

A photograph of people playing in a large public fountain. The water is spraying upwards, creating a misty atmosphere. In the center, a person is holding a rainbow flag, and a rainbow is visible in the mist. Other people are seen in the background, some sitting on benches. The overall scene is bright and lively.

URBIS

HILLARYS BOAT HARBOUR STYLE GUIDELINES COASTAL INFRASTRUCTURE

PREPARED FOR
DEPARTMENT OF TRANSPORT
31 OCTOBER 2019

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PART A – CONTEXT ASSESSMENT

1.0 INTRODUCTION

1.1 BACKGROUND

Hillarys boat harbour was developed in the late 1980's and has been a much loved and visited destination for Perthites since its inception. Over this time it has accommodated a range of uses and users that have cemented its place as a much loved waterfront destination along Perth's northern beaches.

The site sits on reclaimed land at the end of Hepburn avenue and is designated as a public reserve, vested to the Minister for Transport for marine and harbour purposes. The use, development and on-going operations of all vested harbour land and waters are delegated to the management of the Department of Transport

The Harbour contains a broad range of uses and has 16 leasehold premises within its boundary including a shopping complex, resort accommodation consisting of 50 apartments, AQWA (Aquarium of WA), Fisheries WA and other boating clubs and marine services. Boating services include launching ramps, fuel, public and private pens, wharfs, storage and maintenance. Hillarys Boat Harbour also provides a departure point for visitors to Rottnest Island.

The original master-plan was of its time and established a clear aesthetic across the site utilising wood, limestone and a simple nautical theme. However the Harbour has departed from its original architectural theme over the last 30 years and the aesthetic that held the site together has gradually eroded requiring a re-examination.

1.2 PURPOSE

This style guide provides a framework to re-establish a co-ordinated approach to development with Hillarys Boat Harbour. The style guide has been set up to help achieve the vision and principles identified by stakeholders.

This style guide is intended as a guiding document to assist in the assessment of future development and to establish some clear strategies to ensure that development of the site occurs in a co-ordinated fashion. This style guide will also establish some architectural and landscape themes to assist in the co-ordination and delivery of maintenance works, redevelopment and improvements.

This will provide the Department of Transport a series of style guides to manage and direct current and future leaseholders in the development and redevelopment of the Harbour.



1.3 VISION

The Department of Transport engaged Village Well to prepare a visioning workshop in May 2019 to identify the core principles and vision for Hillarys Boat Harbour.

The workshop identified a range of aspirations for Hillarys Boat Harbour.

ASPIRATIONS

- Vibrant , fresh and upbeat
- A destination for local families
- An international hotspot and tourist attraction
- An entertainment hub
- A diverse and multi-purpose place
- A place that is inviting and connects people
- A jewel in the north

These aspirations helped to inform the vision of Hillarys Boat Harbour.

The group identified the following vision and principles.



Local families



Adults



Kids and teenagers

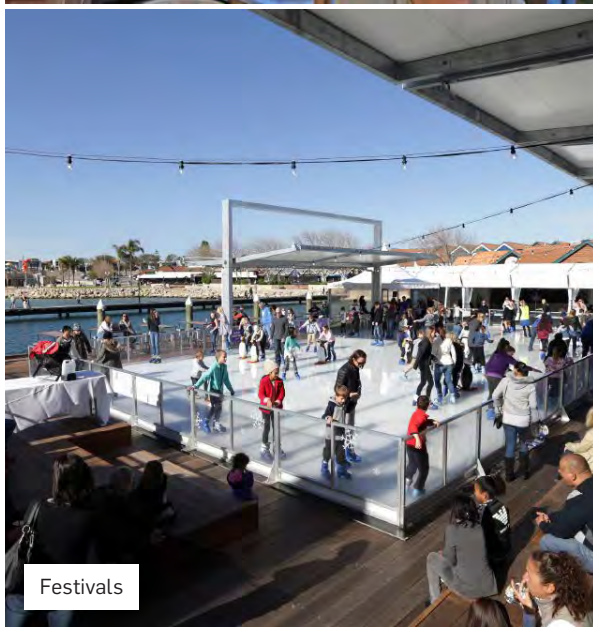


**"THE MOST
LOVED
WATERFRONT
AND BOATING
DESTINATION
IN THE NORTH"**

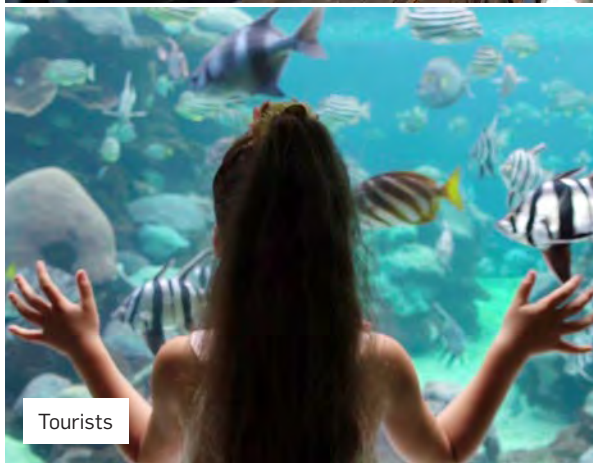




Seniors



Festivals



Tourists

PLACE PRINCIPLES

DEEPLY CONNECTED AND ACCESSIBLE

Hillarys is seamlessly connected, accessible to pedestrians, cyclists and cars.

CELEBRATING COMMUNITY AND THE POWER OF FREE

Free events and WiFi, supporting spaces and festivals that bring people together.

ACTIVE DAY AND NIGHT

Hillarys has a vibrant, all year day and night economy comprised of destination offers and experiences.

UNIQUE AND AUTHENTIC EXPERIENCE

Authentic experiences for food, fashion and culture, frequented by locals and visitors alike.

HIGHLY MANAGED AND CURATED

Hillarys integrates stakeholders and operates to a shared vision for compelling customer experience.

PREMIER 5 STAR MARINE FACILITY AND EXPERIENCE

Convenient and accessible mooring infrastructure connected to high quality amenity.

2.0 CONTEXT

2.1 REGIONAL CONTEXT

The Perth metropolitan area has a strong relationship with the ocean, stretching along the coast north and south. Several nodes are located along this coastal strip each with a different offer. Hillarys Boat Harbour competes in this regional context mainly with these alternate coastal destinations. Hillarys has a strong offer with major destinational uses (AQWA and Rottneest Ferries), a retail core, hotel/ short stay accommodation and a marine recreation focus. Recently other coastal destinations have begun to expand and increase their offers, most notably Scarborough Beach with the recent upgrades to the waterfront activities. Hillarys identity and attractions have been reviewed in this context.

MINDARIE ○

OCEAN REEF ○

MULLALOO ○

HILLARYS ●

SCARBOROUGH ○

CITY BEACH ○

COTTESLOE ○

FREMANTLE ○

RETAIL

RESIDENTIAL

HARBOUR

RECREATION

TOURISM FOCUS

MARINE INDUSTRY

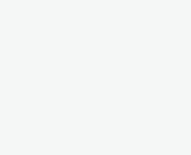
MINDARIE



OCEAN REEF



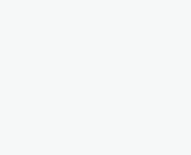
MULLALOO



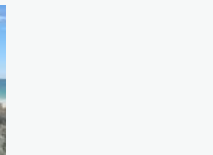
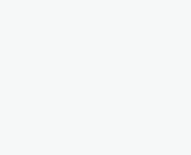
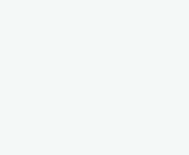
HILLARYS



SCARBOROUGH



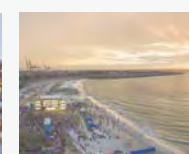
CITY BEACH



COTTESLOE



FREMANTLE



2.2 LOCAL CONTEXT

Within a more local context, Hillarys competes against local retail outlets, services and entertainment venues.

Recent upgrades to local shopping centres now see them offering integrated dining precincts and community spaces. New developments such as Ocean Reef offer direct competition providing similar recreation, boat and entertainment opportunities as well as on-site residential opportunities in a new contemporary format.

The redevelopment of Scarborough beach front has benefited from significant government investment and is pitched as a family oriented destination with its new landscape works and attractions.

Hillarys Boat Harbour is marketing against these new and refreshed centres in a highly competitive market.





FISHERIES WA

YATCH CLUB AND
MARINE SERVICES

PUBLIC RAMPS

ROTTNEST FERRIES

DINING & RETAIL

FAMILY BEACH

ACCOMMODATION

OFFICES

AQWA

HILLARYS CURRENT ROLE AND FUNCTION



DINING & RETAIL



TOURISM SERVICES



AQWA



ACCOMMODATION



ROTTNEST FERRIES



BOATING & OUTDOOR
RECREATION

KEY STRENGTHS



LIMITED
COMPETITION
TO DATE



LARGE SCALE
AGGLOMERATION OF
DESTINATIONS



HIGH AMENITY



BOATING



FAMILY
DESTINATION



LIMITED
CATCHMENT



LIMITED
RETAIL OFFER



UNCOORDINATED
MARKETING AND
EVENTS



URBAN FORM NOT
FAVOURABLE FOR
CURRENT DINING
AND RETAIL TRENDS



ACCESS LARGELY
LIMITED TO CAR



POOR
WAYFINDING

KEY WEAKNESSES

3.0 UNDERSTANDING THE PLACE


3.1 ENVIRONMENTAL CONTEXT

A range of opportunities and constraints have been identified to inform the unique qualities of Hillarys Boat Harbour.

Table 1 Some key observations are listed below.

LAND FORM	CONSTRAINTS	OPPORTUNITIES
Topography	<ul style="list-style-type: none">There is a considerable level change in the topography of the site on it's eastern edge, up to 2 meters in some points separating the site from the residential context.	<ul style="list-style-type: none">Create an at grade interface with Southside Drive.There is a natural amphitheatre setting focused on the beach.
Reclaimed land	<ul style="list-style-type: none">The harbour is set on reclaimed land extending into the ocean.The western edge is exposed to wind and harsh coastal conditions.	<ul style="list-style-type: none">The harbour provides a sheltered condition and protected water views over the beach area.
Comfort	<ul style="list-style-type: none">Large areas of the car park are exposed to strong wind and sun elements.Limited opportunity for trees due to reclaimed land.	<ul style="list-style-type: none">Internal harbour provides wind protection and offers beach use regardless of swells.
Exposure	<ul style="list-style-type: none">There is limited protection from the elements on the periphery of the site.The exposure to wind and salt along these edges make it difficult to cultivate green spaces.	<ul style="list-style-type: none">Incorporate durable indigenous plant themes to create comfortable micro-climate zones.

LEGEND:

-  Subject site
-  Level change
-  Exposed
-  Parks and open space
-  View opportunities
-  1 Opportunity to create at grade interface internally and externally
-  2 Opportunity to create an amphitheatre and a more convenient area for the events
-  3 Artificial dunes provide visual separation



3.2 MOVEMENT













The movement system through Hillarys is complex given the number and variety of attractions and destinations on site. There is a clear hierarchy of movement internally to the site

but there is opportunity to improve this externally to help reconnect Hillarys to the surrounding neighbourhood and beaches.

Table 2 Some key observations are listed below.

MOVEMENT NETWORK	CONSTRAINTS	OPPORTUNITIES
Roads/Vehicle access	<ul style="list-style-type: none"> Lack of legibility around the arrival point and movement of vehicles to destinations across the harbour. Large scale car parking areas create uncomfortable pedestrian environments. Undefined boundaries and wayfinding for users with specific activities / sense of place. Conflict points with pedestrians and stacking areas for cars around the boat ramp. 	<ul style="list-style-type: none"> Establish a clear signage and wayfinding strategy. Provide clear connections between parking, land uses and activities. Provide additional comfort and shelter in car parking areas and clear connections to activities. Reroute boat ramp access to accommodate vehicle stacking within the car park. Improve amenity on key pedestrian routes to encourage movement. Improve parking information and management
Pedestrian/Cycle Network	<ul style="list-style-type: none"> Lack of consistent visual language in the public realm. Isolated pedestrian paths and no well defined structure or spine for movement through the site. Limited trees for shade and shelter. Exposure to salt and wind on periphery. High maintenance environment for landscape features. Limited access to the site. Limited bike parking/end of trip facilities 	<ul style="list-style-type: none"> Identify clear pedestrian movements to link destinations. Develop a consistent wayfinding strategy. Establish a well defined pedestrian hierarchy to assist wayfinding and spatial management. Create a cycle-specific access strategy to attract cyclists into the Hillarys Boat Harbour. Improve bike parking options and distribution Provide dedicated 'End of Trip ' facility associated with the Department of Transport office. Provide bike rack facilities at key arrival/ departure points across the site.
Arrival Points	<ul style="list-style-type: none"> Unclear hierarchy of welcoming arrival point/s. Limited public transport interface. 	<ul style="list-style-type: none"> Provide connections to the urban context and local users, cyclists, public transport users, private vehicles and celebrate these arrival points. Have a central point with views to the harbour to provide the 'wow factor'. Define the precincts and strengthen the sense of place. Create prominent entry points from the surrounding road network. Align key internal movements "streets", with simple way-finding layout signage.

LEGEND:

-  Internal roads
-  Public transport
-  High speed bike path
-  Low amenity pedestrian access
-  Internal loop
-  Isolated pedestrian path
-  Ferry access
-  End of Trip Facilities/ Bike lockers
-  Improve connection from car parking areas
-  Boat pens access points
-  Reconfigured entry points
-  Celebrate arrival point



3.3 BUILT FORM

Hillarys Boat Harbour was initially created with a distinctive old port architectural style, comprising dark stained/oiled weatherboard and pitched terra cotta roofs. The roof sections were typically small, creating the effect of a port side pavilion and pier type structures.

Over the years and with subsequent infill developments, a range of other styles and typologies have been introduced. While these add variety, they weaken the otherwise distinctive architectural form.

Table 3

BUILT FORM	CONSTRAINTS	OPPORTUNITIES
Visual language	<ul style="list-style-type: none"> There is a varied visual language across the expanse of the site. This is particularly notable in the materials, colour choices and entry points. 	<ul style="list-style-type: none"> Highlight common built form elements across the buildings such as: <ul style="list-style-type: none"> Peaked roof forms; Extended verandas for shade/ shelter; Projected double height entry towers; Limestone walls; and, Clear architectural trims.
Service areas	<ul style="list-style-type: none"> Service areas exposed to the car parks 	<ul style="list-style-type: none"> Sleeve or screen servicing areas to minimise visual impediments.
Entry points	<ul style="list-style-type: none"> Entry points to destinations are not clear and often do not connect to the pedestrian network. 	<ul style="list-style-type: none"> Build consistency in entry point built form language across destinations. Utilise future built form to serve as both entry statement and wayfinding.
Rhythm	<ul style="list-style-type: none"> Larger buildings need additional articulation particularly on edges facing public realm. 	<ul style="list-style-type: none"> Reinforce the consistent rhythm to the built form with short edges facing key destinations.
Orientation	<ul style="list-style-type: none"> Views to the water are not always celebrated. 	<ul style="list-style-type: none"> Ensure buildings are oriented towards the water to provide expansive views.

BUILT FORM FEATURES



Peaked roof forms



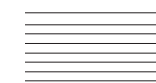
Projected, double height entry towers



Limestone



Architectural trims



Weatherboard Siding



White Steel Light House



Consistent peak roof form rhythm



Wave form roof



Limited activation to public realm



Consistent peak roof



Limited clarity on entry point



Expansive inactive edge



Informal structure on harbour edge



2 storey glass frontage



Limited activation on service area



Back of house service area



Entry typology competing against adjacent



Service entry facing car park



Back of house service area



Rhythm and orientation of buildings to public realm



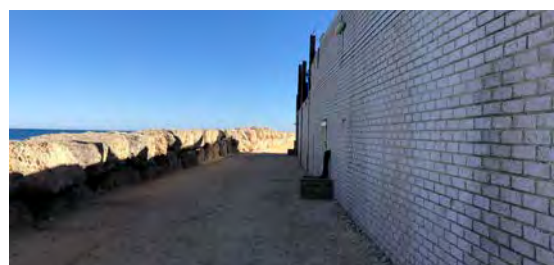
Consistent rhythm, orientation and material choice



Extension over movement corridors



Entry feature lost in structure



Inactive blank edge



Back of house service area to pedestrian walkway

3.4 PUBLIC REALM

A clear and consistent public realm can help to tie a variety of uses and activities under a common approach. Hillarys Boat Harbour has a range of materials, textures and colours across the site that sometimes compliment, and sometimes

competes, with each other. By limiting the public realm to a set of key materials, textures and colour choices, will help to connect the public realm.

Table 4 Some key observations are listed below.

LANDSCAPE	CONSTRAINTS	OPPORTUNITIES
Public realm treatments	<ul style="list-style-type: none"> • Lack of signage or intuitive legibility around the arrival point for vehicles. • Multiple pavement treatments do not tie various destinations together. • Lack of consistent language in the public realm infrastructure including lighting and furniture. • Lack of defined structure or spine for movement. 	<ul style="list-style-type: none"> • Develop a signage strategy including connecting Hillarys Boat Harbour with main roads through defined and convenient vehicle access. • Redesign and improve car-parking amenity with defined activities in the vicinity. • Provide a clear approach to lighting. • Minimise the infrastructure palate to create a consistent and cohesive public realm. • Develop a consistent wayfinding strategy with a pedestrian hierarchy linking destinations.
Vegetation	<ul style="list-style-type: none"> • Lack of natural vegetation and trees due to reclamation sub-base and exposure to wind and salt. 	<ul style="list-style-type: none"> • Establish a landscape strategy that ties destinations together with a common landscaped theme.
Frontages	<ul style="list-style-type: none"> • Inactive edges and service areas face onto public areas. • Poor connection to water 	<ul style="list-style-type: none"> • Ensure public frontages are activated. • Provide appropriate sleeving or concealment of service areas.
Wayfinding	<ul style="list-style-type: none"> • Range of tenancies and lessees with different built form language. 	<ul style="list-style-type: none"> • Implement a strategic level wayfinding strategy over the entirety of Hillarys Boat Harbour. • Clarify entry points and utilise built form and landscape to double as entry statements.



Pavement - Brick



Pavement - Limestone



Pavement - Timber



Vegetation



Asphalt, Concrete & Railings



3.5 DESTINATIONS

Hillarys Boat Harbour has a range of permanent activities that compete for visitation. These activities are supplemented by a range of temporary uses that help





to activate key sites across the year. Visitation numbers fluctuate depending on the season. A holistic approach to tie these destinations together will strengthen the overall offer.

Table 5 Some key observations are listed below.

ACTIVITIES	CONSTRAINTS	OPPORTUNITIES
Permanent Destinations	<ul style="list-style-type: none">Disjointed destinations are separate from each other and have few direct connections.Key destinations operate in isolation and have limited connection the site.The public beaches on the periphery are not connected and do not invite movement between them and the harbour.	<ul style="list-style-type: none">Connect the destinations across the site through a clear movement pathway, the use of colours and lighting.Improve links between car parks and destinations.Ensure retail offers along key routes to destinations such as AQWA , the ferry and the boat ramp, have frontage to help activate connections between destinations.Create a single destination identity "Hillarys Boat Harbour"
Temporary Activation	<ul style="list-style-type: none">Separation of temporary activities from surrounding uses.Limited opportunities for temporary uses to engage with the permanent context.	<ul style="list-style-type: none">Opportunities to use car parks as temporary uses or to test future uses.Identify a range of temporary activation spaces to accommodate events of different sizes.Opportunity to co-ordinate activities to minimise competition and to enhance cross pollination.



LEGEND:

-  View opportunities
-  Opportunity for events area
-  Car parking
-  Existing destinations



4.0 DELIVERING PLACE

4.1 DEFINING THE PLACE

To realise the established place vision and principles, the following spatial strategy has been developed to provide a framework for focus and intensity.

The strategy aims to maintain and celebrate the existing character of Hillarys, while allowing for more contemporary improvements where appropriate and bringing an improved sense of legibility and wayfinding to the area.

The strategy has identified three main precincts:

PROMENADE
PROVIDING A STRONG
VISUAL AND PHYSICAL
LINK BETWEEN KEY
DESTINATIONS ACROSS
HILLARYS BOAT HARBOUR.

SHIP TO SHORE
SEAMLESSLY BLENDING
COASTAL CHIC WITH A
SOPHISTICATED URBAN
RETAIL AND DINING
EXPERIENCE.

MARINE
DAY TO DAY ACTIVITIES OF
A WORKING MARINA ARE
ON DISPLAY, PROVIDING
ONGOING ACTIVATION
ACROSS THE SEASONS.

MAIN STREET
CREATING A CLEAR
ARRIVAL EXPERIENCE THAT
FOSTERS IDENTITY AND
WAYFINDING

CELEBRATING COMMUNITY AND THE POWER OF FREE

Free events and WiFi, supporting spaces and festivals that bring people together.

DEEPLY CONNECTED AND ACCESSIBLE

Hillarys is seamlessly connected, accessible to pedestrians, cyclists and cars.

ACTIVE DAY AND NIGHT

Hillarys has a vibrant, all year day and night economy comprised of destination offers and experiences.

HIGHLY MANAGED AND CURATED

Hillarys integrates stakeholders and operates to a shared vision for compelling customer experience.

UNIQUE AND AUTHENTIC EXPERIENCE

Authentic experiences for food, fashion and culture, frequented by locals and visitors alike.

PREMIER 5 STAR MARINE FACILITY AND EXPERIENCE

Convenient and accessible mooring infrastructure connected to high quality amenity.

4.2 SPATIAL STRATEGY

The following spatial strategy captures how the place elements can be combined together to help deliver the Hillarys Boat Harbour experience. This includes implementing a style guide and place management approaches and breaking the site down further into three key precincts that have a specific function and role.

These precincts help to tie the disparate areas together and provide some key common elements to assist in wayfinding and site understanding. Long term strategies have been identified to further consolidate Hillarys Boat Harbour as the north's most loved waterfront destination.













SHORT TERM

- Style guide: Implement the style guide to provide a consistent architectural theme and style to promote uniqueness of the ocean based destination across the entirety of Hillarys Boat Harbour.
- Place management: Create a strong leaseholder, tenant and owner interface to coordinate ongoing projects, development impacts, events, activation and promotions.
- Precinct destinations: Forge better connections between internal destination points to create a seamless 'whole of centre' experience.
- Precinct - consolidate Entry: Create clear and logical entry points and approaches at strategic locations to maximise the visitor experience and minimise traffic generation and conflict.
- Precinct wayfinding: Reinforce key internal movement routes and internal views through paving treatment, signage and highlighting of entry points through the development of precincts.
- Precinct activation: Focus activation based development along key walkways and locate parking behind active development.
- End of trip facilities: Locate Bicycle lockers at major transit entry points.
- Precinct interface: Present frontages to all internal streets.

LONG TERM

- Vehicle arrival: Simplify complex arrival points from West Coast Drive and connections to improve accessibility and for local and regional catchments and reduce conflict points between pedestrians and vehicles.
- Pedestrian arrival: Consolidate a clear pedestrian, cycle and public transport arrival point at the end of Hepburn Avenue that serves as a launch pad for visitors to attractions across Hillarys Boat Harbour. This should establish clear sight lines to the Harbour and ocean beyond.
- Future sites: Develop a clear centre wide strategy to attract complimentary development on future sites. These should frame the pedestrian corridor along West Coast Drive and Whitfords Avenue.
- Look at relocating ferry operations to reduce conflict and clarify parking provision.
- Future built form: Future development to frame entry points and front onto West Coast Highway. This should assist in improving both visibility and wayfinding from Hepburn Avenue and West Coast Drive.

LEGEND:

-  Arrival points
-  Bus arrival point
-  Consolidated Entry
-  Destinations
-  Future sites:
Development and Below-
Grade Parking
-  Retain views
-  Arrival point movement
-  Main Street
-  Marine wayfinding
-  Promenade wayfinding
-  Ship to shore wayfinding
-  Pedestrian Path



4.3 PRECINCT 1: PROMENADE

VISION: The promenade precinct provides a strong visual and physical link between key destinations across Hillarys Boat Harbour. This precinct connects the protected beach front to AQWA and the ocean beyond.

DESIGN INTENT

- Connect key destinations within Hillarys Boat Harbour through a co-ordinated movement system that features a series of visual cues including pavement treatments, architectural details and landscape treatments.
- Provide a hub for tourism, culture and character for the harbour and provide spaces for administration uses.
- Leverage off the local and regional identity, building on the character of the harbour.
- Accommodate a mix of commercial, retail, mixed use, food and beverage offerings and provide a safe environment for pedestrians.
- Support opportunities for community events such as market days and fairs, activating the promenade in the day and night.
- Facilitate predominantly short stay family residential and mixed-use development that contributes to the walkable catchment of the harbour and the interface with the local context.

Opportunities

- Provide sheltered internal beach node with beach side facilities including shelters, showers and seating to reinforce this as a premier attraction.

DESIGN CONSIDERATIONS/OBJECTIVES

Connection and Wayfinding

- The promenade features a pedestrian focused environment with shade and amenities that encourage and facilitate walking.
- Clear vistas between destinations ensure that movement is clear and legible.
- The central promenade typically follows the harbours edge providing visual engagement with the water on its northern edge and the various attractions and destinations along the southern edge.
- Appropriate ramps and grades ensure that movement is unhindered.

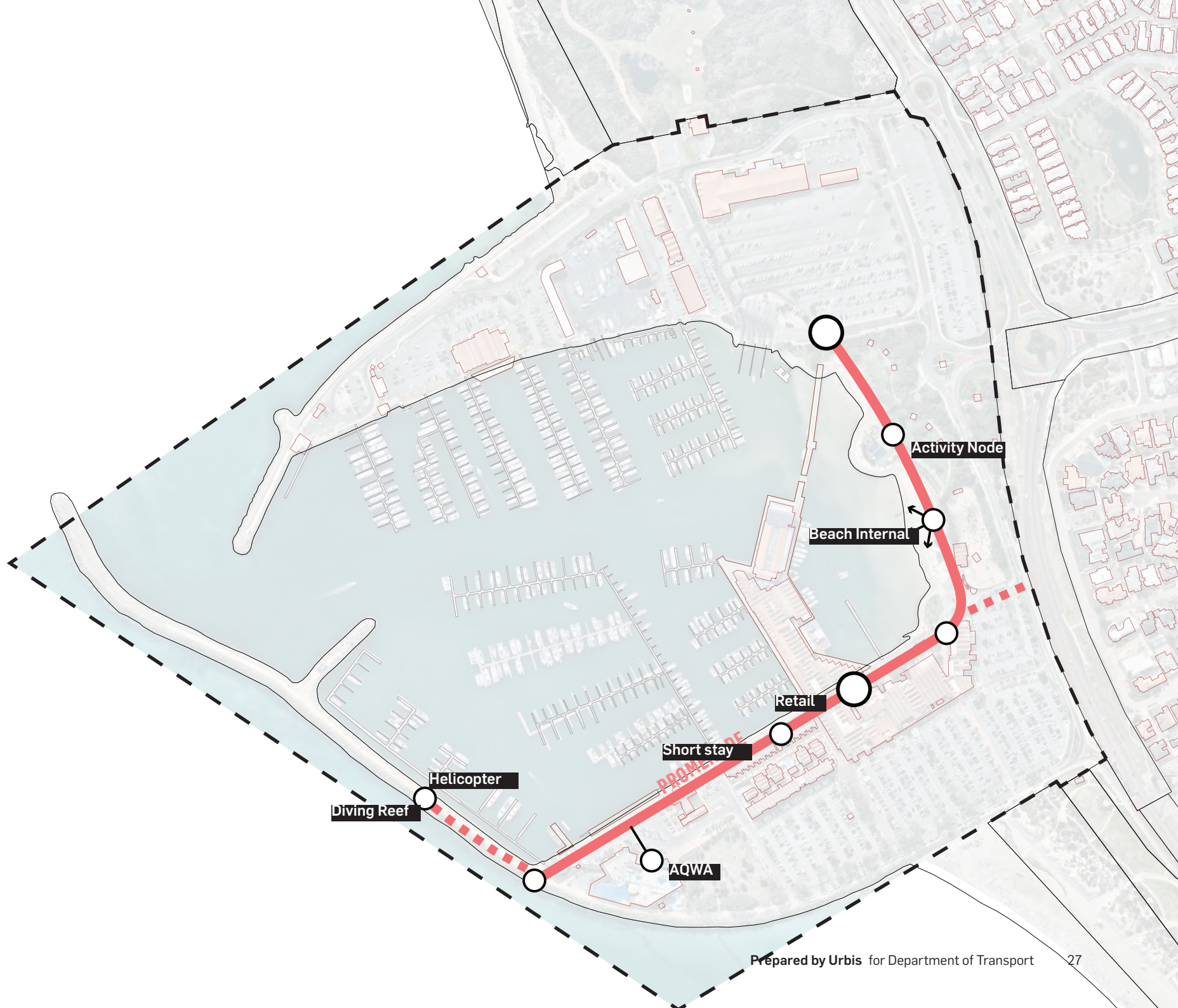
Activation

- Activities front onto the promenade as the primary access to strengthen it's role and function and to provide activation of the promenade.
- Premises on the promenade are encourage to operate into the evening to maximise activation and passive surveillance.

Visual Language

- A clear and consistent visual language along the promenade that celebrates a more formal retail and seaside experience.
- Destinations along this route typically contain their own style and sense of place. These shall be tied together through common public realm elements. Where these destinations front directly onto the promenade, the public realm will influence the design.
- Internal promenade corridors have access to natural light, views to the exterior and higher ceilings.

- Widen Promenade in front of short stay node to improve the visual connection to the harbour and provide a more generous movement pathway. This should include breakout spaces for seating overlooking the harbour.



Diving Reef

Helicopter

Short stay

Retail

Beach Internal

Activity Node

AQUA



PROMENADE MOOD BOARD



4.4 PRECINCT 2: SHIP TO SHORE

VISION: The Ship to Shore precinct seamlessly blends coastal chic with a sophisticated urban retail and dining experience. The Ship to Shore provides a focus for the various retail and eating experiences around the central protected inlet and creates a cohesive visual language that encourages movement between the offers.

DESIGN INTENT	DESIGN CONSIDERATIONS/OBJECTIVES
<ul style="list-style-type: none"> ▪ Tie entertainment and retail land-uses together around the inner beach and harbour. ▪ Establish the internal beach and stage area as the central focus for entertainment and activation. ▪ Connect key destinations within Hillarys Boat Harbour through a co-ordinated movement system that features a series of visual cues including pavement treatments, architectural details and landscape treatments. ▪ Link Hillarys Beach to the Boat Harbour and promote a range of ocean front experiences with safe, sheltered and convenient movement between them. ▪ Establish a strong visual connection to the water and water based activities. 	<p>Connection and Wayfinding</p> <ul style="list-style-type: none"> ▪ The Ship to Shore features a pedestrian focused environment with shade and amenities that encourage and facilitate walking. ▪ Clear vistas between destinations ensure that movement is clear and legible. ▪ Ship to Shore provides a dedicated shaded and safe pedestrian route between the harbour and beach. ▪ A direct access to Hillarys beach is identified in line with the route. ▪ Appropriate ramps and grades ensure that movement is unhindered. <p>Activation</p> <ul style="list-style-type: none"> ▪ The central beach and adjacent stage provides a central platform for activities and organised events. The eastern edges of the Ship to Shore route are oriented and promote views to the stage and beach beyond. ▪ Provide wide alfresco dining with large openings to the promenade and water to strengthen its role and function to provide activation and encourage tenants to operate into the evening. ▪ Diversify the retail offer providing for local and regional visitors and celebrate views and coastal features such as sunsets ,boats and the ocean, particularly on second level or rooftop areas. <p>Visual Language</p> <ul style="list-style-type: none"> ▪ A clear and consistent visual language along the Ship to Shore precinct based on its connection to the beach and the boats. ▪ Destinations typically contain their own style and sense of place but are tied together through the common public realm elements. Where these destinations front directly onto the Ship to Shore, the precinct approach influences the design. ▪ Internal Ship to Shore corridors have access to natural light, views to the exterior and higher ceilings. ▪ A hierarchy of entrances will be established clearly identifying primary and secondary access points. These entry points typically include a tower element and extend above the 1 storey facade.
<p>Opportunities</p> <ul style="list-style-type: none"> ▪ Create a dedicated tree lined pedestrian connection between Sorrento Beach and the Harbour through the southern car park. ▪ Consolidate the transport node as an attractive and highly accessible arrival point. Support with bike lockers and end of trip facilities. 	





SHIP TO SHORE MOOD BOARD



4.5 PRECINCT 3: MARINE

VISION: The Marine precinct provides an authentic marina experience combining yacht clubs and lighthouses with boat ramps and dive-shops. The day to day activities of a working marina are on display, providing ongoing activation across the seasons.

DESIGN INTENT

- Link the northern edge of Hillarys to the retail and dining experience.
- Promote and celebrate the active harbour uses and encourage engagement from the public to view the activation.
- Link employment uses to the harbour to encourage movement and activation between these.
- Re-establish the Harbour's connection to the ocean and provide a more authentic and less curated marina experience.
- Support the harbour core as the centre of recreational activity.
- Land use is predominantly recreational focus including beach, boat launching, yacht club and supporting small scale commercial uses.
- Professional uses such as offices are encouraged where appropriate.

Opportunities

- Establish a connection to the park system to the North of Hillarys Boat Harbour.
- Improve the legibility, safety and amenity of pedestrian crossing points near the boat ramp to ensure these are clear and legible for both pedestrians and boat ramp users.

DESIGN CONSIDERATIONS/OBJECTIVES

Connection and Wayfinding

- Clear vistas between destinations ensure that movement is clear and legible.
- Encourage safe movement through but minimise conflict between pedestrians and boat launch activities between the Fisheries, commercial uses and the harbour
- Utilise existing buildings to provide shade and shelter and encourage activation of the commercial premises.
- Appropriate ramps and grades ensure that movement is unhindered.

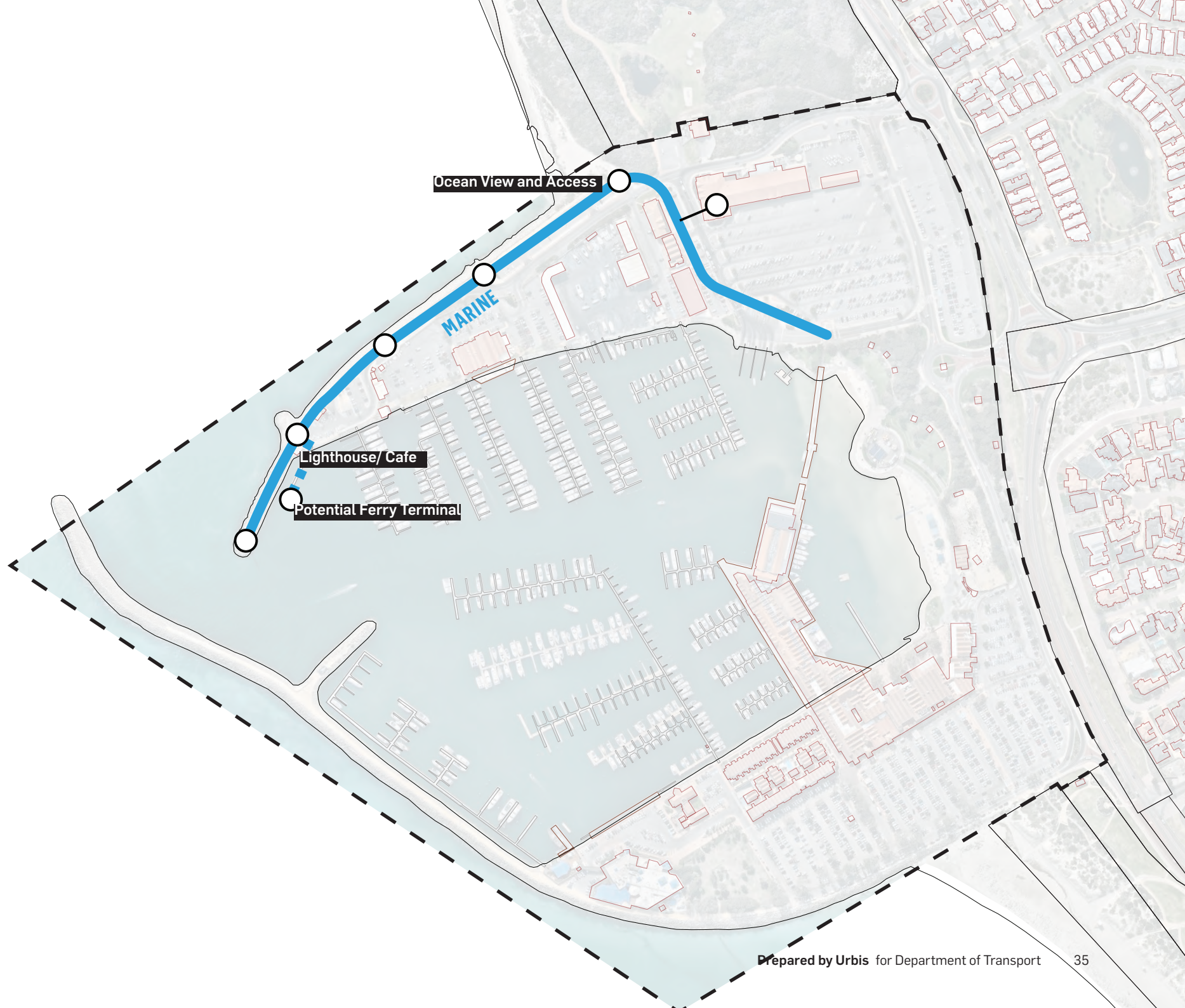
Activation

- Ensure that activities front onto the Marine Precinct to strengthen its role and function and to provide activation.
- Celebrate the boat launch activities with places to watch.

Visual Language

- A clear and consistent visual language along the Marine Precinct that celebrates its role as an active harbour and a weathered marine environment.
- Destinations typically contain their own style and sense of place but are tied together through the common public realm elements. Where these destinations front directly onto the Marine Precinct, the Marine approach influences the design.
- Ensure building entries are clear and legible
- Buildings provide overhangs along pedestrian routes for shelter/ shade from the elements.

- Provide platforms for formal line fishing spots along the northern groyne.



Ocean View and Access

MARINE

Lighthouse/ Cafe

Potential Ferry Terminal



MARINE MOOD BOARD



4.6 PRECINCT 4: MAIN STREET

VISION: The Main Street creates a clear arrival experience that fosters identity, wayfinding and creates an active and vibrant southern edge to the Harbour precinct. It also formalises the connection to the southern car-park and provides a clear and inviting entry point into Hillarys Boat Harbour.

DESIGN INTENT

- Serve as the southern frontage for Hillarys Boat Harbour and present a main street anchored by retail interface.
- Leverage off the local and regional identity, building on the character of the harbour.
- Accommodate a mix of commercial, retail, mixed use, food and beverage offerings and provide a safe environment for pedestrian and vehicles alike.
- Built form is sympathetic to the character of Hillarys, encouraging development that is of an appropriate scale that interacts with the main street element.

DESIGN CONSIDERATIONS/OBJECTIVES

Connection and Wayfinding

- Appropriate ramps and grades ensure that pedestrian movement is unhindered.
- Pedestrian priority at-grade crossings incorporated at Primary entry points
- Include cycle paths and parking for improved access.
- Introduce tree planting to southern edge to provide shade and wayfinding

Activation

- Activities front onto the street as the primary access to strengthen it's role and function and to provide activation of the promenade.

Visual Language

- A clear and consistent visual language along the street that celebrates a more formal retail and seaside experience.
- Clearly defined entry points that are readily accessible and visually prominent both day and night.

Opportunities

- Establish a line of trees along main street to provide shade and protection from wind and a sense of street enclosure.
- Extend the street and footpath in front of Short Stay accommodation and reduce physical barriers along this movement corridor.
- Introduce a clear vehicle entry point from West Coast Drive and control vehicle speed along main street to ensure pedestrian comfort.
- Utilise landscaped tree line edge , signage, building orientation and design to provide an entry statement to West Coast Drive.





MAIN STREET MOOD BOARD



PART B - STYLE GUIDE

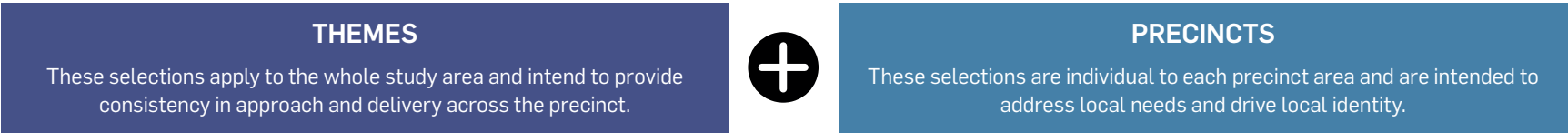


The following style guides are applicable across the entirety of Hillarys Boat Harbour unless specifically excluded within designated precincts. This style guide has been curated to capture the essence of Hillarys Boat Harbour and provide a common language to help tie the various land-uses together and read as a collective identity.

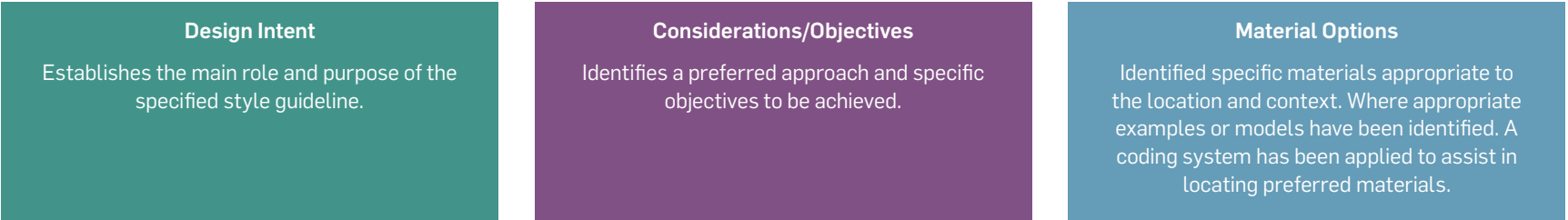
5.0 HOW TO USE

This style guide provides a design language that unites the various lease areas whilst encouraging individual expression.

The Style Guide objectives are supported by a series of selections that due to the size of the harbour have been broken down into two inter-related approaches based on **strategic ‘themes’ and precinct areas**:



Each various element of built form and public realm has a specific function and needs to be delivered in a co-ordinated fashion. This is achieved by establishing a design intent, design considerations and, where appropriate, specific materials.



6.0 THEMES

Hillarys Boat Harbour projects a coastal chic style combined with the activity and vibrancy of an active port. The character lends itself to an intimate and vibrant urban waterfront experience that supports both day and night-time activities, complementing the recreational and marine leisure spaces of the harbour.

The Harbour accommodates a range of different characters across the site that are held together with some common themes and elements. The character of Hillarys provides a balance of casualness and classiness that ensures visitors are as comfortable in thongs as they are dressed up for a night out.

To ensure that the Harbour is read as a single unified entity these elements need to be embraced and enhanced through a consistent approach. This will help to define Hillarys Boat Harbour.

Much of the following palette can already be found across the harbour site and hold common elements that speak to what Hillarys Boat Harbour is about. Identifying and reinforcing these will ensure that Hillarys retains its clear identity and continues as Perth's most loved waterfront destination.

6.1 TEXTURE AND COLOUR

The texture and colour choice for Hillarys reflects the existing marine environment with splashes of colour to enliven and highlight. Texture adds a layer of depth and reflects the weathered coastal environment.

Texture can be translated in many ways within the site
- translation into screen walls or sculpture, using local materials such as stone in walls or paving, using local timbers or forms to furniture and establishing a colour palette based on unique local materials.



COLOUR PALETTE

To further reinforce the Vision and aspirations for Hillarys, use of a colour palette that reflects the local coastal colours within the public realm is encouraged.

Soft creams and whites reminiscent of the limestone and sand beaches, and coastal greys and blues of the ocean provide solid base colour choices. Black borrows from the tidal zone helps to define an edge and provide a contrast to the lighter tones.

Splashes of vibrant colour taken from the coastal vegetation and sunsets over the ocean provide precinct highlights and will serve to contribute to a harmonious, integrated and sophisticated public realm in keeping with the natural setting that surrounds it.

Figure 10 Colour Palette



6.2 BUILT FORM AND ROOF FORMS

The built form for Hillarys Boat Harbour echoes the traditional bathing boxes found across Australian and English beaches sharing a consistent tight peaked roof-line oriented towards the water. The structures offer shade and shelter from the elements and provide a human scale.

DESIGN INTENT	DESIGN CONSIDERATIONS/OBJECTIVES
Built Form <ul style="list-style-type: none"> Ensure the design of Hillarys reflects a distinct architectural character. Ensure that the built form responds to the local climate and conditions. Maintain a human scale through the use of building treatments and interfaces. Ensure that structures maximise opportunities for coastal views to all public spaces. 	<ul style="list-style-type: none"> Strengthen the 'harbour character' of buildings by following the rhythm, scale and modularity of the current built form. This includes short shop-frontages and structural bays to public edges, structures visually presenting at 1-3 storeys. Buildings on land should be oriented parallel adjacent waterfront edges, while buildings constructed over water should project out perpendicular into the water. All frontages of projecting buildings should include windows and openings to take advantage of views over the water and marina areas. Larger scaled buildings should replicate a similar rhythm and pattern to the context. Building elevations that include a horizontal soffit line at the base of pitched roof gable ends or at a similar height in taller elevations provide a comfortable human scale. Long verandas provide comfort and protection from sun and rain and encourage outdoor activity. Active edges fronting to the public realm to maintain a human scale through regular, appropriately sized doors and openings. Inactive edges (such as back of house service areas or lengths of wall without openings) shall be minimised and detailed in a manner consistent with main building elevations. Services, bins and associated fixtures should be concealed or integrated into the building design. Ensure the building massing and interface of the buildings with public realm protects and enhances the character and style of Hillarys.
Roof Form <ul style="list-style-type: none"> Reinforce the peaked roof form approach appropriate to the marine context. Establish a long term modern roofing material. 	<ul style="list-style-type: none"> Integrate new or replacement roof areas with pitch angles that are the same as, or similar to the existing roof lines. Any change of roofing material should be undertaken in whole roof panel areas as a minimum in order to avoid areas with multiple of materials. Roofing should be pitched to complement the existing rooves for at least 75% of the roof area. These should be in a corrugated zincalume, galvanised or a colourbond dune finish. Any other roof areas should typically be skillion type, in a contrasting, non-coloured metal sheeting such as 'corrugated iron' – or glazed roofing materials. Rooves shall typically be designed as repeated pitched roof and gable structures, rather than large format, industrial scale buildings.



Peaked
roof forms



Projected, double
height entry towers



Architectural
trims



Limestone



Weatherboard
Siding



Figure 11 Built form features

6.3 ENTRY THRESHOLDS

Establishing clear and identifiable entrance features are an important factor in understanding how to enter and engage with the harbour. Introducing a clear hierarchy will assist in the communication on how to access and utilise the site.

DESIGN INTENT

- Ensure entry points to the harbour are prominent and are visually consistent.
- Establish a clear hierarchy of entries aligned with their role and function.
- Assist in the implementation of a wayfinding strategy

DESIGN CONSIDERATIONS/OBJECTIVES

- The primary entries should contrast and stand out. Utilise a colour palate that complements its immediate context.
- Primary entrances shall contain a tower element, project into the adjacent space to provide a covered threshold and extend above the typical 1-storey facade.
- Secondary entrances may also extend above the 1 story facade but should be subservient in scale and prominence to primary entrances. Materials for these secondary entrances should be consistent with the surrounding architecture
- Ensure movement systems to and from the primary entries are clear and prioritise pedestrian movement over vehicle movement.
- Embed a common wayfinding language in the thresholds to assist in orientation and movement through the site.



Figure 13 Horizontal Soffit Examples



Figure 12 Entry Thresholds

6.4 INTERNAL CONNECTORS

Internal connectors provide a movement network between indoor and outdoor spaces. These corridors connect retail and entertainment uses. These connections provide a seamless transition between formal and informal spaces and encourage movement and discovery.



DESIGN INTENT

- Provide clear visual connection between uses and destinations.
- Activate and articulate corridor edges.
- Provide access to natural light and regular views to the water

DESIGN CONSIDERATIONS/OBJECTIVES

- Establish a hierarchy of internal connectors that relate to pedestrian movements and the precinct hierarchy.
- Provide double height ceilings or arches aligned to the primary pedestrian movement.
- Incorporate openings, glazing and clear roof materials to provide natural light where possible, particularly at corridor crossing points.
- Materials in the internal corridors should be consistent across leases to present a seamless interface. Any changes in material, colour or texture to be separated by windows or major openings.
- Frontages have an entry to the internal connector. This should be the premises' primary entry, unless an external entry or entry to a higher order corridor is present.



Figure 14 Natural light.



6.5 MATERIALITY

A consistent approach to materials and selections will help to define Hillarys Boat Harbour. The existing palette of materials includes weathered wood siding, limestone and brick paving. These all project a seaside typology unique to Hillarys and Western Australia.

The choice of materials across the site helps to tie the site together. By providing a minimised material palette the harbour will present as a unified whole with a clear identity, increasing its attractiveness as a destination.

The following materials and selections build on the existing palette and reinforce the Western Australian coastal chic aesthetic of Hillarys.

Where materials are suitable for a specific precinct these have been noted per the key below.

Precinct	
Promenade	<div></div>
Ship To Shore	<div></div>
Marine	<div></div>
Main Street	<div></div>

6.5.1 SURFACE TREATMENTS (HARD)

FUNCTION	DESIGN INTENT	CONSIDERATIONS/OBJECTIVES
Generally Hard surface treatments refers to all ground plane treatments excluding planting that form part of the public realm.	The hardworks elements draw on the existing palette of materials on-site and are intended to ensure a level of consistency through the precinct. Use of locally available products is essential to ensure new work blends seamlessly with existing as the area grows and evolves.	Comply with all relevant Australian Standards.
		Adhere to the themes, colours and materials as indicated in this document.
		Provide high quality functionality without compromising the aesthetic standards required.
		All paved surfaces are to be graded to drain to turf and planting areas.
		Paths are generally to be located to accommodate natural pedestrian desired lines of travel.
		All concrete, asphalt and paving within the public realm shall be designed to be trafficable by maintenance vehicles.
		Paving areas and pedestrian paths shall be a minimum width of 1500mm.
		Loose granular surfaces are not supported for pedestrian areas, unless stabilised.
		Be cost effective in supply, installation and ongoing maintenance.
		Ensure liaison with infrastructure engineers to minimise conflicts between services and paved areas.
		Should meet the appropriate slip ratings.

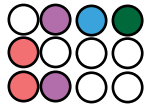
EDGE RESTRAINTS

Design Intent

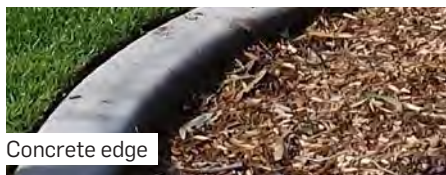
- To provide a robust and durable solution to separating surfaces varying in materiality.

Material options

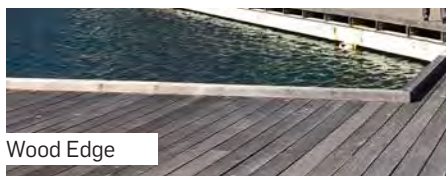
- Concrete
- Red brick
- Wood edge



Brick edge



Concrete edge



Wood Edge

TRAFFICABLE PAVEMENTS

Design Intent

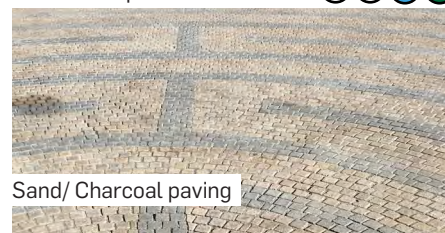
- To provide adequate surface finishes that meet the requirements of varying uses such as pedestrian activity, cycleways and vehicles.

Considerations/Objectives

- Should clearly establish and help delineate between differing uses, i.e. cycle path vs. shared path.
- Should be sufficiently engineered to withstand service vehicle loadings.

Material options

- Sand coloured exposed aggregate or textured grey concrete.
- Service Areas - exposed aggregate grey concrete.
- Roads - black asphalt.
- Cycleways/PSP - red asphalt.



Sand/ Charcoal paving

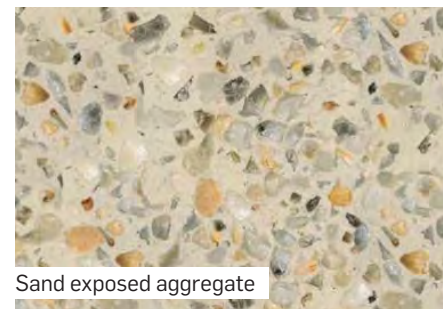
PAVING/PAVEMENTS

Design Intent

- To provide adequate surface finishes that meet the requirements of varying uses such as pedestrian activity, cycleways and vehicles.
- Should be of varying materials, finishes and patterns to support movement hierarchies within the precinct.

Material options

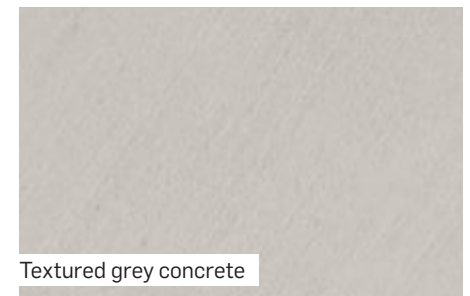
- Sand coloured exposed aggregate or textured grey concrete.
- Sand coloured or charcoal square format pavers.
- Stabilised limestone gravel.
- Feature red brick banding.



Sand exposed aggregate



Feature banding



Textured grey concrete



Stabilised limestone

6.5.2 SURFACE TREATMENTS (SOFT)

FUNCTION	DESIGN INTENT	CONSIDERATIONS/OBJECTIVES
Generally Soft surface treatments refer to all trees, shrubs and grass surfaces that form part of the public realm.	The softworks elements of the project have been designed to ensure a distinctive and coherent sense of place, character and image for Hillarys Boat Harbour. The provision of a sustainable and high integrity soft landscape is critical to the definition of the area. In this regard emphasis has been placed on the use of climatically appropriate species that respond to the climatic conditions and provide a high level of amenity within the public realm.	Select low maintenance endemic native species.
		Ensure liaison is undertaken with services, alignments/pits, crossover locations and lighting.
		Ensure existing vegetation to be retained is protected and managed during construction.
		Review the availability of plant stock early in each development phase and assess the need for contract growing/pre-ordering.
		Ensure planting does not compromise vehicle sight lines or pedestrian/cyclist safety.
		Ensure maintenance requirements are considered within the design.
		Ensure planting is designed to minimise water consumption where possible.
		Crime Prevention Through Environmental Design (CPTED) principals shall be considered in the design.

TURF

Design Intent

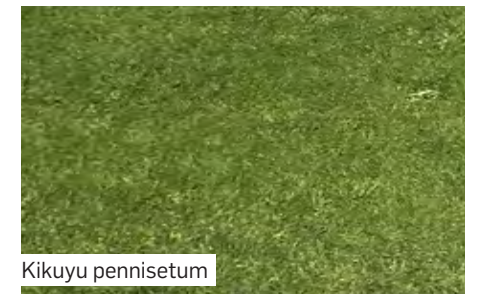
To provide a low cost surface treatment to POS areas which allows activity to occur.

Considerations/Objectives

- Should be adequately irrigated.
- Should meet Australian Standards.
- 'Nematode Clearance' certification.

Material options

- Kikuyu pennisetum.



Kikuyu pennisetum

SHRUB PLANTING

Design Intent

- To provide planted areas that promote flora and fauna biodiversity.
- Planting palettes should enhance the biodiversity of the precinct.

Considerations/Objectives

- Should assist in surveillance within POS areas, i.e. does not interfere with sight lines through POS.
- Should minimise irrigation requirements and promote Water Sensitive Urban Design principles.
- Re-vegetation area planting should be self sustaining.

Material options

- Mix of native species suited to conditions.



Native coastal planting

TREES

Design Intent

- To provide trees that promote flora and fauna biodiversity.
- Tree be suited to the location and appropriate to anticipated function i.e. shade provision/wayfinding/buffer/habitat.

Considerations/Objectives

- Should meet Australian Standards for planting.
- Should minimise maintenance.
- Should assist in surveillance within POS areas, i.e. does not interfere with sight lines through POS.
- Should consider proximity to built form and ultimate growth size.
- Should be adequately irrigated and promote Water Sensitive Urban Design principles.

Material options

- Mix of native species suited to conditions.
- Norfolk Island Pines used in conjunction with pedestrian footpaths for wayfinding.



MULCH

Design Intent

- Rehabilitation - To provide an organic matter that promotes growth in planted areas.
- Plant beds - To provide soil stabilisation and consistent low maintenance aesthetic.

Considerations/Objectives

- Meets AS 4454-2012 certification.

Material options

- Rehabilitation Areas - wood chip



- Plant beds - 18mm limestone gravel



Limestone mulch



Norfolk Pines



Native trees



Rehabilitation planting

6.5.3 STRUCTURES

FUNCTION	DESIGN INTENT	CONSIDERATIONS/OBJECTIVES
Generally Structures refer to all vertical built form elements within the public realm.	Structures provide the opportunity to celebrate the colour and textural qualities of the precinct.	<p>Comply with all relevant Australian Standards.</p> <p>All structures to be constructed shall obtain a Certificate of Design Compliance by an independent registered building surveyor prior to lodging a building permit application.</p> <p>Materials proposed for use in structures shall be durable and hard-wearing, sustainable and readily available from local sources.</p> <p>Ensure siting of structures considers:</p> <ul style="list-style-type: none">- universal access;- views to and from the structure; and,- servicing requirements. <p>Ensure structures allow for all weather conditions.</p> <p>All structures to have appropriate structural engineering sign off.</p> <p>Incorporate 3-phase power connection and water connection into each shelter.</p>

SHELTERS

Design Intent

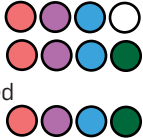
- To provide shelters that are unique to the precinct and enhance the overall character of the precinct.
- To provide public amenity that contributes to activation.

Considerations/Objectives

- To be located in key positions relative to pedestrian access, vehicle networks and activity location.
- Ensure shelter materials are of an appropriate durability for location.
- The design of shelters should minimise maintenance and vandalism opportunities.
- Should explore opportunities to integrate artwork, seating, BBQs, bins and picnic settings etc.

Material options

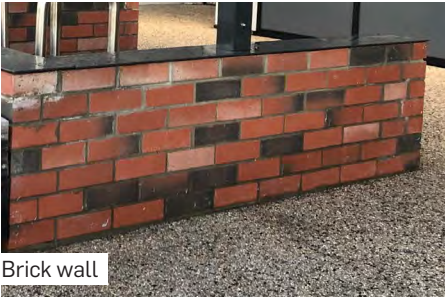
- Timber.
- Steel.
- Uprights - silver/galvanised



Shelter



Concrete wall



Brick wall

WALLS

Design Intent

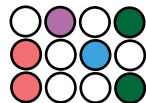
- To reflect the existing materiality of the site.

Considerations/Objectives

- Ensure wall materials are of an appropriate durability for location.
- Should explore opportunities to integrate seating, wall mounted bins, signage and artwork.

Material options

- Concrete.
- Limestone.
- Brick.



Limestone wall

STAIRS

Design Intent

- To reflect the existing materiality of the site.

Considerations/Objectives

- Ensure stair materials are of an appropriate durability for location.
- Should explore opportunities to integrate seating, signage and artwork.
- Should have varying degrees of formality, i.e. brick-clad stairs vs. informal timber and stabilised gravel stairs.

Material options

- Grey concrete/charcoal nosing.
- FRP grating
- Limestone block.
- Red Brick



Brick stairs

BOARDWALKS/DECKS

Design Intent

- Should provide passage through drainage basins, over unstable/irregular surfaces and maximise opportunities to pause and ponder.
- Can be used to minimise root disturbance around existing trees.

Considerations/Objectives

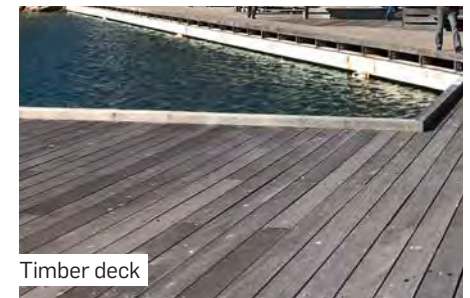
- Ensure materials are of an appropriate durability for location.
- Should explore opportunities to integrate seating, signage, shelters and artwork.
- Should explore use of sustainable materials.

Material options

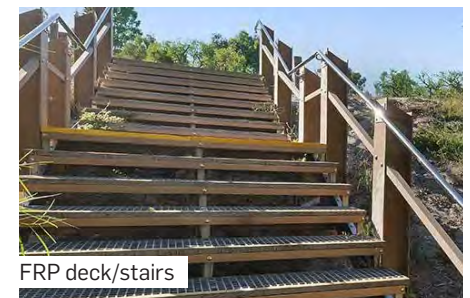
- Timber
- FRP grating system



Concrete stairs



Timber deck



FRP deck/stairs



Limestone block

6.5.4 FURNITURE AND FIXTURES

FUNCTION	DESIGN INTENT	CONSIDERATIONS/OBJECTIVES
Generally 'Furniture and Fixtures' refer to all outdoor furniture and fixtures included within the public realm intended for public use.	Provide elements that embody the natural and coastal chic feel of the area through form and material selection.	Preference will be given for furniture designs that employ sustainable materials. Ensure that potential vandalism issues are addressed to minimise on-going maintenance costs. Comply with all relevant Australian Standards. Ensure all furniture and fixtures are readily available from local suppliers or distributors. Custom elements must: - use readily available local materials; - meet all construction and safety standards; - meet the thematic requirements set out in this document; - minimise maintenance; and, - embody design excellence. Equal access should be considered in the selection of furniture. Preference will be given to furniture that is accessible for wheelchair-bound visitors. Furniture is to be located where appropriate for its function. CPTED principles to be considered in the placement of furniture. Preference given to furniture and fixtures that have a high degree of functionality, efficiency and comfort.

BALUSTRADES

Design Intent

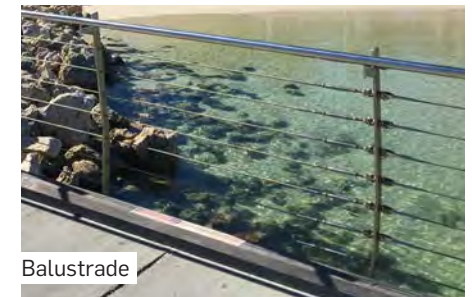
- To provide balustrades that are robust, functional and easily maintained.

Considerations/Objectives

- Reflect the marine character of the precinct within the balustrade design.
- Ensure balustrade material is of an appropriate durability for location.
- Finish to all balustrade systems to be minimum standard hot dip galvanised steel.

Material options

- Steel.
- Timber.



Balustrade

HANDRAILS

Design Intent

- To provide an attractive and functional handrail that is robust and that contributes to the character of the precinct through material selection.

Considerations/Objectives

- Incorporate the marine character of the precinct within the handrail design.
- Ensure balustrade material is of an appropriate durability for location.
- Handrail should have strong aesthetic correlation to balustrade designs.

Material options

- Primary access ways - stainless steel
- Secondary access ways - stainless steel or H.D galvanised



Handrail

BIKE RACKS

Design Intent

- To provide bike racks which are functional and easily maintained.
- To provide an urban element that has a sculptural approach and contributes to the thematic character of the precinct.

Considerations/Objectives

- Assess the location of bike rack to the following criteria:
 - Proposed planning uses;
 - Destinations; and,
 - Access.

Material options

- H.D galvanised steel
- Painted steel



Bike rack

BOLLARDS

Design Intent

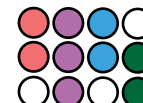
- To provide an attractive bollard to be installed into tree wells within road reserves, protect public areas from vehicle intervention.
- To contribute to the character of the precinct through material, colour and design resolution.

Considerations/Objectives

- Bollards to be located to protect trees in road reserves and to have reflectors to Main Roads WA standards.
- Consider collapsible version for maintenance and access purposes.
- Bollard type to differ at entrance points to assist in wayfinding.

Material options

- Timber.
- Stainless steel.
- Recycled plastic.



Entry bollard



General bollard

FURNITURE AND FIXTURES (CONT.)

DRINKING FOUNTAIN

Design Intent

- Provide contemporary drinking fountains that contribute to the marine character.

Considerations/Objectives

- Drinking fountains to be located as follows:
 - Locate on concrete pad adjacent to major circulation routes and at key nodal locations;
 - Locate where practical to access potable water; and,
 - Locate to ensure accessibility outcomes are achieved.
- Ensure isolation tap is installed.
- Ensure pet drinking options are incorporated.
- Minimise maintenance and vandalism opportunities.

Material options

- Stainless steel.
- Painted steel.



BIN SURROUNDS

Design Intent

- Provide bin surrounds to ensure a consistent aesthetic across the area.

Considerations/Objectives

- Assess the location of bins to the following criteria:
 - Accessibility for servicing;
 - Located within main circulation associated with seating/nodal areas; and,
 - Site away from seating areas.
- Bins adjacent to paths to be located in hard stand areas. Minimum hard stand dimensions to be 500 x 500mm.
- Provide recycling and general waste options.

Material options

- Steel.



SERVICE PIT COVERS

Design Intent

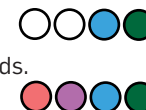
- To be well presented, aligned with paving treatment and in keeping with materiality of the precinct.

Considerations/Objectives

- Must meet vehicle loading requirements.

Material options

- Steel.
- Infill to match surrounds.



Drinking fountain

PLANTER BOXES (Unfixed)

Design Intent

- To be well presented and consistent across all areas.

Considerations/Objectives

- Locally sourced and readily available.

Material options

- Black painted steel.



Planter boxes



Bin surrounds

TREE GRATES

Design Intent

- To contribute to the character of the precinct through customisation, patterning etc.

Considerations/Objectives

- Minimise maintenance and vandalism opportunities.
- Ensure non slip requirements are met.

Material options

- Steel.



Tree grates

SEATS AND TABLES (Fixed)

Design Intent

- To contribute to the character of the area through material selection whilst being robust with a long life cycle.

Considerations/Objectives

- Incorporate the marine character within the furniture selection.
- Ensure seats and table material is of an appropriate durability for location.
- Should have strong correlation to benches and streetscape furniture suite.

Material options

- Steel/timber.



Seat options

BENCH/RECLINER/BAR SEATS (Fixed)

Design Intent

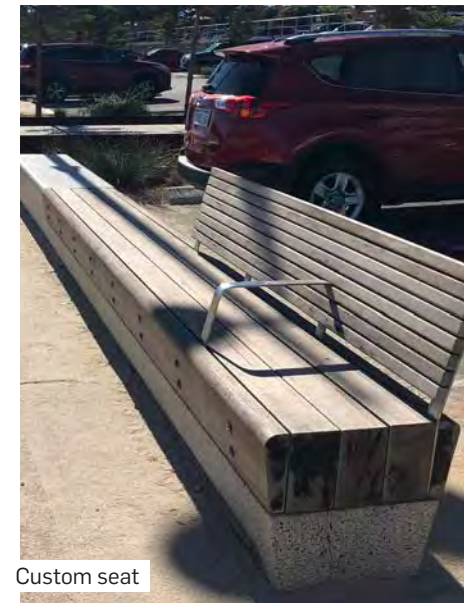
- To contribute to the character of the precinct through material selection whilst being robust with a long life cycle.

Considerations/Objectives

- Incorporate the marine character within the furniture selection.
- Ensure bench material is of an appropriate durability for location.
- Should have strong correlation to seats and tables and streetscape furniture suite.

Material options

- Steel/timber.
- Concrete.



Custom seat

6.5.5 PUBLIC ART

FUNCTION	DESIGN INTENT	CONSIDERATIONS/OBJECTIVES
<p>'Public Art' refers to artworks within the public realm, including but not limited to:</p> <ul style="list-style-type: none"> • Sculptures; • Lighting installations; • Temporary interventions; • Way finding; • Landmark artworks; • Landscape art; • Built form interventions; • Gateway icons; • Interpretive artworks; and, • Heritage markers. 	<p>Public artworks are to be designed to express the cultural and historical past of the site, specifically highlighting areas of interest as well as helping form precincts within the development. Public art can be used as a mechanism for educating and wayfinding, and enhance the overall cultural aspect of the Harbour.</p>	All artworks should be designed to encourage a variety of sensory experiences.
		All artworks should be designed to promote the historical, social and cultural context of the site.
		All artworks should contribute to creating a sense of place within the various precincts as well as specific areas of interest.
		Should have area lighting to the appropriate standards.
		Ensure universal access is accommodated where required.
		Access for maintenance is considered.
		All sculptures to be constructed shall obtain a Certificate of Design Compliance by an independent registered building surveyor prior to lodging a building permit application.
		A maintenance and management plan is to be undertaken for all artworks located in the public realm.
		All works designated as public art within the public realm must undertake a standard deed of agreement with the Department of Transport as part of the procurement process. Standard conditions and inclusions of the agreement include clauses that deal with donating the artwork, final inspection prior to installation, insurance matters, intellectual property rights, maintenance, relocation-removal-sale, dispute resolution, notices, assignment and general contract clauses.



7.0 PRECINCTS

While the necessity of consistent elements and materials in creating a unified and cohesive harbour destination is apparent, it is also equally important to deliver local variation, reflective of the place and use, to ensure movement throughout the harbour has a sense of progression and identity.

In support of ensuring the ongoing place success of Hillarys, three precincts have been identified that provide a clear spatial hierarchy to the precinct. The preceding style guide provisions have been varied to give each of the three precincts an individual sense of place, providing a richer experience for the visitors to Hillarys Boat Harbour.

Promenade - provides a strong visual and physical link between key destinations across Hillarys Boat Harbour. This precinct connects the protected beach front to AQWA and the ocean beyond.

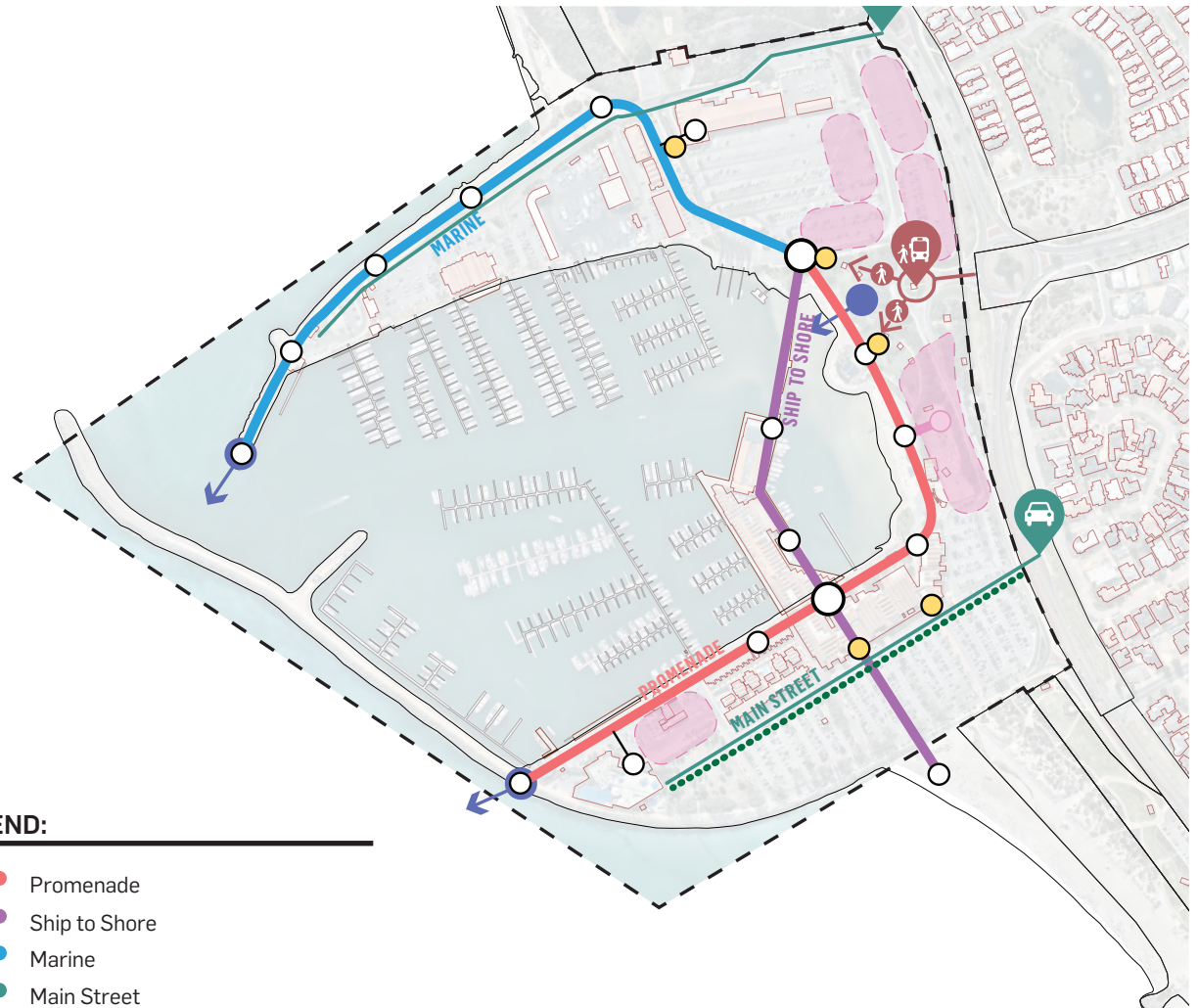
Ship to Shore - sophisticated urban retail and dining experience.

Marine - provides an authentic marina experience combining yacht clubs and lighthouses with boat ramps and dive-shops.

Main Street - Creating a clear arrival experience that fosters identity and wayfinding

LEGEND:

- Promenade
- Ship to Shore
- Marine
- Main Street



7.1 PROMENADE

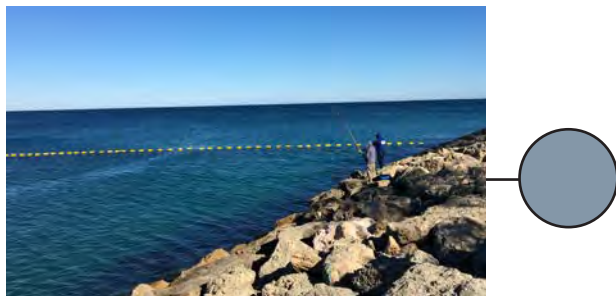
The promenade precinct provides a strong visual and physical link between key destinations across Hillarys Boat Harbour. This precinct connects the protected beach front to AQWA and the ocean beyond. This precinct also includes a main street that formalises the connection to the southern car-park and provides a clear and inviting entry point into Hillarys Boat Harbour.

3.1.1 COLOUR PALETTE

To provide a local identity and reference to the ongoing legacy of Hillarys, colour taken from the existing structures and informed by the marine context is proposed as follows:

Promenade - Deep Ocean

These splashes of colour are to be used sparingly and can be found on interpretive signs, wayfinding markers and furniture details.



3.1.2 MATERIALITY

Materials used along the Promenade will be solid and permanent in appearance, embodying the coastal heritage of the area and acknowledging the permanence that Hillarys has, as a place and destination in Perth culture.

To provide a clear hierarchy of movement and connection, the following selections are proposed as unique to the Promenade.

Surface Treatments (Hard)

Primary Path - red brick paving with cream brick header, synonymous with Hillarys, will remain the primary surface treatment along the main pedestrian path. All other surface treatments are to comply with the general selections.



Red brick/Cream header

Lighting

Pedestrian lighting - WE-EF PFL200 Series LED light fitting with WE-EF AMF-C pole, to be used along the promenade path to create a consistent, safely lit pathway. Lighting to P4 standard.

Feature lighting - Industiralight iFlex LED Cove strip light mounted to path edge and/or base of walls to define edges and improve safety.

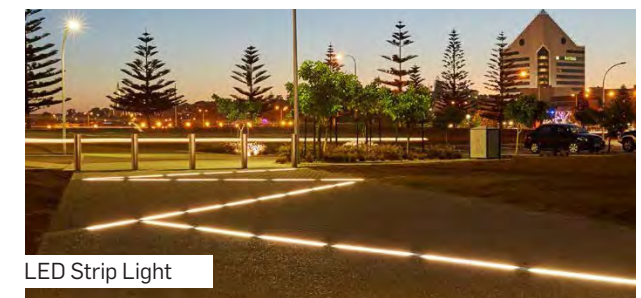


Figure 15 Promenade Feature Colour



Figure 16 Pavement Distribution

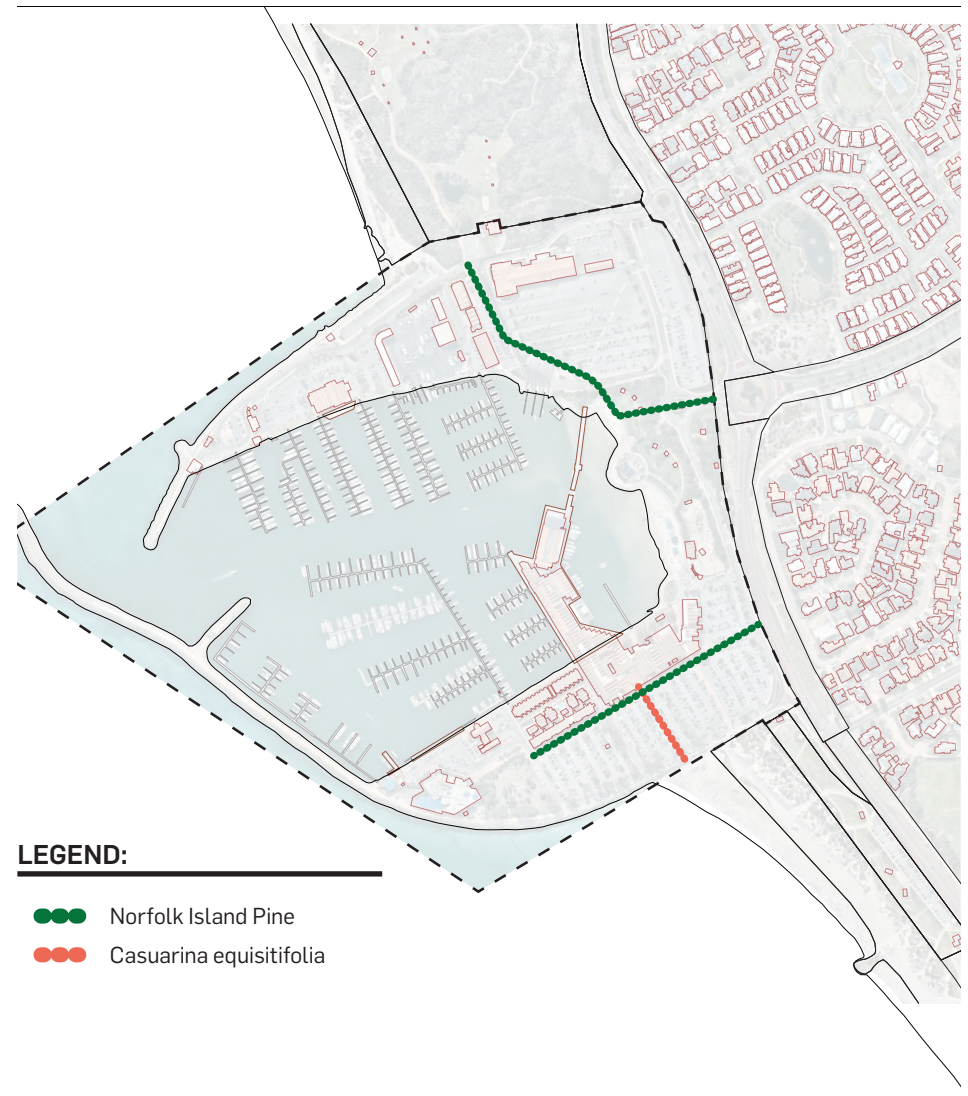


Figure 17 Planting Distribution

7.2 SHIP TO SHORE

The Ship to Shore precinct seamlessly blends coastal chic with a sophisticated urban retail and dining experience. The Ship to Shore provides a focus for the various retail and eating experiences around the central protected inlet and creates a cohesive visual language that encourages movement between the offers.

7.1.1 COLOUR PALETTE

To provide a local identity and visual points of interest, a splash of vibrant colour taken from the coastal vegetation and sunsets are proposed as follows:

Ship to Shore - Golden Yellow

These splashes of colour are to be used sparingly and can be found on interpretive signs, wayfinding markers and furniture details.



Figure 18 Ship to Shore Feature Colour

7.1.2 MATERIALITY

Ship to Shore has a transitional materiality that can be defined as 'on water' and 'on land'. To clearly indicate and celebrate the unique opportunity that Hillarys offers, emphasising this distinction is important.

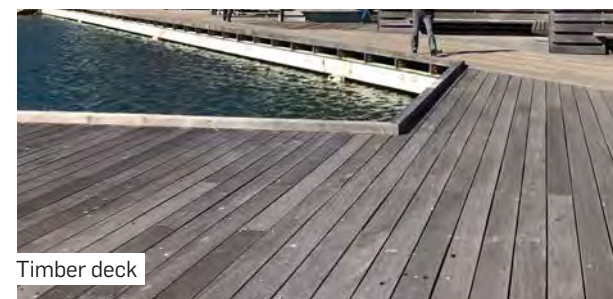
Surface Treatments (Hard)

On Land - Sand coloured pavements, graduating from exposed aggregate concrete to the south, with more refined finishes from the Main street crossing north.

On Water - Weathered timber as primary treatment. Brushed grey concrete as secondary finish.

Surface Treatments (Soft)

On Land - Casuarina equisetifolia. This hardy coastal species is synonymous with Hillarys and will provide shade and wind protection along the pedestrian spine.



7.3 MARINE

The Marine precinct provides an authentic marina experience combining yacht clubs and lighthouses with boat ramps and dive-shops. The day to day activities of a working marina are on display, providing ongoing activation across the seasons.

3.3.1 COLOUR PALETTE

To provide a local identity and continuity with Promenade, a splash of colour informed by the marine context is proposed as follows:

Promenade - Deep Ocean

These splashes of colour are to be used sparingly and can be found on interpretive signs, wayfinding markers and furniture details.



Figure 19 Marine Feature Colour

3.3.2 MATERIALITY

Materials used along the Marine precinct will be solid and permanent in appearance, with the weathering and climatic exposure expressed through the texture of the selected materials.

Surface Treatments (Hard)

Primary Path - textured grey concrete, with stabilised compacted limestone utilised where universal access is not required.

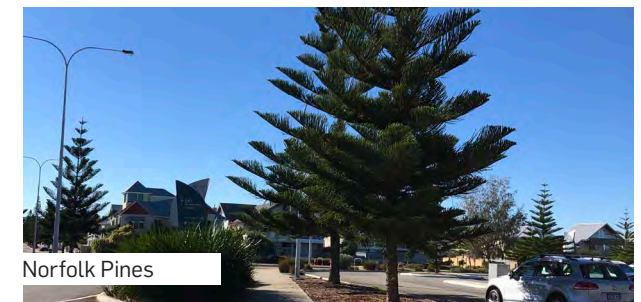


Concrete Path

Surface Treatments (Soft)

Transition - to create a clear avenue and provide wayfinding from the heart of the harbour to the western arm of Marine, Norfolk Island Pines will be planted along the footpath.

This avenue will create a clear pedestrian wayfinding element, allowing easy and safe navigation of this highly conflicted area by pedestrians and cyclists.



Norfolk Pines



Compacted Limestone

7.4 MAIN STREET

Creating a clear arrival experience that fosters identity, wayfinding and creates an active and vibrant southern edge to the Harbour precinct.

3.1.2 MATERIALITY

Materials used along the Main Street set the scene and expectations for what will be experienced within the Harbour Precinct.

To provide a clear hierarchy of movement and connection, the following selections are proposed as unique to the Promenade.

Surface Treatments (Hard)

Road Pavement - Black asphalt to all areas except where pedestrian crossing points exist.

Cycle Lane - Red asphalt except where pedestrian crossing points exist.

Pedestrian Crossings - raised pavements, exposed aggregate sand coloured concrete for primary entries. Exposed aggregate charcoal coloured for secondary entries

Surface Treatments (Soft)

South edge - to create a clear avenue and provide wayfinding, Norfolk Island Pines will be planted on the southern edge of the new main street. This will also provide a green frame for the southern edge of Hillarys.

North edge - planter boxes with colourful drought tolerant plantings.

Furniture and Fixtures

Bike Racks - to be enclosed within low walls of weathered timber.



Figure 20 Main Street - Primary Entry



Figure 21 Main Street



