

Fremantle Ports

Landscape Style Guide

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Landscape Architects
Urban Designers
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This landscape style guide aims to create an improved and unified presentation combined with an enhanced working environment for the Port of Fremantle, from Fremantle to Kwinana. The guide will assist to increase amenity of the port. The intent is that it will provide an over arching plan for the whole port. It may be that select sites, such as the west end of Victoria Quay require further detailed analysis and planning. The style guide will act as a guide for any proposed works and will ensure that a cohesive character is achieved. The materials and colours selected in this document aim to reflect the existing features and character of the working port, whilst also seeking to rejuvenate the Port's appearance.

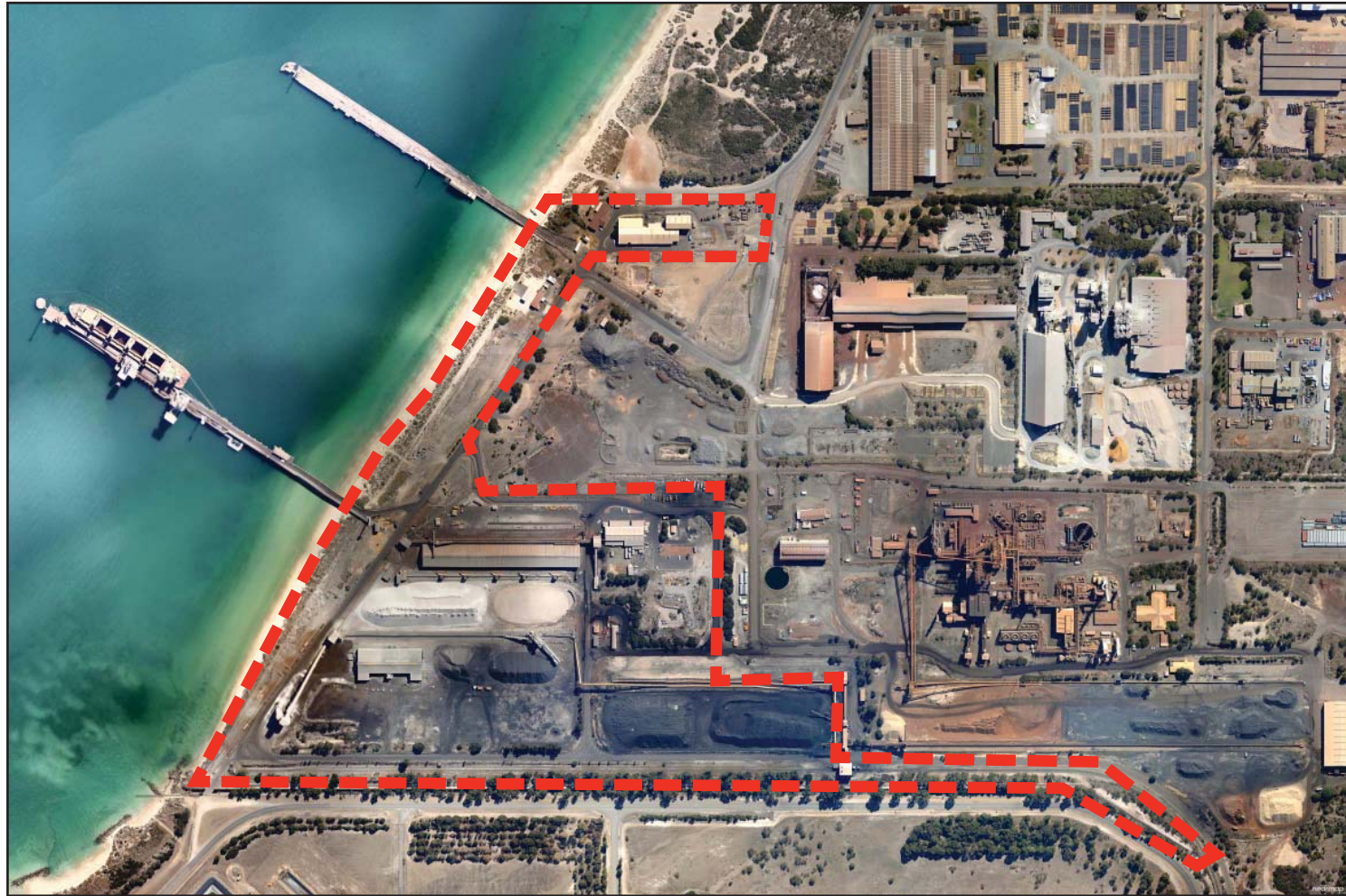
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Fremantle Port context



Extent of Fremantle Port



Extent of Kwinana Bulk Terminal



Kwinana Bulk Terminal and Kwinana Bulk Jetty Context

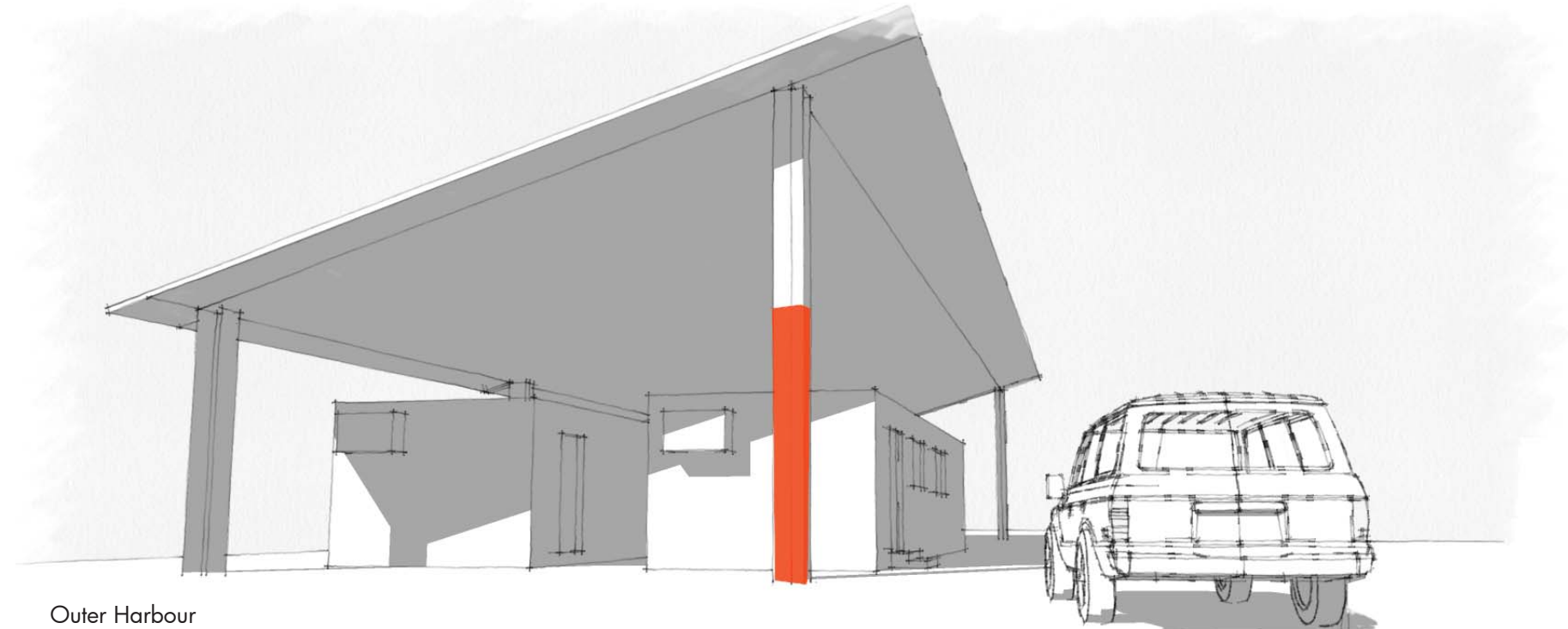


Extent of Kwinana Bulk Jetty

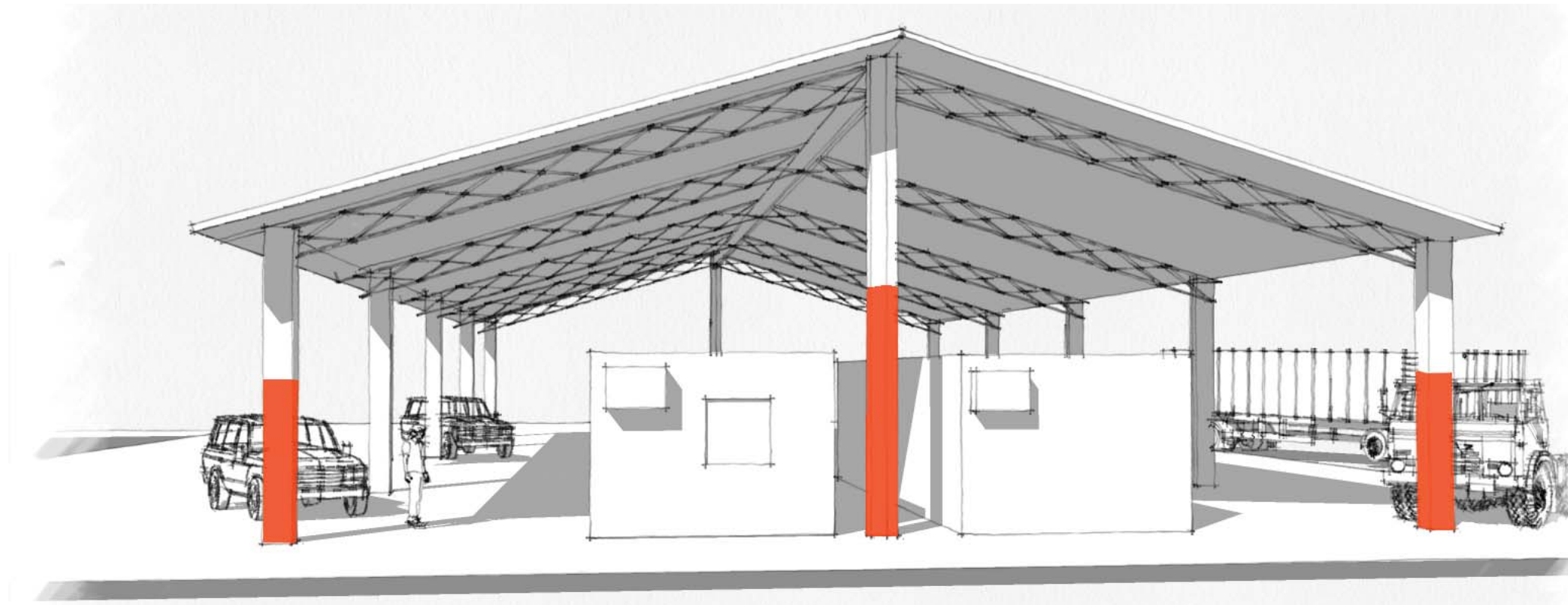
In keeping with the evolving, industrial and practical nature of the Port, a simple shelter to shade frame and group amenity areas is proposed. Features such as overhangs, expressed trusses and a simple industrial design are encouraged. The shelter/roof could be treated as a separate structure or as a whole with the dongas.

As a point of difference between the port facilities, Kwinana could use a single pitched roof rather than a traditional ridged form. Fremantle could retain the ridged industrial roof to maintain the character of the predominant Port's structures with the 'shed' style shapes many of which have heritage value.

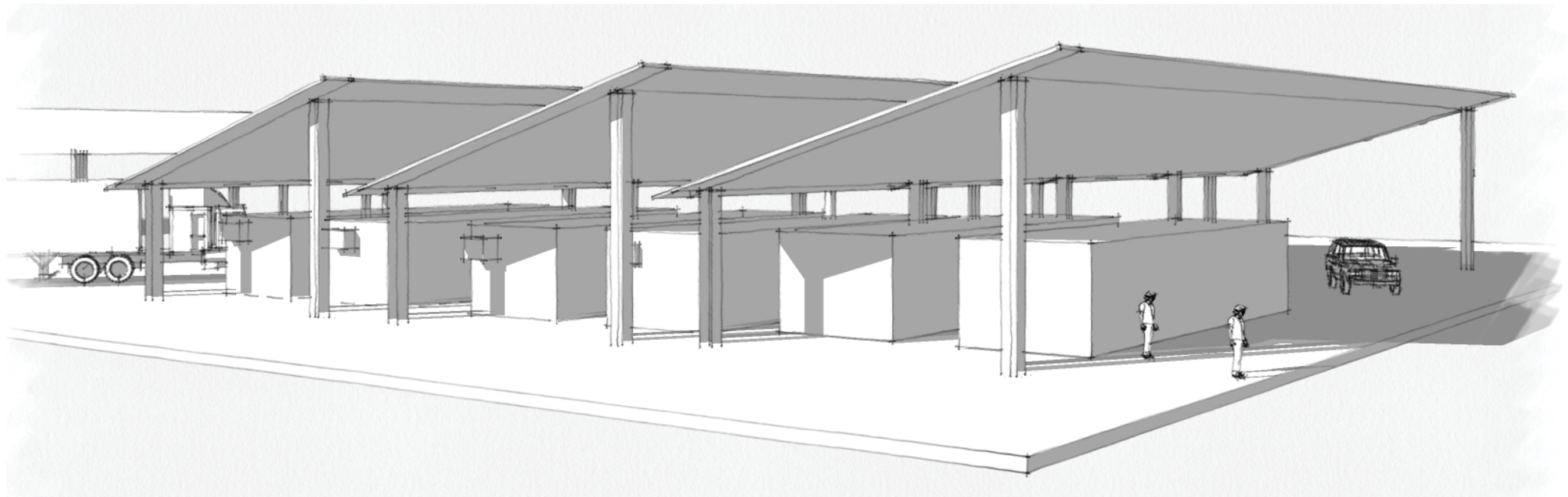
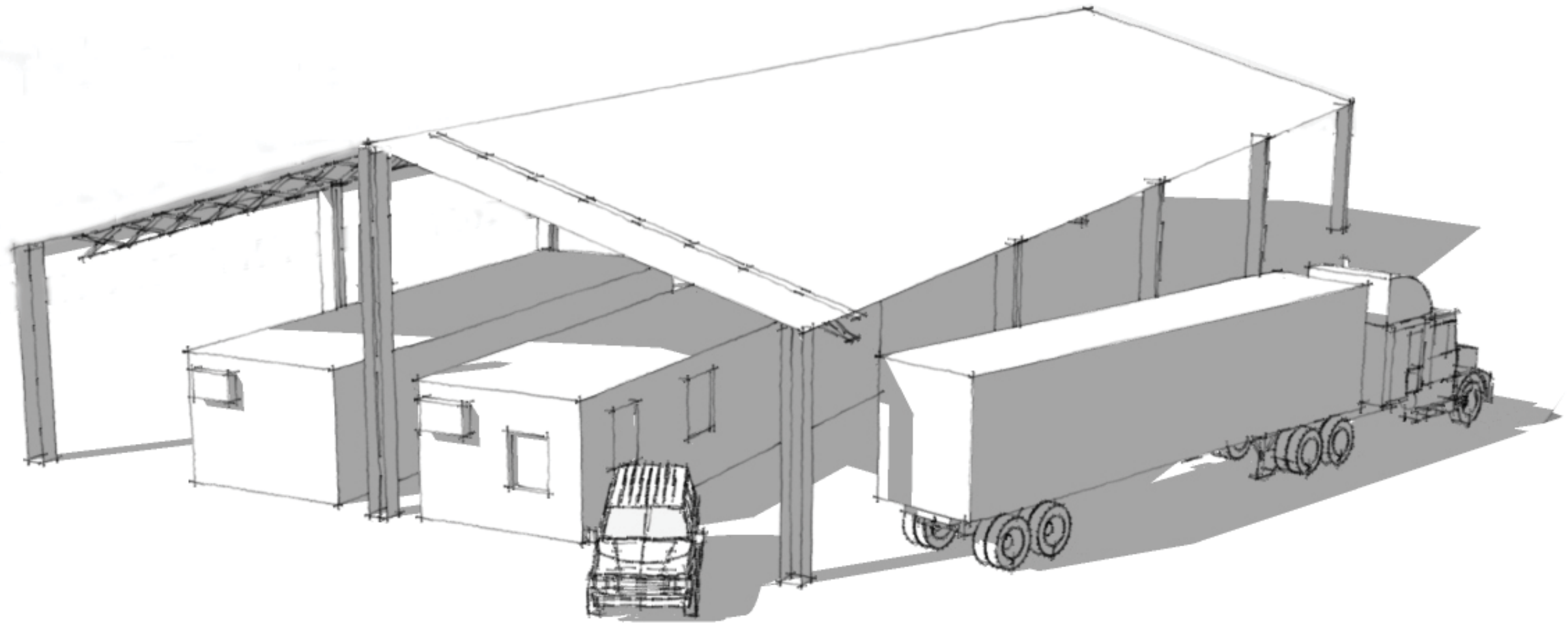
The selective use of the bright orange paint as a safety highlight to the donga shelter support posts, in addition to being an effective traffic safety mechanism, also doubles as a unifying feature to a disparate collection of buildings. This technique could be used further to detail and incorporate other items/parts of these amenities as a recurring theme throughout the site.



Outer Harbour



Inner Harbour





It is important at both Kwinana and Fremantle to retain the look and feel of the working port and enhance its industrial and working character. The materials chosen for future installation throughout the Inner and Outer Harbours have been specifically selected for the port, to match and enhance the port character and act as a guide for all future projects ensuring a cohesive character is achieved. The street furniture that may be used is a selection of ready made or custom designed. This is to be used at the Inner and Outer Harbours.

New materials or furniture installed needs to reflect the utilitarian, industrial and lineal nature of the Port.

The harsh conditions will be strongly considered and materials will be of a tough and sturdy nature - generally a 316 stainless steel, marine grade aluminium or or heavy duty hot dipped galvinised steel.

The style of the furniture with its hardy forms, durability and clean minimalist design has been chosen to match the day to day procedures and enhance the character of the working port. There is an emphasis on a 'heavy industrial context' character through simple, bold and sturdy treatments.

The furniture is characterized by the use of robust materials and heavy fabrication. Materials such as chunky timber, steel or concrete have been chosen. All furniture items reflect a strong use of flanged metal elements.



Custom Bench



Custom Bollard



Santa & Cole Caudal



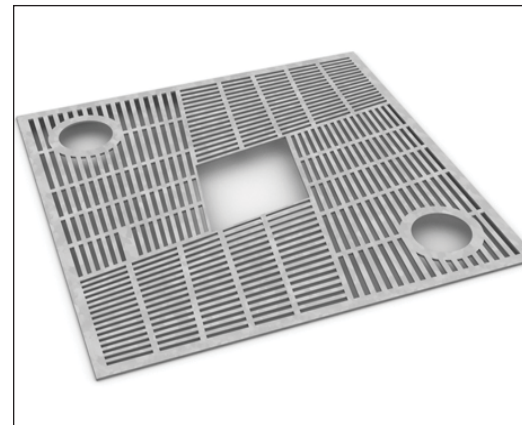
Cox Bin Enclosure



Santa & Cole Montana



Custom Tree Guard



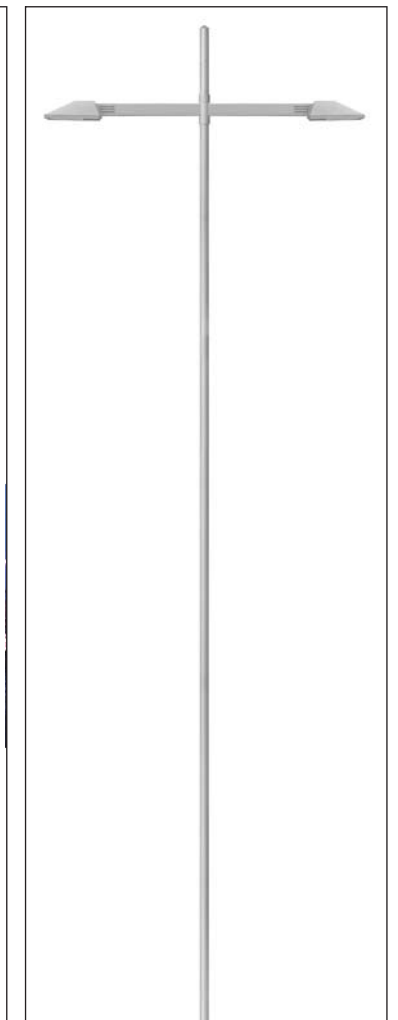
UAP Tree Grate



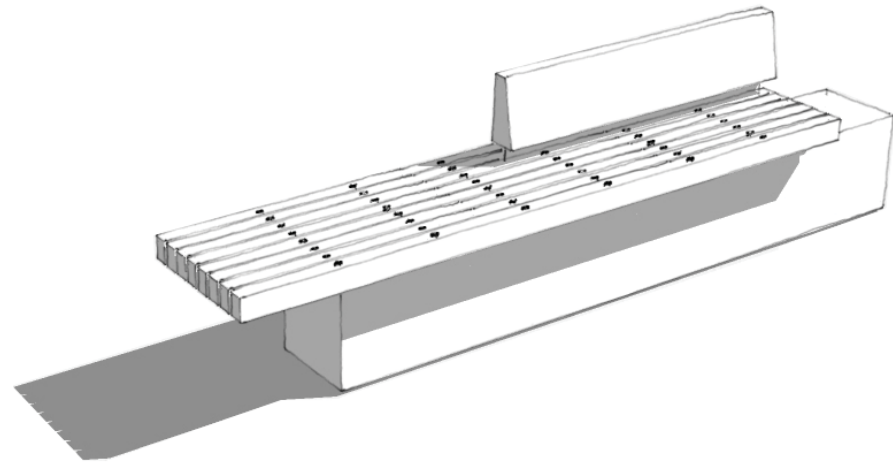
B&A Shower Leighton



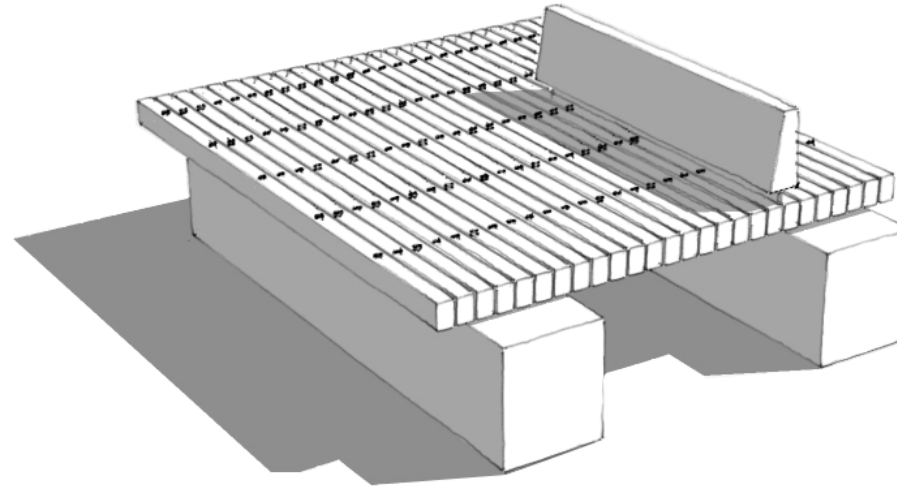
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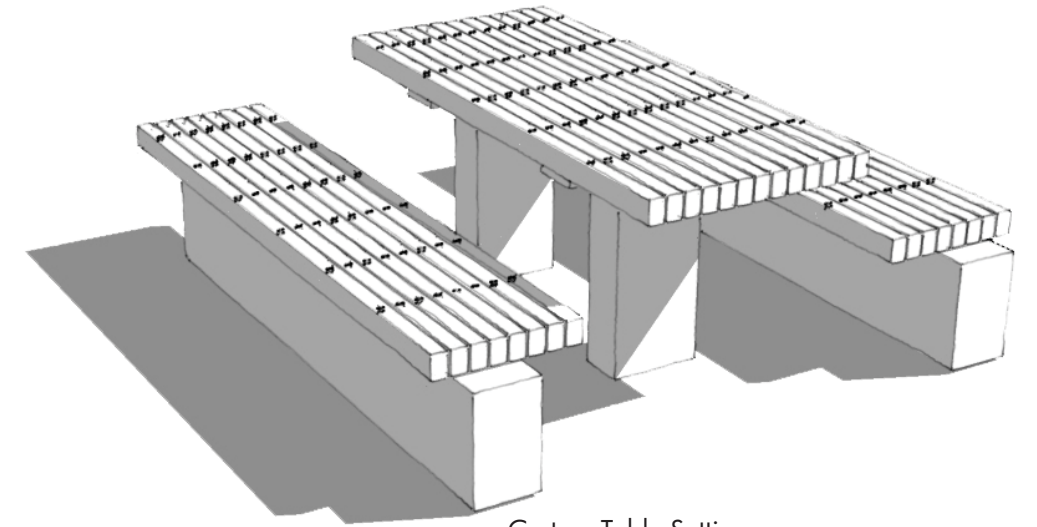
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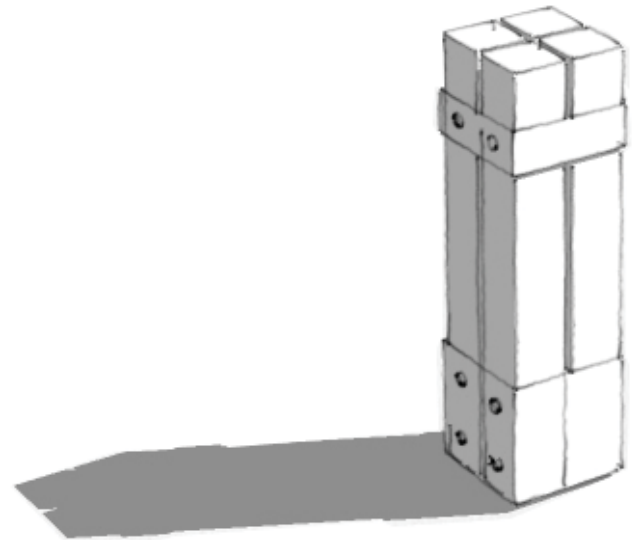
Custom Seat



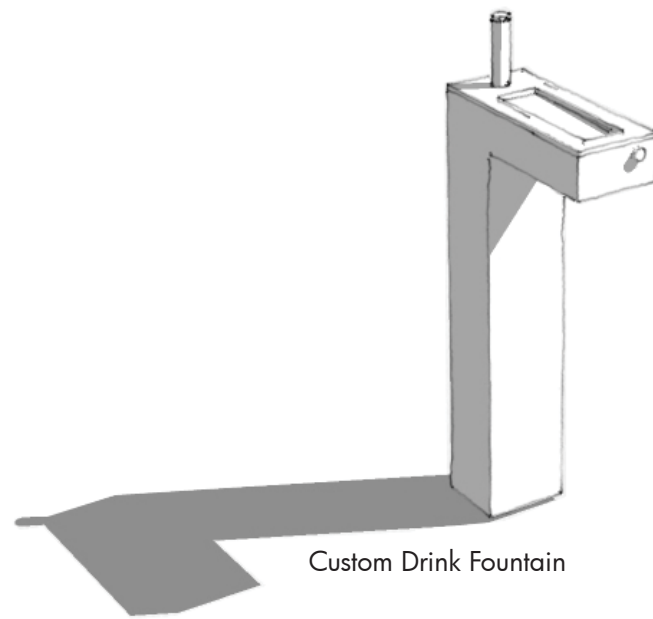
Custom Table Seat



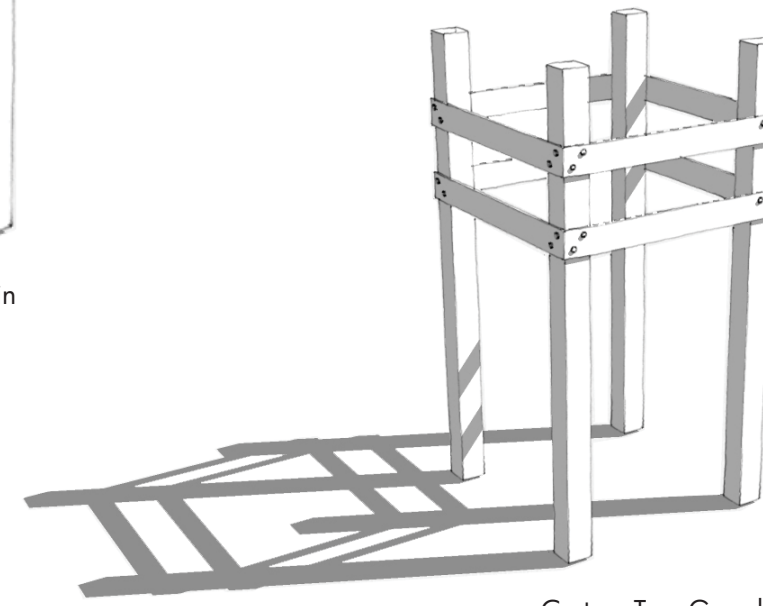
Custom Table Setting



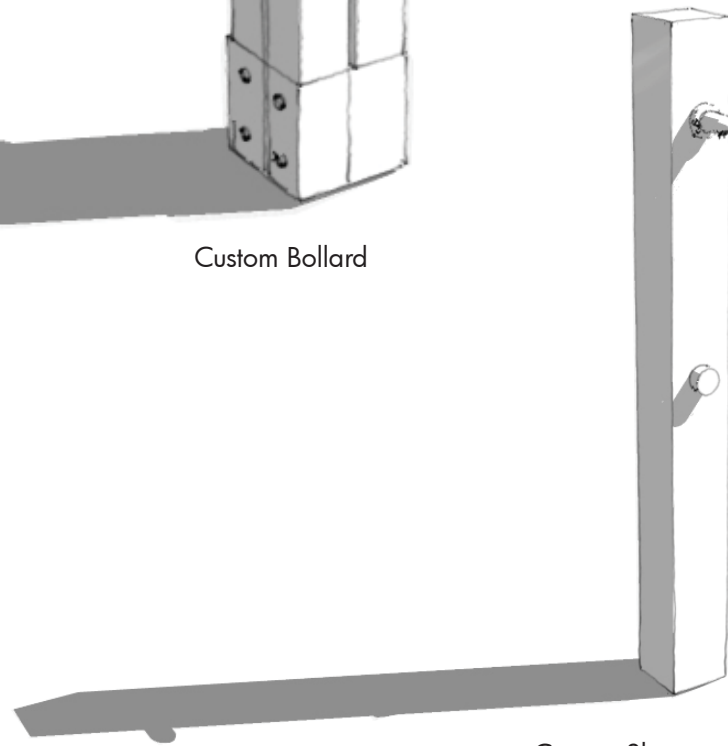
Custom Bollard



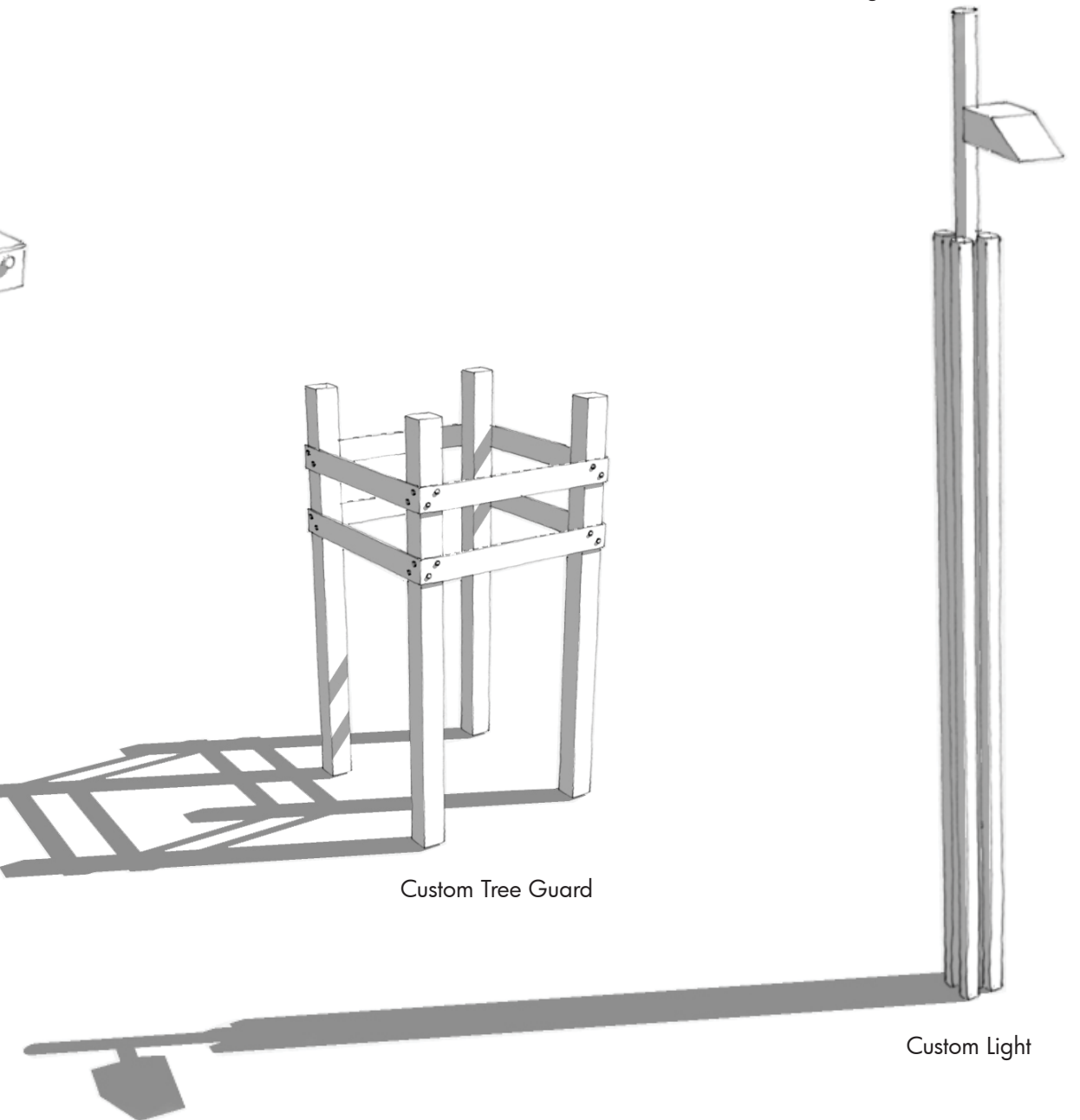
Custom Drink Fountain



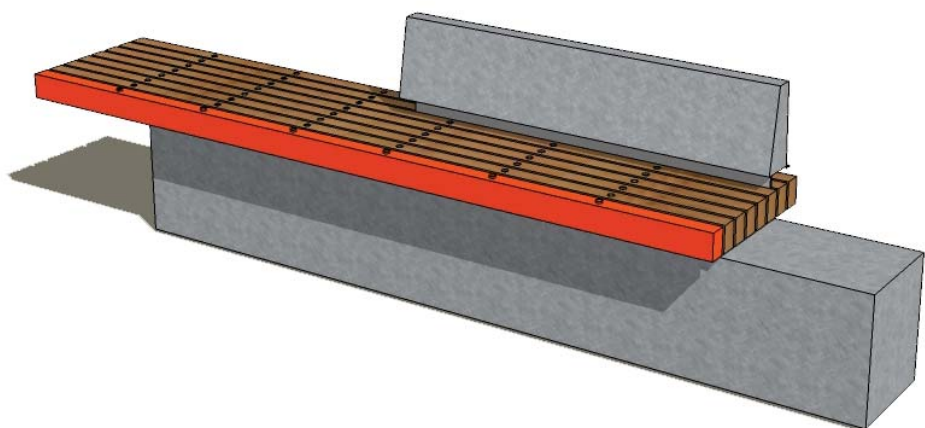
Custom Tree Guard



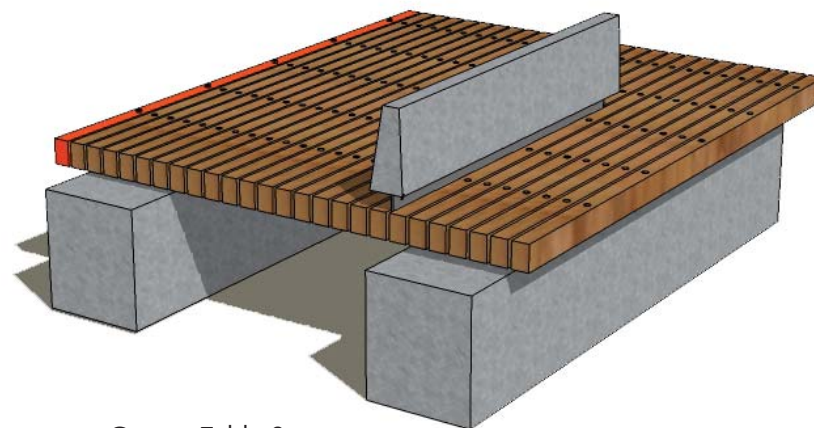
Custom Shower



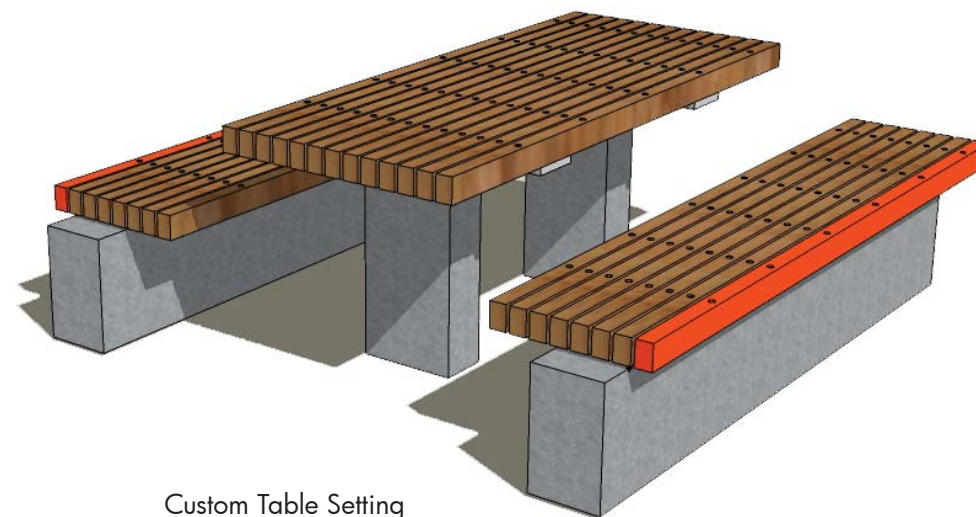
Custom Light



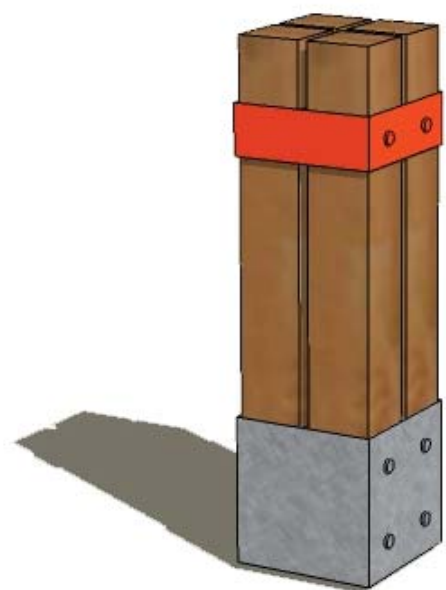
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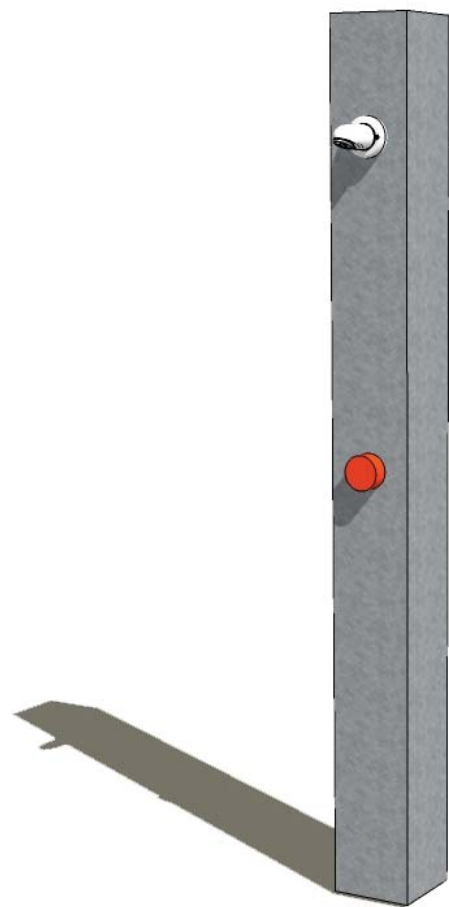
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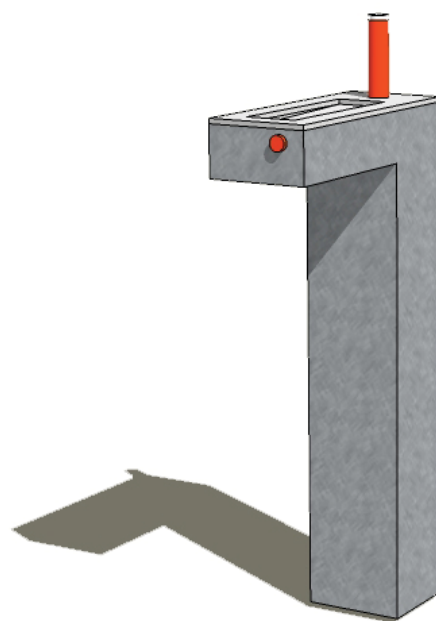
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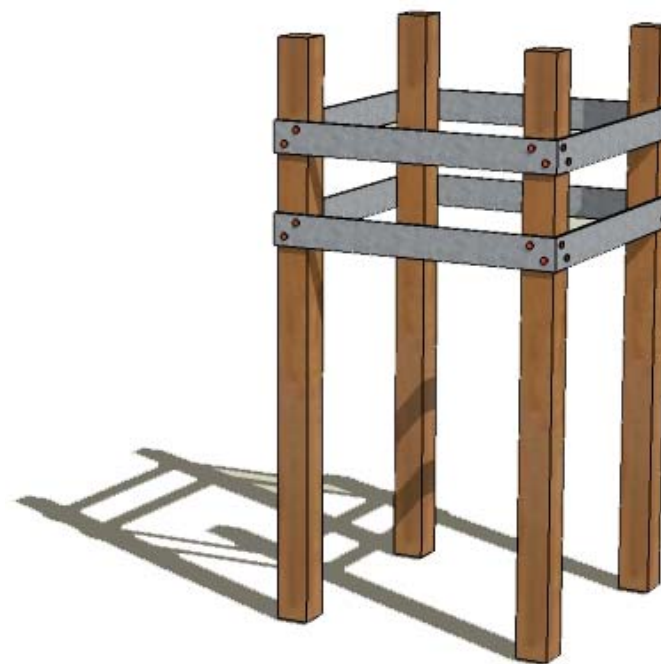
Custom Bollard



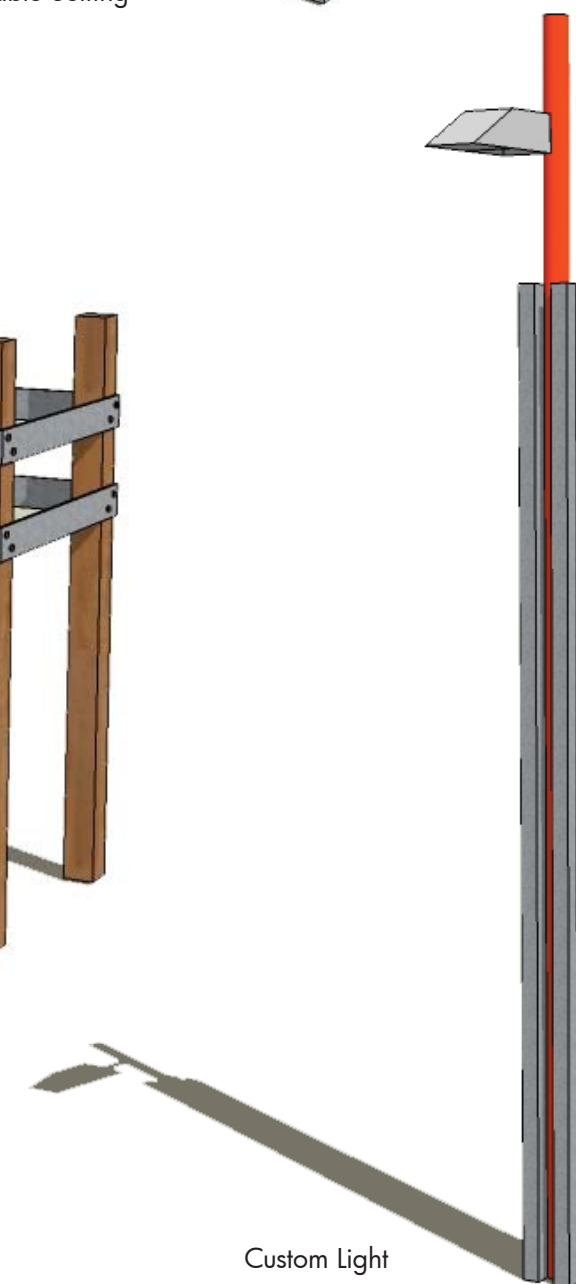
Custom Shower



Custom Drink Fountain



Custom Tree Guard



Custom Light

The chosen paving colours are derived from the existing elements of the Port to create the background canvas of the landscape.

Due to the large areas involved and that most paved areas must remain accessible to heavy vehicles, much of the paving is to remain as bitumen or 'in situ' concrete.

Opportunities do exist, however, at entry points and intersections, to pave existing road surfaces and traffic islands to distinguish it.

Concrete Paving

Concrete shall be 'light grey' coloured concrete conforming with AS3600. The finish shall be 'exposed aggregate' finish. Limestone coloured concrete could be used as a feature or as a contrast. This shall be 'topaz' exposed aggregate concrete.

Modular Concrete Unit Paving

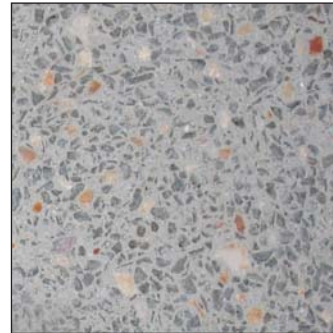
Paving units are to be small Modular Concrete Paving Units and be 100x100x60 "Charcoal" colour.

Tactile Ground Surface Indicators (TGSIs)

If required 300x300x60 modular Tactile Type "A" and "B" pavers, shot-blast finished shall be used, in the 'Gunmetal' colour as supplied by Urbanstone.

Red and Black Asphalt

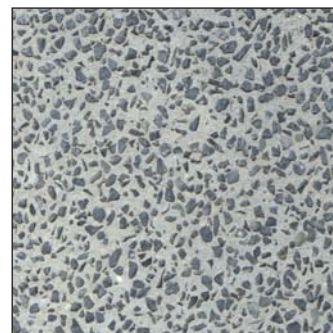
Asphalt shall be in accordance with the Australia Asphalt Pavement Association Specification No 1-1979, Size 7, Mix 2. This should be provided by an approved supplier. The red colouring for the red asphalt shall be achieved by the use of crushed laterite in the mix and red oxide.



'Light Grey' Ex Agg Concrete



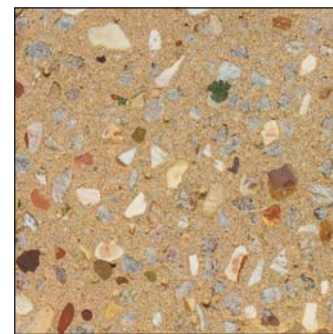
'Red' Asphalt



'Grey' Ex Agg Concrete



Black Asphalt



'Topaz' Concrete



Gunmetal Tactile Paver



'Charcoal' Concrete

Limestone Wall

Natural or reconstituted limestone wall construction from limestone blocks with flush mortar joints

Gabion Wall

HDG steel mesh frame housing natural stone or laterite. Provides a great feature for retaining or free standing walls although not ideal for seating.

Off-form Concrete Wall

Solid construction formed on-site. Can double as retaining or seating wall.

A limestone wall to the entry of the passenger terminal was previously proposed but hasn't been installed. It is proposed that this should be installed. This would add to the functionality and aesthetics of the area. If it is installed, a graffiti proof sign should be installed to the rear of the wall - facing the railway line. The wall would provide an opportunity for artwork or signage to be viewed by train passengers.

Opportunities may arise where an alternate paving colour or material may need to be used, however this will need to be well considered and professional guidance may be required.

Paving design should be sensitive to maintaining the character of the Port and excessive pavement variety should be avoided. Elaborate designs may require professional guidance



Limestone



Gabion



Off-form Concrete

Planting

Plants endemic to Fremantle, or if not, then at least a predominantly Western Australian species, make up the bulk of species selected for the Inner (IH) and Outer Harbours (OH). The general principle behind the selection of plant species is as follows:

North Quay (NQ):

Due to close proximity to the coast, trees, shrubs and ground covers chosen for North Quay are largely native coastal species which will work well in broad scale planting works. This also incorporates the Rous Head area.

Victoria Quay (VQ):

Species chosen for this area have also been selected with proximity to the coast in mind. However, many of the species suggested are more 'showy' and include a number of 'feature trees' which will work well within the context of Victoria Quay - where increased public exposure demands a more structured, detailed, fine grained approach to the planting.

It is recommended that all existing planting undertaken to date be retained and enhanced, where required, with the addition of species listed in the planting schedules.

As a general principal, with the exception of points of high public visibility such as at entry points, it is recommended that small stock (typically tube stock) be planted. Although there will be less of an impact in the first instance where small stock are used, the benefits of cost savings and the fact that these plants will be established in the conditions in which they are to ultimately grow, (as opposed to some highly developed potting mix in a pot), will result in stronger trees and shrubs overall with long term benefits.

It is intended that where possible, as much of the areas to be planted should be dry land planted, ie without irrigation. It is important that planting that is not to be irrigated is carried out at the time of first winter rains. Areas that do not have irrigation in place but are not planted during the first winter rains will require supplementary watering by the means of a watering truck or similar.



Acacia saligna
(OH) (IH)



Acacia rostellifera
(OH) (IH)



Araucaria heterophylla
(IH) (OH)



Casuarina cunninghamiana
(IH)



Casuarina equisetifolia
(IH) (OH)



Casuarina obesa
(OH)



Eucalyptus erythrocorys
(IH)



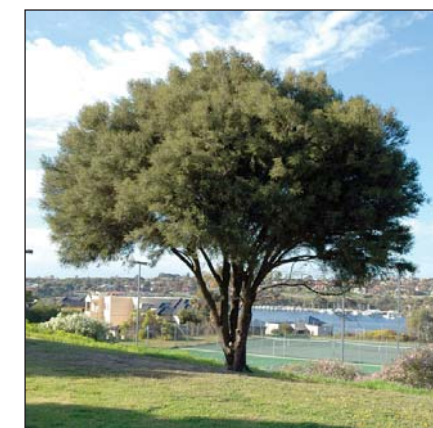
Eucalyptus preissiana
(IH) (OH)



Eucalyptus utilis
(OH) (IH)



Hakea prostrata
(OH)



Melaleuca lanceolata
(IH) (OH)



Metrosideros excelsa
(OH) (IH)

Maintenance

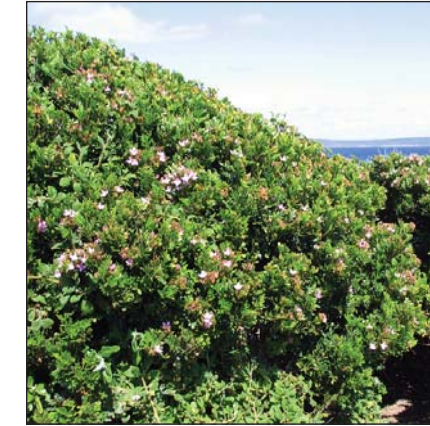
Any implemented landscape work is only as good as its maintenance. A harsh coastal environment coupled with public accessibility to select areas to be planted will result in the need to have budget provision for maintenance and replacement.



Acacia pulchella
(IH) (OH)



Agonis flexuosa 'Nana'
(OH)



Boronia alata
(OH) (IH)



Calothamnus quadrifidus
(OH)



Ficinia nodosa
(OH) (IH)



Lepidosperma gladiatum
(IH) (OH)



Leucophyta brownii
(OH) (IH)



Melaleuca huegelii
(OH) (IH)



Adenanthos sericea
(IH) (OH)



Olearia axillaris
(IH) (OH)



Templetonia retusa
(OH)



Westringia sp.
(IH) (OH)

Mainly endemic native coastal groundcover species have been selected to withstand the often harsh port conditions. Groundcovers can be planted in the facilities to cover up bare 'unsightly' areas, to stabilise slopes or to break up the large expanses of heat absorbing paved areas. In spaces where unobstructed views are crucial, ground covers can be a suitable alternative to trees, providing a similar aesthetic.

Periodically rabbits have been a problem in the Port. It is important that rabbit guards are installed around all new plantings to improve the chance of plant establishment.

There is a need to coordinate with the Public Transport Authority so that planting does not coincide with bi-annual weed spraying within rail reserves.

Soil conditioner should be incorporated into all planted areas to add body, nutrients and water retention properties to existing soil. All areas to be planted are to be mulched, not only to help retain soil moisture and reduce weed growth, but to lend character to the respective areas. Inorganic mulches such as crushed brick of varying colours, crushed limestone, bauxite or pea gravel, and some of the more robust organic mulches such as pine bark and wood chips are good forms of mulch.

In some instances, where planting and paving are inappropriate, the technique of applying a pattern of two contrasting mulch types could suffice as a striking and effective surface treatment. Where planting is used at the Inner Harbour it needs to be of an appropriate scale and used to emphasise the lineal nature of the Quay.



Acacia lasiocarpa
(IH) (OH)



Clematis pubescens
(IH) (OH)



Eremophila glabra
(IH) (OH)



Grevillea crythmifolia
(OH) (IH)



Grevillia 'Gilt Dragon'
(IH) (OH)



Grevillea obtusifolia prostrata
(OH)



Hardenbergia comptoniana
(IH) (OH)



Hemiandra pungens
(OH) (IH)



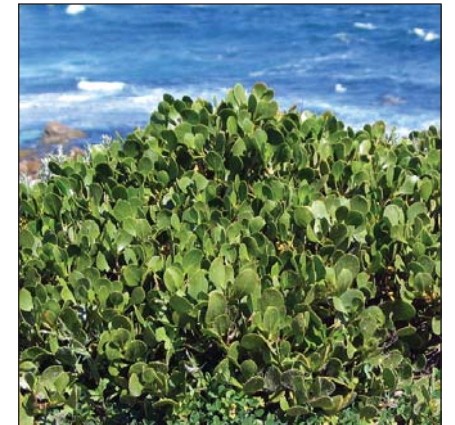
Hibbertia scandens
(IH) (OH)



Juniperus confertus
(IH) (OH)



Rhagodia baccata
(IH) (OH)



Scaevola crassifolia
(IH) (OH)

Fencing

Where new fencing is installed, black steel garrison style fencing to match the existing should be used as the default standard. If another style of fence is required, black PVC coated chain wire mesh is recommended. Similarly where existing fencing requires upgrading, it is to either be painted black or replaced with black steel fence to match. Dark colours tend to visually reduce the impact of the fence. Also with time the black coating tends to fade to grey and blend in harmoniously with the surrounding landscape elements.

If viable, fences within areas that are to be planted should be set back from the edge and 'nestled' within planted areas to reduce their visual impact. For security reasons and Customs operations, vegetation should be planted 2 metres from fencing so as to not screen or provide a point of access into the Port. It may be necessary to plant ground covers either side of the fence line to fill the gaps.

Colours

It is advised that elements such as light poles, furniture and signage anywhere in the Port and new buildings outside the West End of Victoria Quay are made into a feature by applying a bright, bold colour palette, especially in areas of high public exposure. This strategy recognises the fact the many of these elements have small surface areas and hence the impact of any colour used is substantially reduced.

For example, orange used on posts is a simple straightforward idea, however it adds considerably to the look and feel of the area. This is also intended to highlight and revitalise areas. Colours within the same palette but of more subtle hues are to be used in more functional and less publicly accessible areas so there is a continuity of colour theme but a distinction between the two types of zone.

There is also scope for the bolder use of colour in special circumstances. For example, the railway bridge across the Inner Harbour.



Existing black steel fencing around Port



Existing black steel fencing



PVC coated chain wire mesh fence

Public art can play an important role in defining and providing meaning and vibrancy to an area. Thoughtful use of public art pieces can significantly increase the attraction of a site. The inclusion of public art plays a vital part in the provision of cultural amenity and is a key vehicle for site interpretation.

There is potential within the port to include a number of public art pieces.



At both the Inner and Outer Harbour there is potential to benefit from an increase in the provision of signage. This can be achieved without it becoming a form of visual pollution. Such signage should be consistent with Fremantle port's signage policy and take into account the character, design and colour scheme of the area. Three main types/forms of signage are required within the Port:

- 'Entry Statements' at points such as at the corner of Tydeman and Port Beach Roads, at the corner of Queen Victoria Street and Tydeman Road and at the entry to Rous Head Harbour.
- 'Interpretation' signage to provide information about the area's heritage and explain the operation and development of the Port or explanations and credits relating to art works.
- 'Directional Signage' along vehicle, pedestrian and cyclist approach routes. This type of signage is especially important in and around areas of high public use such as at the western end of Victoria Quay.

It is recommended that all street signage should be rationalised. In many cases it is considered there are opportunities to combine certain types of signage with other signs and/or existing or proposed furniture items, eg parking signs with light poles or bollards with insignia. In other circumstances the option to combine a number of signs on a single pole should be investigated. An unnecessary duplication of these elements with numerous different poles within close proximity to one another can appear cluttered and confusing. As with furniture elements and light poles, there is the opportunity to introduce a colour scheme in keeping with the building guidelines.

In areas of frequent public exposure and at entry points, it is recommended that the option of incorporating signage with-in public art work be explored.

