Enhancing visitor awareness, at the Barrington Knight Road and Johnston Street intersection, of the Town Centre and the Workshops Site/Memorial Gardens.
- Bushfire Management Plan preparation and implementation.
- Prepare a concept plan and implementation plan for the Johnston Road open space, to provide an enhanced 'welcome' experience at the residential gateway to Yarloop.



IMPLEMENTATION STRATEGY

INTRODUCTION

In order to realise the potential of Yarloop and achieve change, the Town Development Plan will need to be implemented over time, by a number of stakeholders. Some initiatives, such as the rebuilding of homes and businesses, will have immediate and significant impact on their own whilst other projects, such as the Memorial Gardens and Workshops Site, will be catalysts for others with considerable flow-on effects for future generations.

Houses have started to be rebuilt and works have commenced for the reconstruction of the fire station and depot.

A robust Implementation Strategy based upon the guiding principles of the Town Development Plan will lead to revitalisation of the town and much wider benefits for the local community.

Delivery of the Town Development Plan vision will rely on the co-operation of a range of stakeholders including Federal and State Government, the Shire, the private sector and the

community. The implementation timeframe will commence in the short-term, but will then roll out with medium and long-term actions.

Some initiatives will be implemented more readily than others. Planning-focused initiatives, such as amending the Shire of Harvey District Planning Scheme No. 1 can commence and be delivered in the short-term.

The implementation framework groups the Town Development Plan initiatives as follows:

1. Statutory and Policy framework
2. Implementation Plan

ACTION PLAN

The following Action Plan outlines the key implementation actions, their level of priority and the agencies responsible for the action. This action plan should be used as a guide and reviewed annually to respond to the changing requirements as the Town’s revitalisation matures.

Abbreviations:

- I Immediately
- S Short term
- M Medium Term
- L Long Term
- (P) Priority Project
- SoH Shire of Harvey
- DFES Department of Fire and Emergency Services
- DoP Department of Planning
- DoEd Department of Education
- Land Landowner(s)
- PDC Peel Development Commission

Generic Item	Specific Item	Timing/ Priority	Implementation Mechanism	Action	Notes
Statutory Planning					
Yarloop Redevelopment Guidance	Yarloop Townsite Town Development Plan	S (P)	<ul style="list-style-type: none">Town Development PlanLocal Planning Policy(s)Precinct Policy Area Statement	SoH SoH	<ul style="list-style-type: none">Endorsement of Town Development Plan to establish a agreed framework for the redevelopment and renewal of Yarloop.To provide a decision making framework for the Town Development Plan.To provide guidance to Council in relation to its ability to issue planning approval for buildings used for a non-conforming use, destroyed to 75% or more of its value.
Land Use	Town Planning Scheme	S (P)	<ul style="list-style-type: none">Amendments to TPS TPS SchedulesDeemed provisions	SoH/DoP	<ul style="list-style-type: none">To reflect zoning modifications or amendments to the Zoning tables to accommodate land use proposals.To provide for additional uses and associated development requirements within Schedule 5 and 7.Notate DPS to reflect need to reference Deemed provisions.
Town Centre	Development guidance	S	<ul style="list-style-type: none">Design GuidelinesLocal Town Development Plan	SoH	Enable certainty and flexibility.
Subdivision	Road, lot and open space layout	M – L	<ul style="list-style-type: none">Subdivision Guide Plan	SoH/Land	Coordinate future subdivision development, and enable certainty and flexibility.
Construction	Development of properties to reinstate non-conforming uses	S (P)	<ul style="list-style-type: none">Local Planning Policy to facilitate Non-Conforming Use Rights resulting from Destruction of Buildings	SoH	

Generic Item	Specific Item	Timing/ Priority	Implementation Mechanism	Action	Notes
Public Domain and Community Facilities					
Existing Public Open Space Upgrades	One Tree Park	S	Public Open Space Strategy Place Activation Strategy	SoH	<ul style="list-style-type: none"> To prioritise the development and management of open space assets, existing and planned. Place vision and brand, strategic partnerships, amenity, investment attraction, governance. To encourage the community to have a sense of pride in the visual amenity of the area and improve streetscapes.
	‘Town Park’	S	Public Realm Strategy	SoH	
	Yarloop Sports Ground	S – M	Project specific Landscape Masterplans (as required)	SoH	Oval, clubrooms/changerooms, parking area.
	Yarloop Recreation Facility	S – M		SoH	Incorporates the hard courts (tennis and basketball) and skate park.
Future Public Open Space	‘Memorial Gardens’	S – M	<ul style="list-style-type: none"> Public Open Space Strategy Place Activation Strategy Public Realm Strategy Project specific Landscape Masterplans (as required) 	SoH	<ul style="list-style-type: none"> To prioritise the development and management of open space assets, existing and planned. Place vision and brand, strategic partnerships, amenity, investment attraction, governance. To encourage the community to have a sense of pride in the visual amenity of the area and improve streetscapes.
	‘Linear Park’	M – L		SoH	North of the Fire Station site to Barrington Knight Road.
	‘Wetland Park’	M – L		SoH	East of the railway line, abutting Numbers 5 – 11 McDowell Street.
	‘Station Street Linear Park’	S – M		SoH	Along the eastern side of Station Street, between Johnston Road and the southern end of Station Street.
	‘Workshops Park’	M – L		SoH	Abutting the eastern edge of the Workshops Site.
Other Public Domain Upgrades	Barrington Knight Road open space	S – M	<ul style="list-style-type: none"> Public Realm Strategy 	SoH	Landscaping of the wide eastern verge, between ‘Memorial Park’ and McDowell Street, to integrate with the landscaping of ‘Town Park’ and ‘Memorial Park’.
	Johnston Street Barrington Knight Road Railway Parade	M – L	<ul style="list-style-type: none"> Public Realm Strategy 	SoH	Street trees, landscaping and paths.
	Clifton Road	S – M			
Community Facilities	Multi-purpose Community Facility	S (P)	<ul style="list-style-type: none"> Community Infrastructure Plan. 	SoH	Provide a framework to: <ul style="list-style-type: none"> Guide the development, timing, design and location of community infrastructure over the next 10 to 20 years, using supply and demand analysis to determine the services and facilities required to support the Towns existing and future population. Identify the cost associated with providing the proposed infrastructure to inform the Town’s Business Plan.
	Fire Station	S (P)	<ul style="list-style-type: none"> Approved plans to be implemented. 	DFES	Ensure compatibility with future plans for ‘Memorial Park’ and Workshops Site.
	Workshops Site	S – M (P)	<ul style="list-style-type: none"> Community Infrastructure Plan. Public Realm Strategy. Workshops Site Concept Plan. Place Activation Strategy. 	SoH	
	Bowling Club	S – M	<ul style="list-style-type: none"> Community Infrastructure Plan. Public Realm Strategy. 	SoH	Identify current needs and future opportunities, including under-utilised land.

Generic Item	Specific Item	Timing/ Priority	Implementation Mechanism	Action	Notes
Land Use Considerations					
Employment and Business Growth	Incentives, support and guidance.	S – M	<ul style="list-style-type: none"> Performance development bonus (planning stage). Land exchange. Enterprise Zoning. Economic Development Strategy. Land availability. 	SoH	Deliver certainty, opportunity and flexibility for sustainable, permanent non-residential land uses.
Education	Primary School	S – M	<ul style="list-style-type: none"> Community Infrastructure Plan. 	SoH/DoH	Support the growth, enhancement and sustainability of the school.
Tourism	Tourist accommodation, facilities and attractions.	S – M	<ul style="list-style-type: none"> Tourism Development Strategy. 	DoH/PDC	Investment attraction and improved branding and marketing developing and support for heritage, environmental and diverse rural and urban assets Integrate with employment and business growth initiatives. Seek to deliver tourist accommodation outcomes in priority locations.
Bushfire Management		S	<ul style="list-style-type: none"> Bushfire Management Plan 	SoH; DFES; DoP	
Roads and Paths					
Existing Local Road Upgrades	Station Street	S – M	<ul style="list-style-type: none"> Infrastructure Asset Management Plan Maintain and manage Council’s Capital Works Program 	SoH	<ul style="list-style-type: none"> Road surface. Designated parking for cars, large vehicles and caravans. Slow-speed environment south from Train Station platform to Wickham Street.
	Railway Parade	S – M			<ul style="list-style-type: none"> Road surface north from School Street. Slow-speed environment north from Fire Station.
	Barrington Knight Road	S – M			<ul style="list-style-type: none"> Slow-speed environment south from McDowell Street.
Shared Paths and Footpaths	<ul style="list-style-type: none"> Reinstatement of priority damaged paths Provision of paths in existing streets (as required) 	S – M	Infrastructure Asset Management Plan Capital Works Program	SoH	
New Roads	<ul style="list-style-type: none"> Development guidance and standards 	S – M	Infrastructure Asset Management Plan.Capital Works Program	SoH/Land	Establish any specific civil engineering design and construction standards applicable for Yarloop, to provide clarity and to support cost-efficient development.
New Paths	<ul style="list-style-type: none"> Provision of paths in new streets 	M – L	Infrastructure Asset Management Plan Capital Works Program	SoH/Land	Ensure that the desired network of paths is coordinated and funded effectively.
	<ul style="list-style-type: none"> Provision of paths in public open spaces and other reserves 	S – M	Infrastructure Asset Management Plan Capital Works Program	SoH	
Railway Crossing	<ul style="list-style-type: none"> New pedestrian level crossing, north of Wickham Street 	S – M	Agreement with Public Transport Authority and other relevant stakeholders	SoH/PTA	
Parking Stations	<ul style="list-style-type: none"> McDowell Street visitor parking area 	S – M	Infrastructure Asset Management Plan Capital Works Program	SoH	Key parking area for larger vehicles, within ‘Town Park’.
	<ul style="list-style-type: none"> Workshops Site 	S – M	Infrastructure Asset Management Plan Capital Works Program	SoH	Consideration of parking provision and location to support the future Workshops Site and planned café/restaurant.

IMPLEMENTATION PLAN

INFRASTRUCTURE FUNDING

In addition to funds generated from insurance and committed government funding, potential funding sources available to the Shire are provided in the following overview.

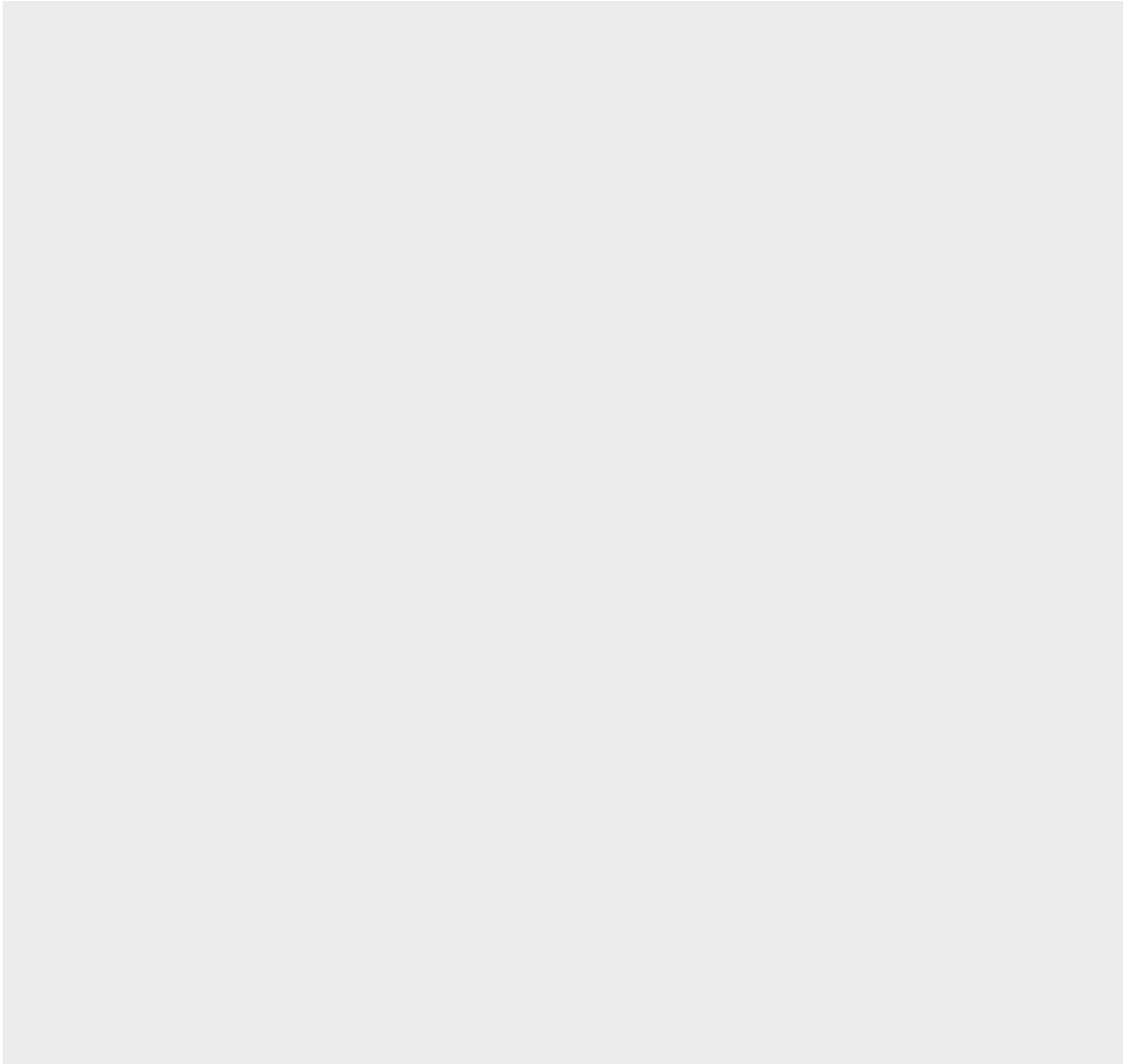
GRANT FUNDING

The Government of Western Australia makes a wide range of grants available for various sectors of the community and may include:

- Lotterywest - grants are available to eligible non-profit community organisations and local government authorities and may include Community and workplace buildings, outdoor community spaces, emergency relief, furniture and equipment for community organisations, heritage and conservation, projects, regional performing arts, trails and vehicles
- Community Action Grants - protecting and restoring the local environment
- Community Participation Funding - increase participation in sport and active recreation or skills development
- Community Sport and Recreation Facilities Funding - development of basic infrastructure for sport and recreation
- Heritage Grants Program - assistance to private owners of State Registered heritage laces to undertake urgent conservation works, or develop conservation management plans and strategies
- Regional and Remote Touring Fund - touring and performing arts shows to regional and remote towns and communities in Western Australia.
- Regional Funding - Department of Sport and Recreation to ensure sport and recreation as accessible and vibrant in the regions as it is in the metropolitan area.
- Regional Grants Scheme - Royalties for Regions initiative administered by each of the nine Regional Development Commissions, that seeks to improve economic and community infrastructure and services in regional Western Australia.

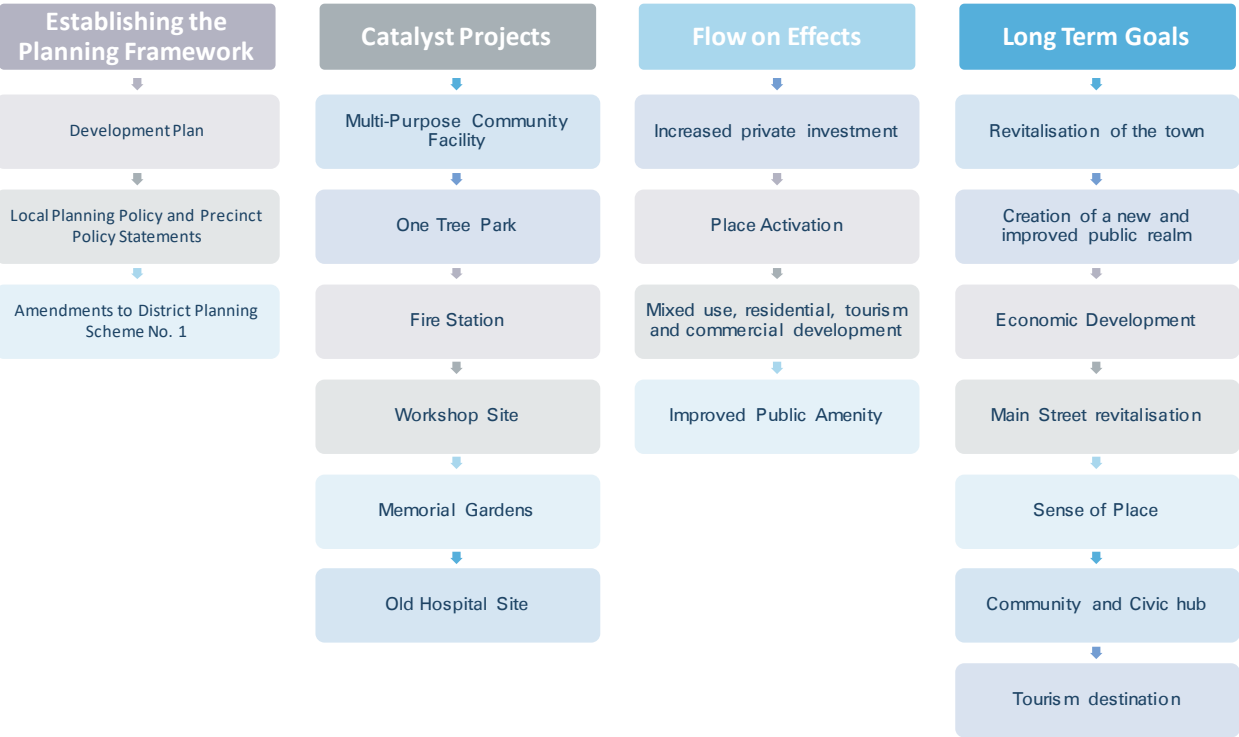
- SGIO Community Grants Program - Emergency readiness and response and environment
- Youth Activities - funding support for activities and projects that encourage and support West Australian young people to engage in community life.

These funding opportunities could be available to traditional and community oriented infrastructure as well as place making and activation to support community revitalisation.



The Implementation Framework covers the strategic initiatives contained within the Town Development Plan, along with an indication of the main agencies and organisations involved in delivery and timeframes.

The following chart outlines the planning framework that supports the Town Development Plan and the benefits that will follow from a well implemented strategy.



Town Development Plan Benefits and Goals

GOVERNANCE

A governance structure is proposed with opportunities for greater sharing of responsibility and ongoing community engagement, primarily focussed around partnerships. This will require the Shire to partner with the Department of Planning/WA Planning Commission to agree and facilitate an appropriate statutory planning framework for the project with the State and Local levels of planning.

STATUTORY AND POLICY FRAMEWORK

A number of core documents will guide the implementation of the vision for Yarloop:

TOWN DEVELOPMENT PLAN

The purpose of the Town Development Plan is to establish an agreed framework for the future detailed resolution of Yarloop’s renewal and development. The document should be used to assist and guide decision making and as a tool to inform stakeholders of the development approach for the area and to foster a coordinated design and development approach for the area.

Under District Planning Scheme No. 1, there isn’t a planning framework available to the Shire in relation to formulating and seeking endorsement to a Town Development Plan of this nature. In order to provide a decision making framework for the Town Development Plan the following section discusses opportunities for the Town Development Plan to be adopted as a Local Planning Policy.

LOCAL PLANNING POLICY AND PRECINCT POLICY STATEMENTS

Under Clause 11.6 of District Planning Scheme No. 1 the Shire has the power to make policies in order to achieve the objectives of the scheme. LPPs could be used to:

- provide a decision making framework for the Town Development Plan and identify critical requirements with respect to implementing the Town Development Plan and include within Schedule 14 Planning Precinct Policy Area. The purpose of the LPP will be to assist decision makers to ensure the Town Development Plan is given due regard and acknowledgement and discourage planning decisions making contrary to the Town Development Plan;
- empower Council to enact the powers available to it under Clause 10.5 Destruction of Buildings, under specific circumstances, so that planning approvals can be issued for buildings used for a non-conforming use, destroyed to 75% or more of its value; and

- require the preparation and approval of Subdivision Guide Plans to coordinate the orderly and proper planning over specific sub-precincts/multiple landholdings.

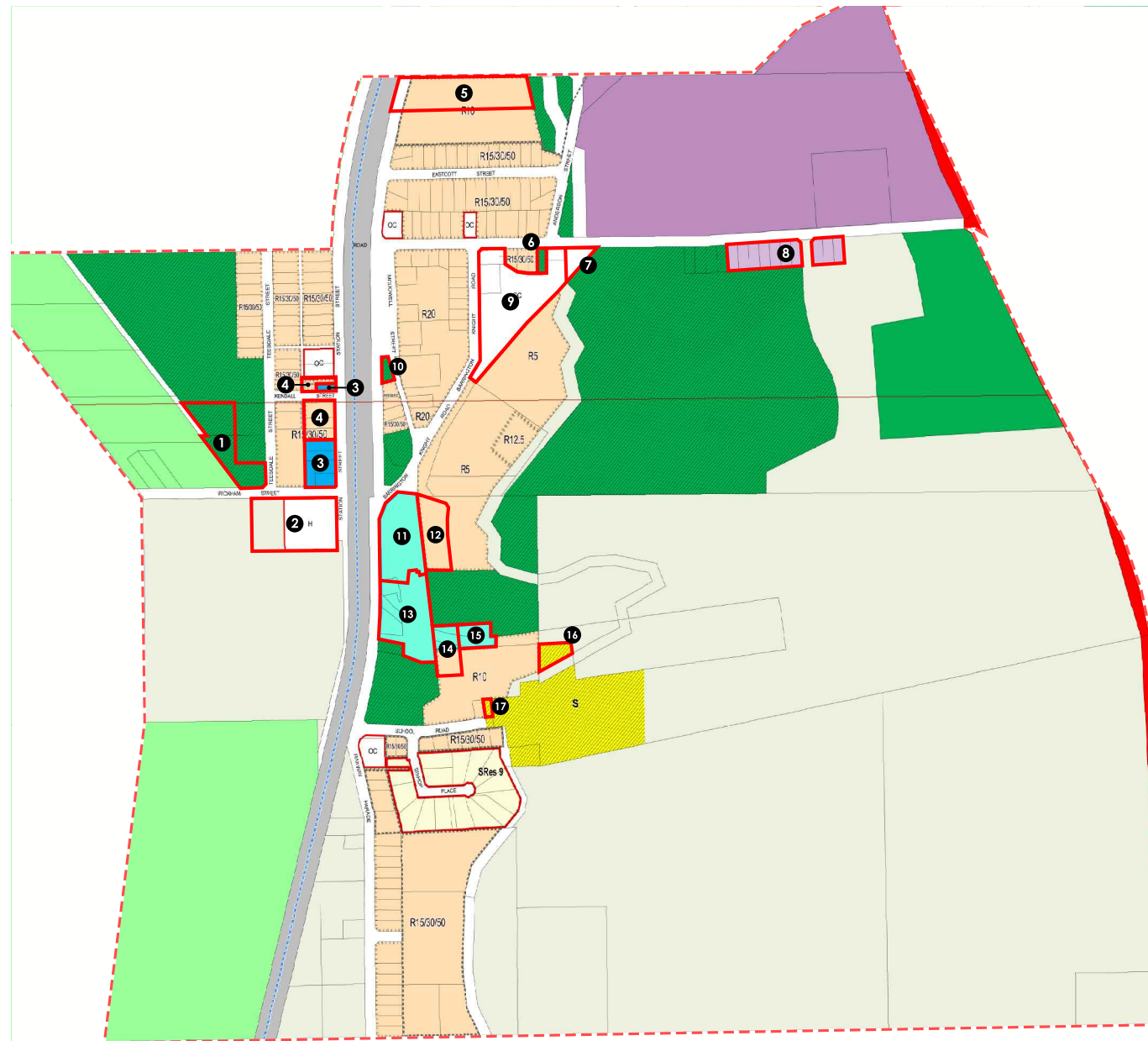
AMENDMENT TO DISTRICT PLANNING SCHEME NO. 1

The land use vision established through the Town Development Plan highlights a number of anomalies between the existing zonings under DPS No. 1, non-conforming use right incompatibilities and proposed zonings necessary to facilitate the Town Development Plan vision.

As a result an amendment(s) to the Scheme is likely to be required to ensure alignment of the Town Development Plan vision and principles with the District Planning Scheme. An amendment(s) to the Scheme may be required to address the following matters:

- address anomalies between the existing zonings within the scheme and those necessary to implement the land use vision of the Town Development Plan
- provide for land uses contemplated within the vision plan but not currently permissible within the existing zoning structure of the Scheme as Additional Uses within Schedule 5 and 7
- introduce a Planning Precinct Policy Area for the Town Development Plan area within Schedule 14 in accordance with Clause 8.4 of the scheme which would include a definition of the extent of the Town Development Plan, along with precinct policy statements and amendment Schedule 14A - planning precinct policy area boundaries accordingly.

The **Potential Areas for Zoning Adjustments** figure, overleaf, indicates existing zonings and proposed land use changes contemplated by the Town Development Plan and, therefore, some of the possible zoning recommendations.



EXISTING DISTRICT PLANNING SCHEME ZONING	
REGION SCHEME RESERVES (GBRS)	
	Regional open space
	Primary regional roads
	Railways
LOCAL SCHEME ZONES	
	General farming
	General industry
	Intensive farming
	Light industry
	Residential
	Residential development
LOCAL SCHEME RESERVES	
	S Public purposes : School
	Public utilities
	Recreation
	Shop
	Special residential
	Special use
	H Special use : Hotel
	OC Special use : Other community
	Tourist

Potential Areas for Zoning Adjustments



DEVELOPMENT PLAN ZONING	
	Development Plan Boundary
	Residential
	Tourism & Accommodation
	Industrial
	Retail/Commercial
	Civic/Community
	Public Open Space
	Parks and Recreation
	Yarloop Nature Reserve
	General Farming and Intensive Farming

POTENTIAL ZONING ADJUSTMENTS		
REF. #	EXISTING DPS No1 SCHEME ZONING	PROPOSED SCHEME ZONING AND PERMISSIBLE USES
1	Recreation	Tourist
2	Special Use Zone & General Farming	Special Use (Uses under Tourist & Shop)
3	Shop	Shop (Additional Use - Dwelling / Multi Dwelling)
4	Residential	Shop (Additional Use - Dwelling / Multi Dwelling)
5	Residential	Recreation
6	Recreation	Residential
7	Public Purpose	Recreation
8	Light Industry	Light Industry (Additional Use - Dwelling)
9	Public Purpose (Other Community)	Residential
10	Recreation	Residential
11	Tourist	Recreation
12	Residential	Tourist (Additional Use - Dwelling)
13	Tourist	Tourist (Additional Use - Shop, Civic Use)
14	Residential	Tourist (Additional Use - Dwelling)
15	Tourist	Tourist (Additional Use - Dwelling)
16	Public Purpose (School)	General Farming
17	Public Purpose (School)	Residential

TECHNICAL APPENDICES

APPENDIX 1 - YARLOOP OPPORTUNITIES & ISSUES

YARLOOP ISSUES & OPPORTUNITIES

Analysis of the Yarloop Townsite and the needs of the current and future community presents a number of issues and opportunities that have informed the preparation of the Town Development Plan. These issues and opportunities have been explored and tested through the design process and are informed by inputs from the Yarloop Town Development Working Group and feedback received from the community engagement process.

A summary of the key issues and opportunities is provided below:

ISSUES

LAND USE

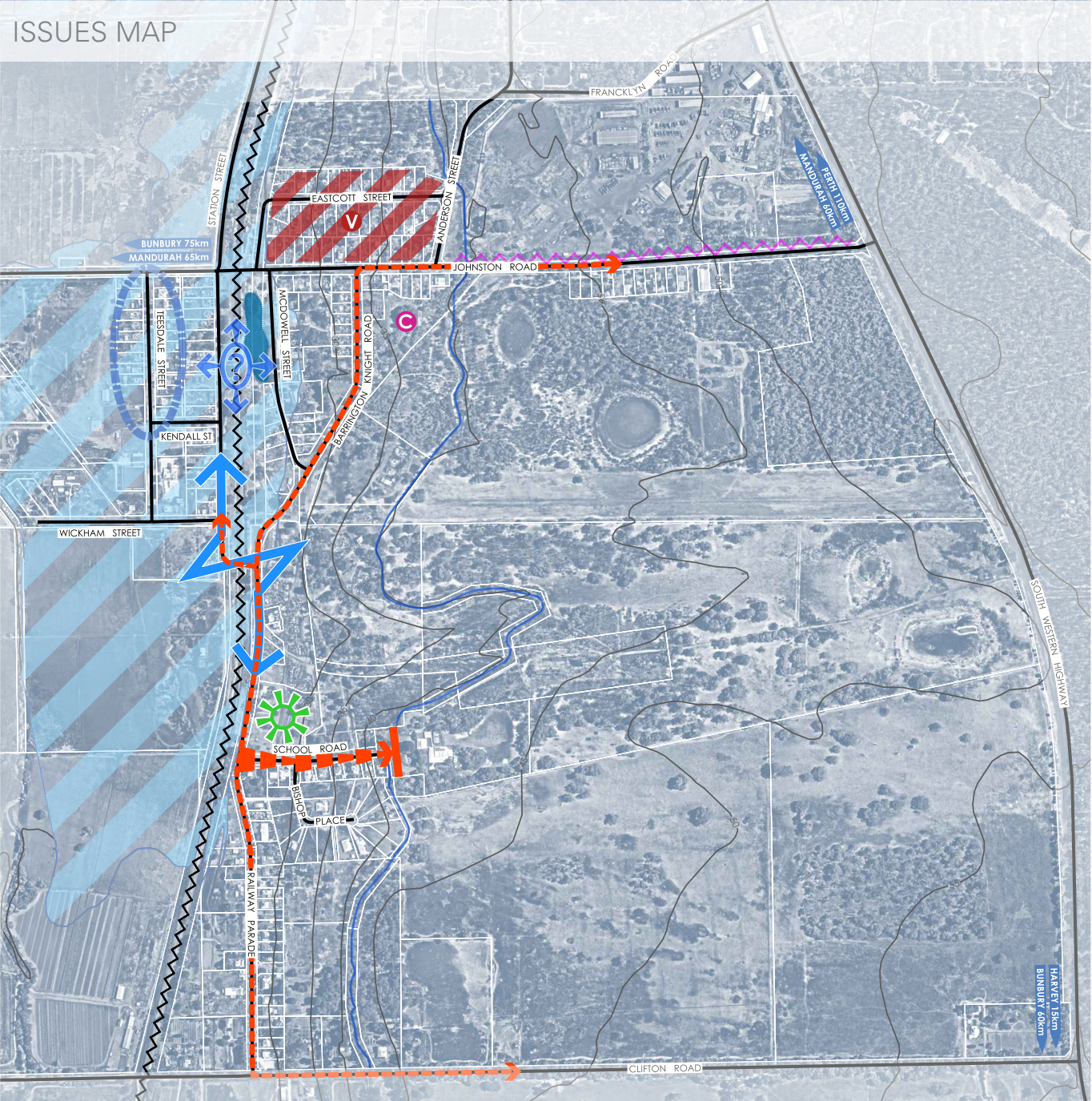
- Town lacks distinct 'centre' or main street;
- Historic zoning anomalies to be resolved, consolidating common and compatible land uses;
- Industrial land north of Johnston Road currently under-utilised. Potential to accommodate further intensification and subdivision as light industrial development;
- Current lack of tourist accommodation; and
- Existing playing field, courts and facilities to benefit from potential upgrade to create an appropriate high-quality sports and recreation precinct.

MOVEMENT

- Town currently lacks distinct and significant 'sense of arrival' when arriving from either Clifton Road and Johnston Road;
- Current primary entry route into town is from north is via Barrington Knight Road, directing traffic away from Station Street. Potential to draw traffic along Johnston Road towards Station Street to improve potential exposure of revitalised Main Street;
- Lack of appropriate and well located parking for tourist buses and caravans or campervans; and
- Pedestrian amenity to be improved, new or upgraded paths required on some streets.

TOWNSCAPE

- Open spaces within the town currently lack diversity of experiences and activities accommodated;
- Land adjacent railway tracks, along proposed Main Street/ Station Street currently under-utilised. Unrealised potential to create attractive linear open space;
- Potential street interface issues created by industrial land fronting Johnston Road require appropriate landscape treatments along the street setback areas to improve interface issues along this key entry route into town;
- Existing wetland would benefit from rehabilitation and incorporation into 'gateway' landscaping feature; and
- Central parkland between Barrington Knight Road and the wetland (proposed Town Park site) under-utilised.



- RAIL LINE - PHYSICAL BARRIER BETWEEN EAST AND WEST YARLOOP
- CURRENT PRIMARY ROUTE OUT OF TOWN CENTRE
- TOWN CENTRE CURRENTLY DISBURSED/FRAGMENTED
- SINGLE ACCESS TO PRIMARY SCHOOL
- ONE TREE PARK UNDERUTILISED
- DRAINAGE
- CONTOURS
- POTENTIAL INDUSTRIAL INTERFACE TO BE MANAGED
- HIGH PROPORTION OF VACANT LOTS
- PREVIOUS HOSPITAL/COMMUNITY CENTRE SITE SEGREGATED FROM TOWN CENTRE
- LOW LYING LAND
- HIGH WATER TABLE
- EXISTING WETLAND PARK DEGRADED
- LACK OF CONSOLIDATED COMMUNITY HUB

OPPORTUNITIES

LAND USE

- Existing residential zoned land provides the opportunity to accommodate the majority of future residential development within these areas, at a density that is sympathetic to its context. This avoids the need for higher density infill development, allowing the preservation of Yarloop's existing low density character.
- Opportunity to consolidate commercial, civic and tourist uses within a new Main Street along Station Street. Existing commercial tenancies, proximity to key amenities such as the bowling club and sports facilities, opportunity to locate a Multipurpose Community Facility on the Town Hall site, location of new accessible train station, and direct accessibility via Johnston Road all suggest strong potential for Station Street to be designated as the town's Main Street.
- Opportunity to rezone select land uses to residential zoning to best accommodate potential future growth and deliver an efficient and rational urban form.
- The Workshop site holds potential for redevelopment as a cultural, memorial and tourism focus for the town. Interface and integration with One Tree Park, Town Park and adjacent land uses to be carefully considered.
- Opportunity to locate new cafe/restaurant adjacent workshop site, leveraging off and enhancing appeal of town's primary open space attraction.
- Opportunity to locate tourist accommodation in close proximity to complementary and appealing attractions and facilities, such as re-imagined Workshop site and new Main Street.
- Re-establishment of the tavern to be encouraged and facilitated.
- Tavern land, as well as area west and south of bowling club have potential to accommodate short-stay caravan and RV accommodation.
- Previous Yarloop Hall site on Station Street well located and sized to accommodate new Multipurpose Community Facility, providing strong anchor within along new Main Street and taking advantage of adjacent park. The Historic Town Hall facade could be incorporated into the new facility.

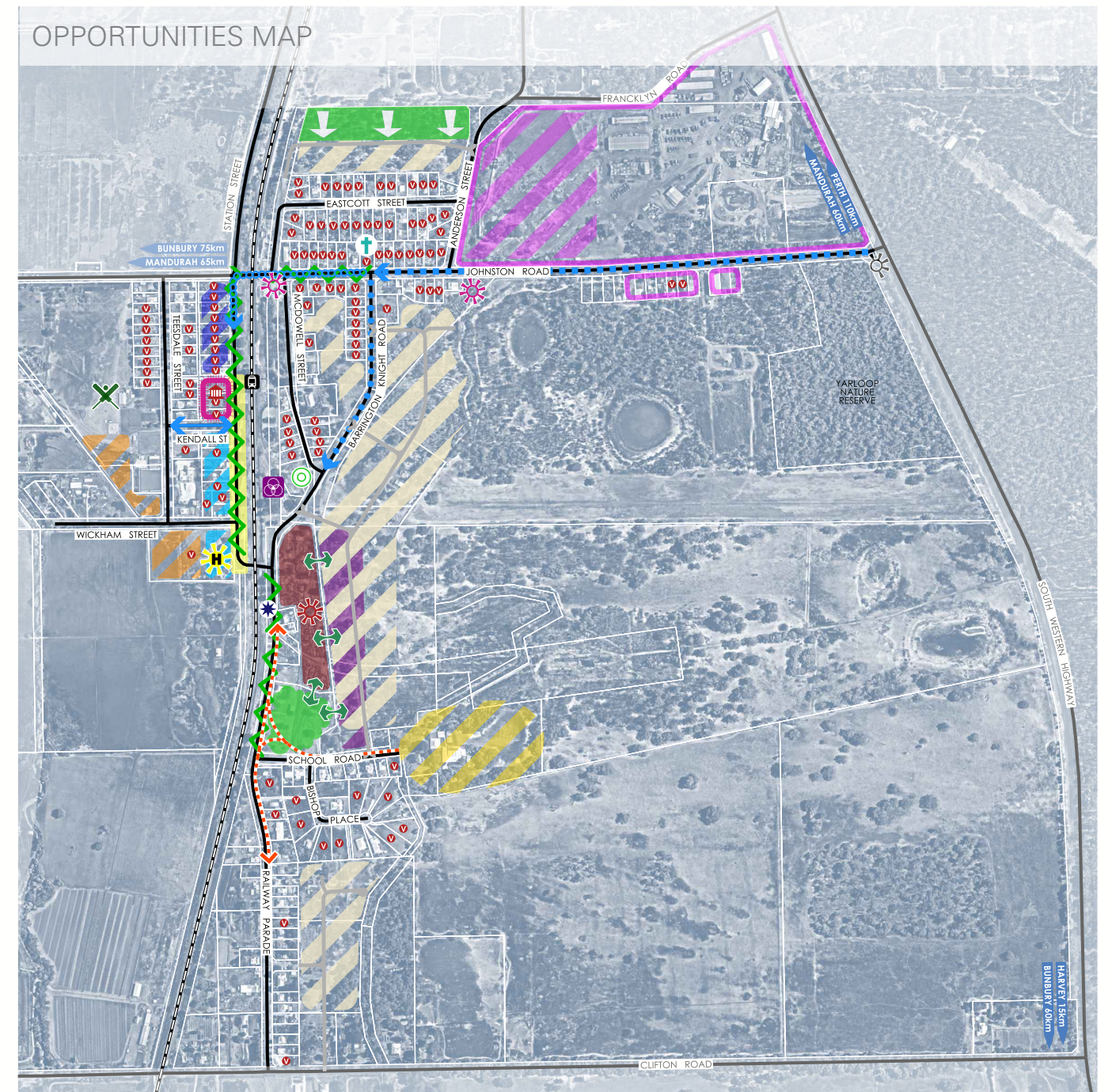
- Opportunity for well-designed medium-density housing on the Teesdale Street land between Kendall Street and Wickham Street, due to proximity to services and facilities yet low exposure from Main Street and key tourist attractions.

MOVEMENT

- The Proximity and location of key cultural and landscape features (existing and proposed) provides opportunity for the creation of a 'cultural trail' between One Tree Park and Johnston Road.
- Opportunity to improve directness and safety for children and families to walk and/or cycle to the primary school by providing new paths and more direct routes.
- Potential new street link between the old hospital site and School Road to improve access to facilities; movement through neighbourhoods and bushfire management as well as make new land available for development.

TOWNSCAPE

- The tavern site occupies a high visibility location with opportunity for future 'landmark' building;
- Open space to north of Workshop Site provides opportunity to create memorial gardens in highly visible and accessible location;
- Opportunity to provide clear and notable 'gateway' points to announce key destination areas, such as town centre and workshop site. Interventions to include landscaping, public art and signage;
- Opportunity to better utilise One Tree Park and integrate the space with the Workshops site facilities, establishing it as a key destination for active play and events, particularly for children and families;
- Opportunity to maintain the openness and transparency that is a valuable quality of Yarloop through the treatment of key streets and open spaces; and
- Opportunity to reinforce the traditional built form qualities of the town through the design of new retail, commercial, community and tourist accommodation buildings.



- | | |
|---|--|
| PRIMARY ENTRY INTO TOWN | CONSOLIDATED TOWN CENTRE/MAIN STREET |
| KEY LINK BETWEEN STATION STREET AND TEESDALE STREET TOURISM & COMMUNITY USES | YARLOOP WORKSHOP SITE - POTENTIAL TO BE REIMAGINED AS KEY TOURIST ATTRACTION SUCH AS A SCULPTURE MEMORIAL PARK |
| PRIMARY ENTRY ROUTE INTO TOWN CENTRE | POTENTIAL TOURIST USES - SHORT STAY ACCOMMODATION AND CAFE. INTERFACE WITH WORKSHOP SITE AND PARK |
| ALTERNATIVE ROUTE TO YARLOOP SOUTH | PREVIOUS CHURCH SITE |
| CULTURAL TRAIL | NEW COMMUNITY RESOURCE CENTRE (CRC) |
| KEY PEDESTRIAN ROUTE LINKING PRIMARY SCHOOL TO RESIDENCES | OPPORTUNITY FOR HOME OFFICE/HOME SHOPFRONT |
| EXISTING PRIMARY SCHOOL | HOTEL/PUB TO REOPEN |
| NEW TRAIN STATION | VACANT LOTS |
| ONE TREE PARK - OPPORTUNITY TO CREATE KEY COMMUNITY GATHERING/RECREATIONAL SPACE | EXISTING INDUSTRIAL ZONED LAND |
| POTENTIAL INTERACTION BETWEEN ONE TREE PARK. REIMAGINED WORKSHOPS SITE AND TOURISM USES | KEY AREA FOR NEW INDUSTRIAL ESTATE |
| PRIORITY STREETScape AREA | 'LANDMARK'/HIGH VISIBILITY SITE |
| EXISTING SILO TO FORM NEW ENTRY STATEMENT | HISTORIC TOWN HALL FACADE TO BE INCORPORATED INTO CRC SITE |
| EXISTING PUBLIC ART AND POS FEATURES | PRIORITY COMMERCIAL |
| OPPORTUNITY TO RESTORE AND RETAIN WORKSHOP RELICS | OPPORTUNITY FOR CARAVAN/CAMP/RYAN PARKING AREA. UTILISING AND SUPPORTING BOWLING CLUB FACILITIES |
| EXISTING WWII MEMORIAL | OPPORTUNITY FOR RESIDENTIAL INFILL ON EXISTING ZONED LAND (MEDIUM TO LONG-TERM) |
| VILLAGE GREEN - FOCAL POS FOR TOWN CENTRE | NEW ROAD LINKAGES TO SERVICE DEVELOPMENT AND ADDRESS FIRE RISK |
| LANDSCAPE/PUBLIC ART FEATURE TO ANNOUNCE APPROACH TO TOWN CENTRE | DEFINE NORTHERN EDGE OF TOWNSITE AND MAINTAIN LANDSCAPE TRANSITION |
| JUNIOR SPORTS OVAL/EVENTS SPACE | |

APPENDIX 2 - TOWN DEVELOPMENT PLAN THEMES

TOWN DEVELOPMENT PLAN THEMES

The Town Development Plan is based on four main strategic themes that guide approach and recommendations for future development in the Yarloop townsite. The themes contain key principles and associated initiatives that address the overall patterns of development, the character of Yarloop and the special opportunities of the location.

THEME 1: PROMOTING COMMUNITY DEVELOPMENT

The Town Development Plan is driven to support the return of people to Yarloop (previous residents and new residents), and create a community environment that is enticing and fulfilling. Facilities, services, activities and places that can be sustained and meet the needs and desires of the community are inherent in many of the initiatives proposed in the plan.

Principle: Create vibrant community areas that establish focal points for social activities and personal pursuits.

- 1 Develop a new Multi Purpose Community Facility in the Town Centre, preferably on the old Town Hall site. It enables incorporation of the Town Hall façade, and enhances the value and use of the abutting playground park.
- 2 Provision of different types of public open spaces (new and existing) that can be used and enjoyed for a variety of purposes.
- 3 Re-establishment of the tavern and sustaining of the Bowling Club as key community social assets.
- 4 Provide 'food & beverage', gathering places and education in the Workshops Site precinct.
- 5 Create a trail of interesting places and stories that help to connect people to the town's heritage, cultural foundation and future ambitions.

Principle: Support the function and sustainability of Yarloop Primary School

- 6 Improve the population base to generate demand for the school, and ensure school facilities and access are optimised.



Features for community enjoyment in parkland settings



Space for community life to flourish



THEME 2: SUPPORTING ECONOMIC DEVELOPMENT

The renewal of Yarloop will need to be underpinned by reasons for people to choose to re-establish and settle and/or work in the town. A major factor in that process is the provision of opportunities for sustainable employment and economic development, both for business-owners and employees. The Town Development Plan seeks to ensure that the right conditions and opportunities are provided in terms of land for development, land use opportunity and flexibility, development permissibility and approval processes, and supporting infrastructure and facilities.

Principle: Bolster the local economy through the creation of employment and broader economic opportunities.

- 1 Redevelop the Workshops site as a cultural, memorial and tourism focus. Restore and enhance an existing facility as a significant visitor attraction.
- 2 Support the development of Light Industrial and Service Commercial land east of Anderson Street. Accommodate new business enterprise growth.

Principle: Consolidate common and compatible land uses.

- 3 Support Station Street (particularly Kendall Street to Wickham Street) as the retail and commercial Town Centre of Yarloop. It builds from the foundational fabric of the town, and supports adjacent tourism, recreation and community-purpose facilities.
- 4 Encourage and facilitate the re-establishment of the tavern through appropriate planning controls. It is an important economic and social anchor for the town.
- 5 Locate the new Multi-Purpose Community Facility on Station Street near/on the corner of Kendall Street. It forms a valuable activation anchor at the northern end of the core Town Centre area, and enhances the Town Centre 'welcome' experience, particularly adjacent to the Train Station.
- 6 Provide a café/restaurant as part of the Workshops Site. It enhances the enjoyment of the town's key public activity destination.

Principle: Locate tourist accommodation choices near to supporting and appealing services and facilities.

- 7 Investigate developing the area west and south of the bowling club for short-stay caravan and RV accommodation. It is an under-utilised area of Council-owned land, and could share the Bowling Club facilities.
- 8 Enable development on part of the tavern land for short-stay caravan and RV accommodation. As with the site next to the Bowling Club, both locations are close to retail and community facilities, could utilise adjacent recreation facilities, and are easy to locate and access.
- 9 Enable tourist accommodation to be located adjacent to the Workshops Site. These locations provide ease of access between the accommodation facilities and the tourism attraction. There is also a higher probability of a well-maintained interface between a managed accommodation facility and the Workshops Site.
- 10 Provide improved tourist infrastructure and attractions.



Growth in light industrial enterprises



Improved tourist facilities and attractions



THEME 3: BUILDING ON YARLOOP'S KEY QUALITIES

Yarloop's environmental setting, landscape features, historical built form character and street pattern create special qualities that elevate the experience of the town. The Town Development Plan seeks to build on Yarloop's key qualities, to both restore what was lost and enhance the signature townscape experiences.

Principle: Provide an appealing 'sense of arrival' and a pleasant welcome to the town.

- 1 Foster the regrowth and replanting of the dense Clifton Road avenue of native trees.
- 2 Improve the tree planting, landscaping, path treatments and way-finding signage along Johnston Road through to the recreation ground – including landscape treatments along the street setback areas of the industrial properties.

Principle: Provide clear and notable 'gateway' points for access to key destination areas.

- 3 Provide attractive landscaping, public art and signage in the parkland between McDowell Street and Station Street to emphasise the proximity and journey to the Town Centre.
- 4 Provide attractive streetscape landscaping and signage at the junction of Johnston Road and Barrington Knight Road to emphasise the proximity and journey to the Workshops site.
- 5 Provide attractive streetscape landscaping and signage at the junction of Clifton Road and Railway Road to emphasise the proximity and journey to the Workshops site and Town Centre.

Principle: Provide a diversity of public space experiences

- 6 Create a good quality mixed-sports playing field and associated facilities.
- 7 Upgrade and enhance the hard-court and hard-surface recreation facilities with additional activities.
- 8 Rehabilitate and enhance the McDowell Street wetland as an interesting and appealing environmental landscape feature (particularly in conjunction with any new 'gateway' landscaping).

- 9 Create the central parkland between Barrington Knight Road and the wetland as an attractive part of the cultural trail, and formalised as a place for visitors to park vehicles (large and small) and enjoy a pleasant rest-stop.
- 10 Enhance the linear parkland along Station Street as an attractive landscape feature that helps stimulate visitation to the Town Centre and can be used for Main Street events.
- 11 Create the open space area at the northern end of the Workshops site as a 'Memorial Gardens'.
- 12 Enhance One Tree Park as a key destination, particularly for children and families, for active play and events – and a strong integration with the Workshops Site facilities.

Principle: Maintain the character of visual and physical transparency in the streetscapes.

- 13 Maintain open vistas through key parts of the town, particularly along Barrington Knight Road, Station Street, and through the central parkland areas.
- 14 Provide open-style low fencing, and generous front building setbacks.
- 15 Strengthen the pedestrian linkages that connect the community to various destinations and to each other.

Principle: Reinforce the traditional built form qualities of the town through the design of new retail, commercial, community and tourist accommodation buildings.

- 16 Prepare Design Guidelines, Built Form Codes and Local Town Development Plans that provide flexibility and certainty in terms of the outcomes desired for relevant new buildings.

Principle: Provide residential densities that are sympathetic to their context.

- 17 Develop R10/R15 density (minimum average lot area 1,000/666m²) in the street block to the east of Barrington Knight Street. This consolidates the residential neighbourhood and addresses the land use outcome for the Council's land. It also provides a suitable transition with the adjacent R20 area, and provides the impression of a lower-density townscape character on the town's key north-south road.



- 18 Develop R5 density (minimum average lot area 2,000m²) along the eastern edge of the residential interface with the rural landholdings. This provides a lower-intensity of development adjacent to a bushfire risk area, and is sympathetic with the prevailing residential density.

- 19 Develop R10/R15 density (minimum average lot area 1,000/666m²) in parts of the area north of School Road and south of Bishop Place. The northern area provides a suitable interface with One Tree Park, and both provide development that supports families with children close to the school.

THEME 4: CREATING A NETWORK OF EXPERIENCES

Creating vibrant community areas will establish focal points for social activities and personal pursuits, and helps to provide the physical setting for supporting community life. A unified network of destinations for residents and visitors will enhance the experience of Yarloop and add value to the human and capital investment made by the Shire and residents.

Principle: Create a well-connected pedestrian/cyclist pathway network.

- 1 Create a 'cultural' trail that extends from One Tree Park to Johnston Road, picking up the Workshops site, War Memorial, central parkland, wetlands, and Station Street linear park.
- 2 Provide upgraded or new paths in existing and future streets. This supports improved use and enjoyment of the town by residents and visitors, and improves way-finding, particularly between key destinations.

- 3 Explore opportunity to create a new pedestrian level-crossing over the railway line between Kendall Street and Wickham Street. This significantly improves pedestrian/cyclist access to the Town Centre from the northern residential precinct. Integrates the Town Centre shops with the central parkland and associated parking and rest-stop area. Options for a new level-crossing to be investigated with the Public Transport Authority and Brookfield Rail.

- 4 Provide new paths to the Primary School, in existing and future development.

Principle: Create new streets that improve access and safety.

- 5 Create a new street between the old hospital site and School Road. It improves access to key land uses, such as the primary school and possible future tourist accommodation, and provides traffic management support for Railway Parade and Barrington Knight Road.



Network of Experiences



APPENDIX 3 - PLACE EXPERIENCE

MAIN STREET



Main Street

A key focus for the renewal of Yarloop is the improvement of the Town Centre and the enhancement of Station Street as Yarloop’s ‘Main Street’ (predominantly the section south from the Train Station). Whilst the Main Street has had ‘gaps’ along its edge for some time, encouragement is strong for new development – even if it is appropriately-designed adaptable housing in the first instance, with the ability to change use over time. This will create a constant line of built form from the tavern to the Multi-Purpose Community Facility. Awnings, shade trees and seating along the western side of the street will create an inviting environment for shops to spill out into, and for people to enjoy relaxing in.

The street should be designed to create a slow-speed environment where cars and buses are welcome but behave to give pedestrians priority. This aspect is enhanced by the new linear park that runs along the entire eastern side of the street, from Johnston Street to the southern level-crossing. A mix of retained native trees and attractive landscaping, the linear park will be a treat for people to walk through (along the Cultural Trail), enjoy a rest, or catch-up with friends of all ages. The section of Main Street between Kendall Street and Wickham Street should be designed to provide a setting for festivities, with traffic excluded for events or occasions such as a night market or a New Years’ party.



Convivial Main Street retail environment

ONE TREE PARK



One Tree Park

The community identify with One Tree Park as a special place for families and children to play and get together. The park is a key space on the journey to and from the Primary School, and offers additional opportunities to cater for more play and activity facilities for children of all ages. An enhanced, shaded playground area supported by other fun, cost-effective play environments would become a strong attractor for children and their families. The park could be a strong attraction on the weekends for picnics and gatherings, where there is plenty of space to have a barbeque, play kick-to-kick, ride bikes around a circuit, for example.

New convenience facilities and infrastructure to support mid-size events, such as a farmer’s market or concerts, will see One Tree Park enhance its role as a major community asset. The landscaping could include an arboretum or botanic garden that showcases trees and plants suited to the location and context of the town, with paths and features integrated into the planted areas.



One Tree Park’s namesake



Opportunity to play for a variety of ages

WORKSHOP SITE



Workshops Site

The Workshops Site will become a place for a variety of community and visitor attractions. The reinterpretation of the original buildings in new structures, shelters, public art and buildings will enable people to experience and use the site in different ways. Displays of machinery, artefacts and the cultural history of the site could be a key feature, along with the opportunity for engaging play areas and elements for children. The setting should be comfortable and enticing for people of all ages to enjoy, with perhaps a focus more on well-shaded ‘hardscape’ areas that contrast with the greener landscapes of the abutting One Tree Park and ‘Memorial Gardens’.

A cafe or restaurant is recommended to be located at the northern end of the site, integrated as part of the reinterpreted buildings and opening out into the Memorial Gardens. The old railway lines will be incorporated as a landscape feature, and form part of the experience along the Cultural Trail path that extends north from One Tree Park. A significant part of the Workshops Site experience will be the direct connection to the War Memorial on Railway Parade and the interface with the Fire Station building – with the cultural importance of both elements resonating when people visit the site.

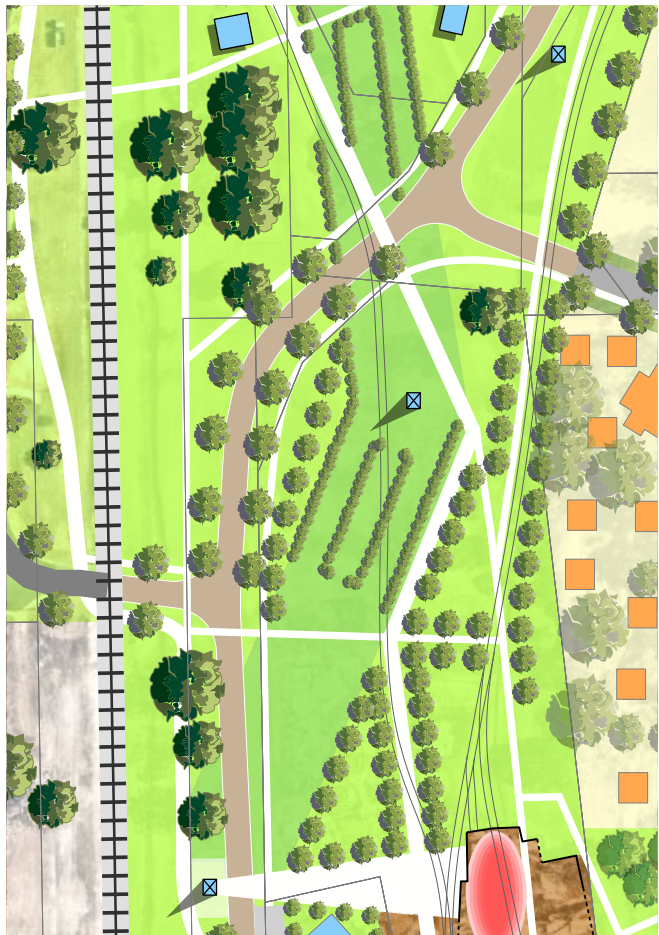


Reinterpreted historical structure - Byford



Soft and hard landscaping to create contrast with other open spaces

MEMORIAL GARDENS



Memorial Gardens

The land located between the Workshops Site area and Barrington Knight Road presents an opportunity for peaceful and dignified public open space area that also maintains the openness and vistas through this central part of town. It is a space that would serve well as a memorial garden, incorporating a variety of public art and interpretive elements to experience in a comfortable, well-landscaped setting. The role and function of the open space will be enhanced and expanded by creating sections of the Railway Parade and Barrington Knight Road road pavement as slow-speed, pedestrian-oriented pathways for cars – to enable safe pedestrian crossing and optimal integration with the War Memorial and ‘Town Park’ to the north.

The old railway lines will be incorporated as a landscape feature, and form part of the experience along the Cultural Trail path that has a priority crossing over Barrington Knight Road. One of the signature experiences of the Memorial Gardens will be a viewline from the higher end of Barrington Knight Road through the space to the War Memorial. The landscaping theme and key details of the Memorial Gardens could also blend across Barrington Knight Road into ‘Town Park’, to enhance the open space experience. Strong encouragement is given to the development of tourist accommodation along the eastern edge of the Memorial Gardens, to create an attractive and well-maintained interface to the parkland whilst the outlook over the gardens benefits the amenity of the holiday dwellings.

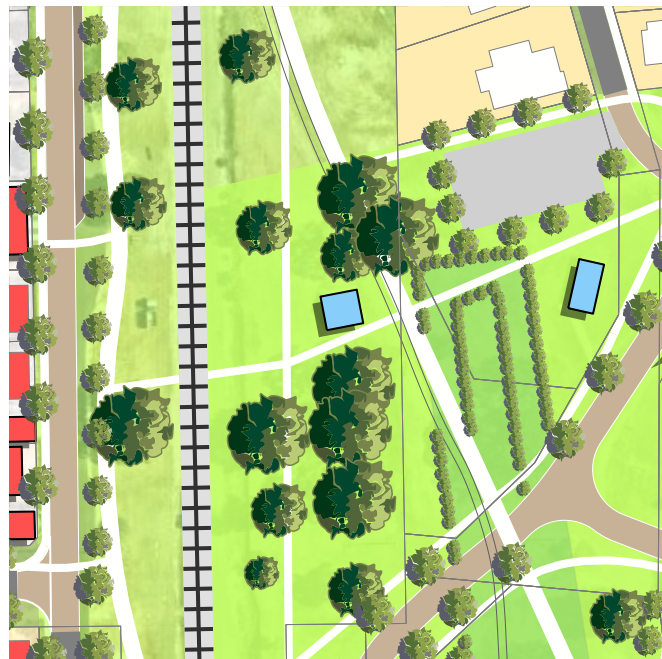


Dignified, formal landscaping



Memorials integrated within open space

TOWN PARK



Town Park

Forming part of the central Yarloop experience, ‘Town Park’ will have an important role as a pleasant place for visitors to stop and rest. With a landscape that features large native trees, open grass areas and intimate garden areas, the park will provide people with opportunities to relax under shade and shelters. Picnics and barbeque gatherings will be an enjoyable activity in Town Park. The size, facilities and design of the park also offers another choice for community activities and events.

A carpark, accessed from McDowell Street, is recommended to accommodate campervans and cars. The provision of convenience facilities will improve the useability and popularity of the park. The Cultural Trail path continues through the park, aligned along the old railway lines. The ability to create an additional pedestrian crossing over the railway line from Town Park to Station Street will significantly increase the value and useability of the park as a visitor destination, as people can move more directly and freely between areas of interest and facilities.

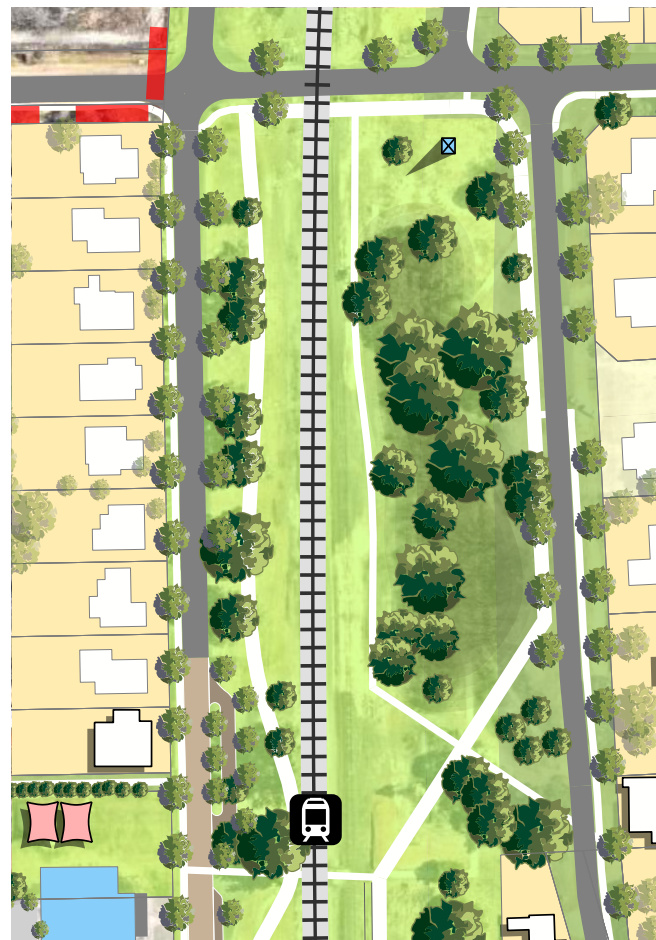


Play spaces integrated within natural environments



Parking for visitor's cars and campervans adjacent the POS

WETLANDS PARK



Wetlands Park



Restored natural wetland environment

The wetland located between the railway line and McDowell Street provides an interesting environmental feature within the open space network. The revegetation and enhancement of the wetland and surrounding open space would add a different experience for people walking and cycling through the town. A boardwalk around or through the wetland would provide an interesting close-up view of the habitat, and could include educational elements. The path system would incorporate the Cultural Trail up to Johnston Street, and link closely with the pedestrian crossing over the railway.

With its frontage to Johnston Road, the 'Wetland Park' could include public art, signage and detailed landscaping to highlight the approach to Station Street and the park's position at the northern end of the central spine of open spaces.



Public art to provide entry statement into town centre

RECREATION PRECINCT

The recreation precinct west of Teesdale Street contains the elements of a successful sport and recreation hub. A suitable and stable population in the town will help to sustain the upgrading, use and maintenance of the facilities. The experience of the recreation precinct would be significantly enhanced with the planting of trees around the courts and the reinstated oval. The existing trees on the western side of the oval provide a good starting point from which to improve the overall landscape amenity. Providing comfortable, engaging 'hang-out' places for children and young adults could create impetus for the additional use, and added vibrancy to the area.

In addition to future organised sporting team matches and carnivals, the recreation precinct could also host organised attractions and events for the wider district. The Bowling Club is an important recreational and social asset to Yarloop. The enhancement of the facility and a supporting role for the initiatives in the wider precinct will be valuable for the success of Yarloop's key active outdoor experiences.



Well maintained oval and facilities

APPENDIX 4 - URBAN DESIGN FRAMEWORK

URBAN DESIGN FRAMEWORK

LAND USE

An appropriate land use framework for the Town Development Plan area is required to set the scene for the physical development of the town. The Town Development Plan specifies a number of uses which can essentially be broken down into a the following categories;

- Residential
- Retail and Commercial
- Community and Civic Uses
- Tourism and Accommodation
- Industrial
- Recreation (Public Open Space?)
- Farming

The overarching objective for the town's land use framework is to pursue a policy of varied and appropriately located development in the precinct that achieves a sustainable environment integrating living, working and leisure.

PROPOSED LAND USE PLAN

LEGEND

 Development Plan Boundary

EXISTING ZONES

 Residential

 Tourism & Accommodation

 Industrial


 Retail/Commercial

 Civic/Community

 Public Open Space

 Parks and Recreation

 Yarloop Nature Reserve

 General Farming and Intensive Farming

RESIDENTIAL

The Town Development Plan provides a long-term plan for the distribution and layout of existing and future residential land use within the Yarloop Township. The Town Development Plan provides the opportunity for an approximate dwelling yield of up to 274 dwellings within residential zoned areas. This yield is based on existing dwellings and the physical capability of appropriately located development sites, and having regard for the density and urban form characteristics outlined further in this section of the report.

The Town Development Plan takes advantage of vacant sites and development opportunities that existed prior to the fire. It achieves modest growth without the need for intensification or rezoning large areas of the town. This includes approximately 105 new dwellings on existing vacant lots, and a possible additional 114 lots proposed on existing large residential zoned areas of private land.

This development potential provides the opportunity for a total population increase of approximately 460 additional people, allowing the town to adequately respond to possible future population growth in an organised and sustainable manner.

The majority of these new dwellings are to be located in existing residential zoned areas of private land, as well as within the redeveloped Old Hospital Site. Any development

on private land will be subject to the desires of individual landowners. Proposed future residential layouts are indicative only and designation on the Town Development Plan does not imply a requirement to redevelop.

The Old Hospital Site provides the opportunity to develop approximately 13 residential lots. Development of this site in conjunction with the adjacent landholding to the south will increase the efficiency of any proposed development, however this parcel may be developed in isolation if required.

The Town Development Plan maintains Yarloop's existing low-density residential urban form, with the majority of proposed residential densities in the range from R5 to R15. The distribution of proposed densities respects the existing urban character by providing comparable densities along all existing streets. Indicative future residential development on existing zoned land, proposed adjacent undeveloped farming and recreation areas, is indicated at R5 to provide a rural residential edge to these areas.



Low density infill development



Proposed R5 low density residential character

RETAIL AND COMMERCIAL

The Town Development Plan proposes the majority of Yarloop's retail and commercial buildings be concentrated along the southern portion of Station Street to form a consolidated Main Street. It is anticipated that such commercial tenancies may include convenience shops serving local and tourist needs, service premises, cafes and eateries and small offices. These proposed commercial uses along Main Street are appropriately located in close proximity to the Multi-Purpose Community Facility, recreation precinct, proposed caravan and tourist uses, public open space and train station. The Town Development Plan provides the opportunity for further growth of the Main Street, accommodating an approximate doubling of commercial tenancies above what currently exists.

Home offices and home shopfronts such as craft studios are encouraged within the residential lots occupying the northern half of Main Street / Station Street.

The re-imagined Yarloop Workshops site offers the potential to accommodate a restaurant/cafe and gift shop associated with this key tourist site.

COMMUNITY AND CIVIC USES

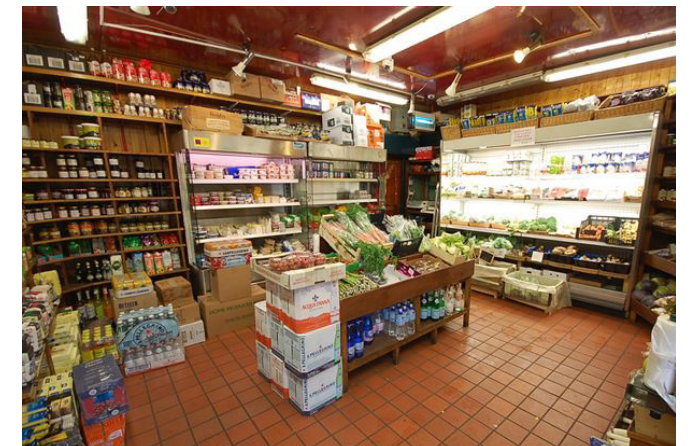
The Town Development Plan proposes a Multi-Purpose Community Facility, to be located at the previous Yarloop Hall site, at the northern end of the Main Street commercial area. The facility is anticipated to accommodate the range of community services offered by the previous Community Resource Centre, such as IT and business support, classes and equipment hire, as well as expanded meeting and activity spaces and a medical centre. This facility will provide a place for the community to gather and is a feature currently lacking in Yarloop and strongly desired by the community.

The majority of Yarloop's key existing community and civic uses are proposed to remain in their current location, either as existing or redeveloped facilities. These uses including the church, police station, fire station, primary school and Masonic Lodge.

Additional community related uses such as a childcare facility are encouraged within the town site, but will need to be established on a commercial basis.



Commercial tenancies activating Main Street



Local retail opportunities to cater to community



Meeting spaces for community use

TOURIST ACCOMMODATION

The Town Development Plan indicates a range of tourism and short-stay accommodation uses across the town site. Principle among these is the Yarloop Workshops site, which has the potential to provide a significant amenity for use by both tourists and the local community. The indicative proposal for the site is for an area of public recreation combines and historical interpretation that references the site's previous use, supported by cafe facilities. The site's designation as a tourist use and location adjacent the proposed Memorial Gardens and revitalised One Tree Park also make it a suitable location for more intensive tourist uses such as a museum or craft shop, which may be incorporated into the proposed site layout.

Two potential areas have been identified for possible future tourist accommodation, located adjacent the Workshop Site and Memorial Gardens to the west. The proximity of these sites to these key tourist attractions and a short walk from the town centre make them an appropriate location for chalets or other short-stay accommodation.

The plan identifies two potential areas for short-stay caravan and campervan parking, located adjacent the bowling club and tavern respectively. These areas will provide a formalised area for short and medium-term visitors to stay and access services and amenities. Facilities could range from basic parking spaces with essential amenities (toilet and shower facilities, rubbish disposal) to full caravan park facilities.

The tavern site constitutes another key tourism use and is proposed to remain in its current location at the southern end of Main Street. The tavern site occupies an important and highly visible location within the town and careful consideration should be given to the design of any proposed building.

Tourist activity should be supported by consideration of parking areas for tourist buses and caravans, as detailed in the Movement Network Section.



Chalets providing short stay accommodation options



Facilities for caravan parking



Increased tourist numbers

INDUSTRIAL

The Town Development Plan retains the existing area of industrial use north of Johnston Road and provides an opportunity for intensification and optimisation of the available land through a proposed redevelopment of the western portion of the zone. The indicative redevelopment proposes approximately 25 new light industrial and service commercial lots. The redevelopment provides the opportunity for an improved streetscape outcome along Johnston Road by fronting development along this key road. Appropriate building facades and sensitive landscaping will be encouraged along this frontage, particularly given the proximity to adjoining residential dwellings.

RECREATION

For a town of its size, the Yarloop Town Development Plan proposes a wealth of public recreation opportunities, with a range of public open spaces providing a variety of uses and experiences. Key open spaces proposed include the Memorial Gardens, Town Park, One Tree Park, Wetland Park, and Linear Park adjacent the main street.

The existing Recreation Precinct off Teesdale Street provides a key community amenity and a hub for active recreation within the Town.

An area of informal public open space is proposed to the north of the Town Development Plan area to the north of Eascott Street. This potential recreation use is proposed to define the northern edge of the town and maintain an area of landscape transition.

The western-most portion of the Old Hospital site has been proposed as open space to allow for informal gathering and recreation adjacent the Masonic Lodge, as well as provide a landscaped entry statement to the town. The existing drain will be accommodated along the eastern edge of this space.

FARMING

The Town Development Plan identifies a significant portion of the site area as farming land, in keeping with its existing use. This designation preserves the rural function of this land and retains Rural zoned land as a backdrop to the Town.



Industrial and service commercial uses with landscaped street setback [Source: <http://cbcsocalgroup.com/>]



Opportunities for informal gatherings in appealing public open space



Landscape amenity provided by farmland surrounding Yarloop

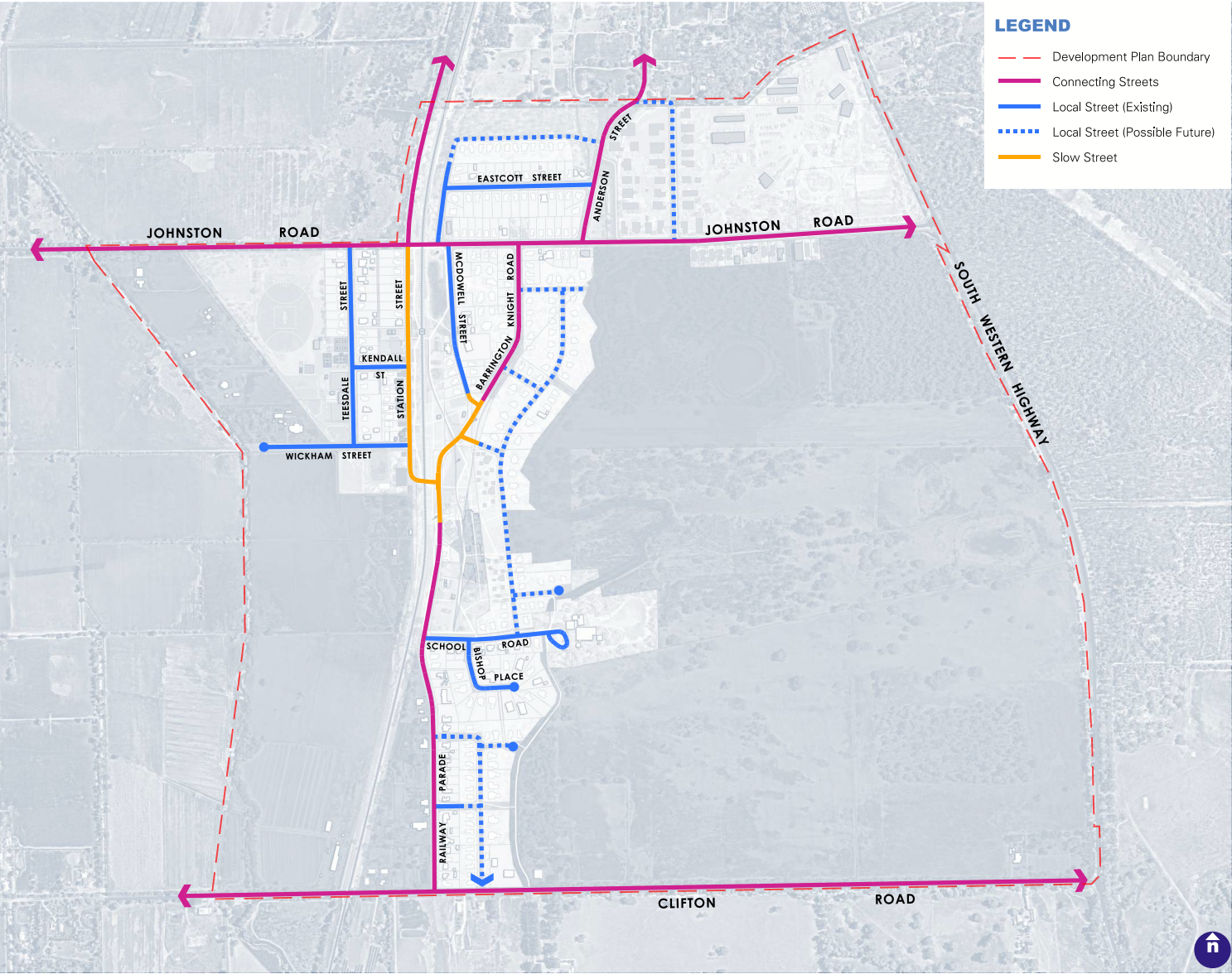
MOVEMENT

Key transport planning objectives considered in the preparation of the Town Development Plan include to:

- Utilise and enhance the existing street and path network to create a robust and high quality pedestrian environment;
- Ensure any new streets create a legible and efficient network, improve connectivity and accessibility and enhance bushfire planning escape routes;
- Apply road design and streetscape features to create a legible route that draws visitors along Johnston Road towards Station Street as their main route into town;

- Provide optimal parking provision and treatments to limit car trip generation for shorter in-town trips, whilst maintaining easy and convenient access to parking for longer trips; and
- Establish safe and convenient crossing points for the railway tracks.
- Replace native vegetation on Clifton Road to assist in recreating a scenic entry to the town.

The above objectives are expanded upon below, under the headings of Movement Network, Walking & Cycling, Public Transport, and Caravan and Campervans.



Street Types

MOVEMENT NETWORK

The Town Development Plan provides a network of existing and proposed streets and paths to serve Yarloop in its current and future form.

Yarloop's existing street layout provides an efficient and relatively connected network and a good backbone for any future expansion that may be required. The Town Development Plan proposes a number of new streets which could be considered if demand for additional residential development is achieved, and which seek to complement the existing network and improve linkages within the town.

All streets within the Town Development Plan area should provide safe and accessible pedestrian environments that also fully cater for the vehicular access requirements of the area.

The role, function and character of these streets are broadly defined by their categorisation as one of several street types. The location, movement role and function of these streets is outlined below, whilst the landscaping character will be dealt with in the following section. The key street types covered by the Town Development Plan are as follows:

Main Street

The area of Station Street, from Wickham Street to the train station, will form the town's Main Street. Edged by retail and commercial uses that spill out onto footpaths, Station Street will take on the feel of a vibrant 'Main Street'. Main Street is designated as a 'Slow Street' and contains many of the attributes detailed below. It is however unique in its role as a key destination within the town, and as such could provide an increased level of car parking in the form of on street parking, should funding permit. Such parking could be located adjacent commercial tenancies to the west, with larger caravan and tourist bus parking to the east, adjacent the linear park. Appropriate street pavement widths will facilitate use by buses (tourist and public transit) and caravans. This parallel parking, along with pavement treatment and landscaping details will seek to reduce vehicle speeds and will signal the beginning and end of the Main Street environment.

Slow Streets

The Town Development Plan designates two slow street zones, including the main street portion of Station Street, as well as the stretch of Barrington Knight Road and Railway Parade from the southern edge of the Memorial Gardens to the northern edge of the Town Park. These street sections are to receive detailed design consideration to create slow-speed (10-30kph), child-safe environments similar to the Home Zone streets in the UK and Woonerf streets in The Netherlands.

Connecting Streets

Johnston Road and Anderson Street, as well as parts of Railway Parade, Barrington Knight Road, Station Street and Clifton Road perform a role of neighbourhood connector within the Town Development Plan area and beyond. These streets provide direct linkages both within the town, from north to south and east to west, as well as linking Yarloop with destinations outside the town.

Whilst the role of connecting streets is to provide an efficient through route, Station Street, Railway Parade and Barrington Knight Road, which occupy central locations and both connect and bisect some of Yarloop's key public realm elements, must also operate as pedestrian friendly environments that manage the transitions from 'slow street' status to connecting streets. Careful consideration needs to be given to ensure Railway Parade maintains a safe and friendly pedestrian environment extending south of the slow street towards School Road/One Tree Park.

Local Streets

The balance of streets within the Town Development Plan area are Local Streets and are predominantly residential streets that provide local access to homes and some community and civic uses. These streets will typically consist of yield streets with on street parking within the carriageway. Local streets provide well-surveilled, direct pedestrian and cycle connections throughout the town.

WALKING & CYCLING

The Town Development Plan seeks to improve the amenity and directness of pedestrian links between key destinations within the town, including the primary school, main street, various public open spaces, recreation precinct and residential areas.

The Town Development Plan encourages the establishment of a connected system that allows for safe and legible pedestrian movement. This should include a comprehensive network of paths building on the existing street and POS path network, as well as proposed new paths along key under-serviced routes. The network leverages off the extensive system of public open spaces within the Town.

Road design should reduce vehicle speeds, and allow for safe pedestrian and cycle crossings that maximise the benefits of the close proximity of destinations within Yarloop.

It is anticipated that the low traffic volumes within the Yarloop town area will allow for safe on-road cycling environments. These will be supplemented by shared paths on key routes.

A key feature of the pedestrian infrastructure within Yarloop is the creation of a Cultural Trail, linking the town’s key attractions in a safe and attractive landscaped setting. The Cultural Trail will consist of a shared path that caters to a variety of users, and will be supplemented by interpretation boards and frequent opportunities to sit and rest. Local attractions that will be accessible along the Cultural Trail include One Tree Park, the Workshop Site, Memorial Gardens, Town Park, Wetlands Park, Multi-Purpose Community Facility, Main Street retail, and the World War II memorial.

PUBLIC TRANSPORT

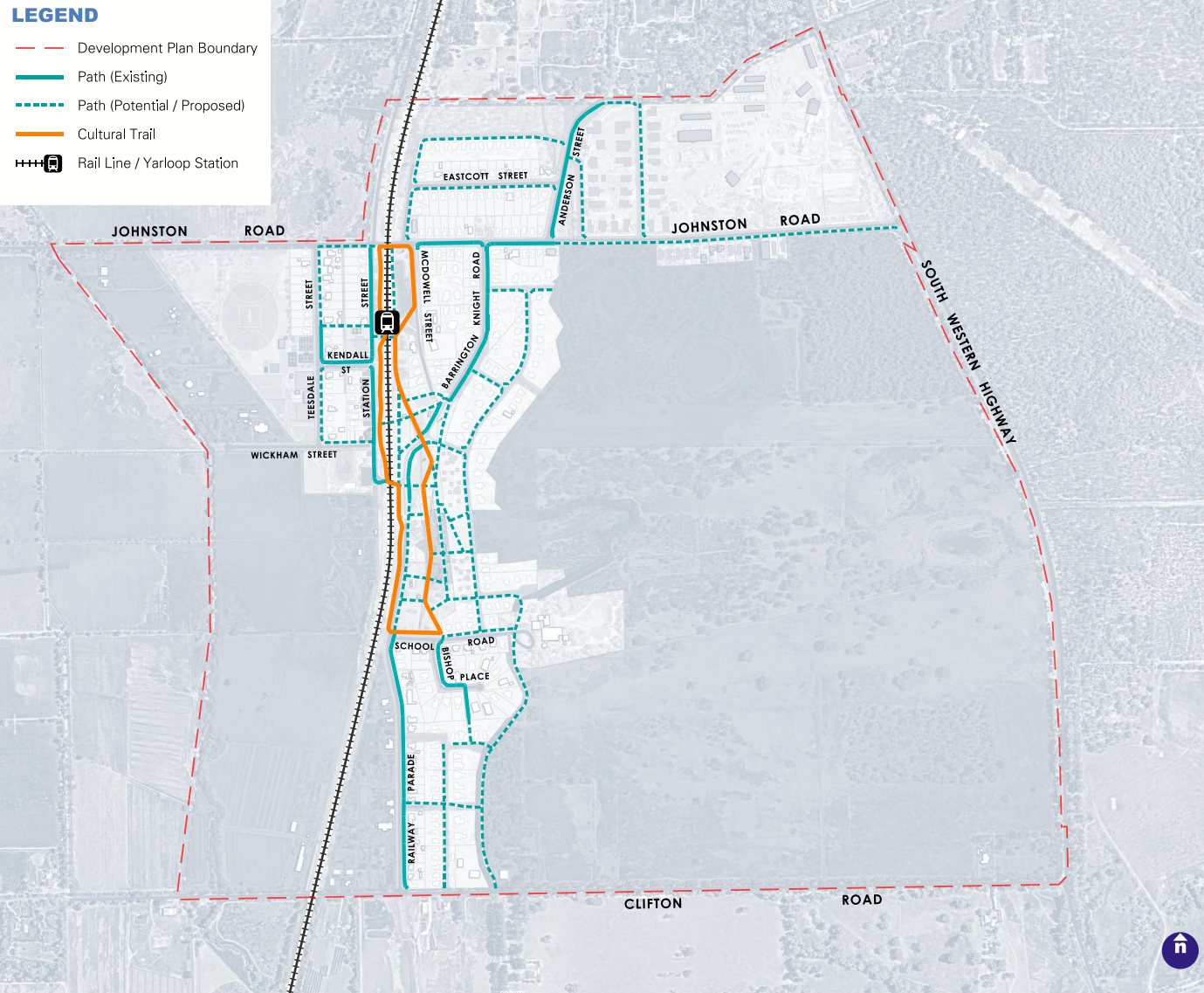
Whilst relatively limited in its current capacity, Yarloop is served by a public transport in the form of rail and bus linkages to key major destinations. Both the train and bus stops are located along Station Street in close proximity to the Multi-Purpose Community Facility and Main Street. The Yarloop train station provides daily access to Bunbury and Perth via the Australind train route. The transit stops will be well connected to the local path network, with the train station also featuring a ‘kiss and ride’ drop off and pick up area.

CARAVAN & CAMPERVANS

The Yarloop Town Development Plan seeks to improve and formalise the provision of facilities and infrastructure to cater for short and medium term visitors to the town. Central to this is the provision of designated areas for caravan and campervan parking.

The Town Development Plan identifies two potential areas suitable for development into caravan and campervan accommodation. The areas are located in close proximity to Main Street and key tourist attractions.

The above tourist uses are supported by short term tourist bus and campervan parking areas along Main Street and to the north of Town Park which allow visitors passing through the town to easily park and access the town by foot.



Pedestrian and Cycle Network

TOWNSCAPE

The urban design philosophy for the Yarloop Town Development Plan area is to create a townscape that provides significant aesthetic and physical amenity, creating a quality environment through the careful design and delivery of built form and landscaping.

BUILT FORM

The Town Development Plan proposed a built form strategy that responds to the existing scale and character of the Yarloop town site. The key themes of openness, dignified proportions and detailing... Yarloop's built form can be broadly broken down into the two categories of non-residential buildings (civic, community and commercial buildings) and residential buildings.

CIVIC, COMMUNITY AND COMMERCIAL BUILT FORM

The design of Yarloop's new civic, community and commercial buildings should reinforce the traditional built form qualities of the town. New buildings should reference the architectural heritage of the town through materials and stylistic references, however should avoid 'pastiche' architecture or attempts to simply copy historical styles.

The preparation of Design Guidelines, Built Form Codes and Local Town Development Plans should be considered for prominent new buildings or development sites, providing flexibility yet ensuring certainty around key design elements and quality outcomes.

The scale and height of non-residential buildings should be generally in keeping with the low-density, low-rise character of Yarloop. Buildings of up to three storeys are proposed along Main Street, typically with retail or commercial uses on the ground floor and residential or offices above. Other buildings, which are typically integrated within residential settings within the town, are proposed to be one to two storeys. This height range allows non-residential buildings to be legible as destinations within the community, whilst remaining sympathetic to their small-town residential surroundings.

Commercial buildings along Main Street/Station Street should be built up to the property boundary and present well to the street, with front entrances and window facing onto the footpath. Facades abutting the footpath shall provide pedestrian shelter with a canopy or awning.

The Town Development Plan presents a number of opportunities for landmark buildings within the town, situated at locations of high-visibility. Such buildings provide the opportunity to add Yarloop's unique sense of place whilst performing a valuable way finding role. Key landmark buildings include the Multi-Purpose Community Facility and tavern site on Station Street, and the proposed cafe within the Workshop site. The 'landmark' status of these buildings does not imply they must be particularly grand or ostentatious, simply that they should be of a considered and high standard of design and present well to the street and from key view lines.

The Multi-Purpose Community Facility will feature high quality design incorporating the retained historic facade of the Yarloop Hall, resulting in a building that physically embodies its civic importance and forms a key landmark for the town.



Source: <https://onlineservices.southperth.wa.gov.au/facilities/facility/manning-community-centre>

RESIDENTIAL BUILT FORM

Yarloop’s residential built form is characterised by its low density character and the prevalence of single, detached dwellings on generous landscaped blocks, set back from the street edge. The Town Development Plan supports the continuation and reinforcement of this low-scale residential character, which plays a key part in Yarloop’s sense of place.

All residential development within the town should interact with the street, by means of building orientation to face the street, as well as open frontages and fencing. These built form characteristics are key aspects of the existing character of Yarloop’s townscape. Open-style, low fencing, and generous front building setbacks are encouraged to maintain the existing character of visual and physical transparency in Yarloop’s streetscapes. This physical transparency allows surveillance of the street and opens views to the houses, whilst larger front yards add more landscaping character to the streetscape experience.

Residential buildings that respect Yarloop’s built form heritage through their dignified and well proportioned facades and references to local materials and styles are encouraged, but not mandated, due to the need to provide flexible and affordable building solutions to support the rebuilding efforts of Yarloop’s existing and future landowners.



Low density residential character



Existing residential dwelling with open front yard

LANDSCAPING & PUBLIC REALM

The landscaping will perform a number of functions within Yarloop. Its primary function will be to provide an aesthetic quality to the public realm spaces and places that define the town. Secondly it will provide an important element in the control of microclimate, reducing urban heat island effect and creating shelter. The public realm landscaping will contribute to the overall biota within the town and will also form an integrated component of drainage management. Finally, in achieving these functions, the town’s landscape will be designed to mitigate and manage fire risk through species selection and placement.

The use of hard landscape materials, planting and structures will provide diverse useable spaces and streets for the evolving community, related to the uses, needs and opportunities of each locality.

Species selection and planting design for streets and open spaces should be based on locally appropriate fire resistant species, and should balance the needs of pedestrian amenity and managing bushfire risk (both real and perceived). A review of the existing landscaping plan is recommended, with an emphasis on the creation of a plant species list outlining appropriate fire resistant species that are to be used as street trees, within open spaces and within private gardens.

Incorporation of public artworks are encouraged to augment the practical function of the site by contributing to the visual appearance and appeal of the general landscape.

A diverse range of streets and spaces are proposed within the Town Development Plan area and are detailed in the following sections.



Attractive open spaces



Water sensitive landscaping within streets and spaces



Wide paths adjacent and through open spaces

STREETS

Street tree landscaping should aim to provide protection and shelter to pedestrians along all streets, as well as good canopy cover of road pavements to reduce the impacts of heat island effect and provide shaded street parking. In general, tree planting size and density should aim to provide as much canopy cover as possible without raising bushfire issues.

Existing mature trees along many streets within Yarloop should be respected and retained where possible. These large existing trees currently provide a strong and vibrant green canopy along these streets and should be supplemented by further regular street tree planting to form a consistent theme and relief throughout the town. Trees should be the dominant green landscaping element, providing a sense of enclosure to the open, low density streetscapes common to the town.

The role and function of the key street types described in the Movement section is supported and made visible by the unique landscaping treatment applied to each of these streets. The key landscaping elements typical to each street type is as follows:

Main Street

The design and landscaping of Yarloop’s Main Street will be carefully considered to emphasis the primacy of this street as a destination and an environment that embraces pedestrian use. The existing mature trees along Station Street should be retained where possible and supplemented to provide an attractive and consistent streetscape. Verges are to be fully paved along the western side of the street and of an appropriate width to accommodate alfresco dining and other commercial activities to spill out onto the street. This hard landscaped edge will be complimented by a linear park running along the eastern side of Station Street between road and railway line. The linear park will provide ample landscaping and picnic facilities adjacent the campervan parking provided.



Well shaded paths along residential streets



Main street paving to encourage slow speeds



Main street character

Slow Streets

These streets will be designed as a slow-speed pedestrian friendly zones. Paving style and materials, narrow perceived lane widths and on-street parking may be incorporated into the street design as means of slowing vehicle speeds. A simple palette of paving applied to the vehicle pavement and adjacent public realm along these streets can be used to promote a shared use surface that provides safe pedestrian crossing, linking adjacent open spaces bisected by these streets.

Connecting Streets

Connecting streets will feature distinct landscaping and a visually wider road reserve, promoting long-views and a design speed appropriate to these higher order streets. Johnston Road and Clifton Road form the two key entry streets from South Western Highway. Improving the tree planting, landscaping, path treatments and way-finding signage along Johnston Road and Clifton Road is an important aspect of providing a pleasant welcome to the town. Specific initiatives should include landscape treatments along the street setback areas of the industrial properties, as well as re-establishing significant trees along Clifton Road.

Local Streets

As these streets have a largely residential function, it is recommended they be designed with an emphasis on achieving a child-safe environment. Passive traffic calming elements such as narrow carriageways and tight street tree spacing help to slow vehicle speeds whilst creating an appealing streetscape. Street tree planting in local streets should aim to create a shaded environment. This will be enhanced by additional soft landscaping in front yards.

Whilst not strictly within the Town Development Plan site area, the plan encourages the regrowth and replanting of the dense Clifton Road avenue of native trees, which is important as one of Yarloop’s signature landscape experiences and creates a welcome arrival to the town along this key route.



Flush kerbing and paving treatment to create slow speed environment



Connecting streets to contain formal planting to complement existing trees



Residential streetscape character

SPACES

The Town Development Plan seeks to provide a connected network of spaces for residents and visitors alike.

Open spaces, whatever the size, are there for activities. The landscaping of Yarloop's open spaces should not be merely aesthetic, it should serve the community by fostering diverse activities, from walking to play to quiet contemplation. The creation of diverse smaller spaces linked by a good streetscape, encourages circuit walks as recreation and as such spaces will be used as locations of repose and rest along routes.

In addition to accommodating a wide range of activities, the varied spaces within the Town Development Plan area are to feature distinct aesthetic characters through diverse landscaping approaches.

Most of the above open spaces will have areas designated as a small breakout space supplying unique and multi-functional environments for use by individuals, groups and families alike. Possible features included within these areas will be seating, picnic facilities, play and gym equipment, public art and small pockets of soft and hard landscaping. Such activities may only be as a meeting place or sitting area. Active recreation suitable for smaller urban spaces may include 1on1 basketball installations, boules courts, table tennis and other small sport facilities.

The incorporation of public art in open space shall contribute significantly to the character and distinction of the space. Public art in these locations can be a centrepiece or focal point signature piece, or be an intimate installation that relates to Yarloop's stories or activities linked to the space. Where practical, art pieces and installations can be fully integrated with other elements of the space. Furnishing such as seats and benches, lighting and structures, paving and play can all be public art.

Funding allocation and ongoing maintenance costs should be given full consideration when planning Yarloop's overall open space provision. In achieving the optimal outcome for the town, the design of open spaces should prioritise low maintenance soft and hard landscaping treatments.



Creating comfortable open spaces with a mix of vegetation and useable space



Providing a setting for relaxation



Open space facilities as public art elements

The landscape and activity features of Yarloop's key features are as follows:

One Tree Park

The park will be surrounded and lined with trees with a central sunny open area for active recreation. The landscape style could be geometric in style and emphasise green aspects with frequent plantings and turfed areas. The space should emphasise family gatherings with play spaces for kids of all ages. It is proposed that the park feature an arbor to showcase fire resistant plant species, with interpretive signage providing information on each species. The path alignment through One Tree Park shall respect pedestrian desire lines from the school, workshop site and town centre.

Memorial Gardens

Landscaping aesthetic to create a peaceful, contemplative yet inspiring space. Landscaping to be neat, orderly, colourful and beautiful. The space could feature a memorial to recognise the Yarloop bushfire, which could take the form of a monument or more contemporary interpretation. The landscaping design is to consider and take advantage of strong vista toward Memorial Gardens from approach down Barrington Knight Road. Street trees along Barrington Knight Road to the north of the gardens are to follow the railway alignment to open vistas toward the space.



Open space designed to encourage use by families



Memorial placed within a parkland setting

Workshop Site

The landscape design for the workshop site is to contrast with the both the playful, green character of One Tree Park to its south and the peaceful, colourful Memorial Gardens to its north. The landscape design is to create a thought provoking and moving site that incorporates hard landscaping elements, structures and xeriscaping (water wise landscaping) to reinterpret the sites historical use. The historic Workshop buildings are to be represented as key elements of open space.

Built form elements such as building pads, portions of wall or roof cover are to be constructed to represent historical building footprints and massing. Materials should represent the previous buildings and could include timber, corrugated iron and brick chimney stacks. Retained workshop relics are to be incorporated into the workshop site if their restored condition permits. The Workshop Site landscaping and development could be implemented in stages, beginning with a minimalistic interpretation of the previous built form such as footprint outlines and interpretive signage, with later stages to include more significant elements like roof structures. A cafe site and associated interpretive centre is to be located on the edge of the Workshop site, adjacent the Memorial Gardens, and is to occupy a prominent and highly visible position within the site. The Public open space and tourism role of the Workshop site ensures it will support, rather than compete with, commercial Main Street.



Historical buildings reinterpreted through landscaping and structures



Workshop site to incorporate a structures and sparse planting

Town Park

Town Park will be a multi functional space providing a focus for community life. The landscape character of Town Park should be informal and inviting and feature picnic facilities and spaces for informal gatherings. A detailed audit and design review of this park, enhancing pedestrian circulation and reviewing sight lines, lighting and activity potential, would enable the space to be better able to serve a reinvigorated Main Street. A rest stop area for visitors to park cars and larger vehicles is recommended to be incorporated into the north-eastern portion of the space, accessed off McDowell Street.

Wetlands Park

This area is to undergo rehabilitation to restore the aesthetic and biological value of the wetland area. The Wetland rehabilitation should aim to create an interesting and appealing environmental landscape feature that may also incorporate any new ‘gateway’ landscaping adjacent Johnston Road. This area is to perform a drainage function and could form part of a wider water sensitive urban design network. The landscaping treatment and aesthetic character is to be natural and informal. Boardwalks and interpretive signage may be incorporated to allow users to appreciate the wetland function whilst not detracting from its practical requirements.

Wetland vegetation should be designed and managed to achieve a low fire risk.



Informal landscaping providing shade and natural environment



Wetland environment



Natureplay environments

