

2016 NARROGIN TOWNSCAPE STUDY REVIEW

PREPARED FOR THE SHIRE OF NARROGIN

July 2016 Final Draft



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INTRODUCTION

H+H Architects have been engaged by the Shire of Narrogin to undertake a review of the 1988 Narrogin Townscape Study prepared by Donaldson Smith Architects and Urban Designers, and P & M Tooby Landscape Architects. A number of key items proposed in the 1988 study have been addressed and implemented in the town, with various aspects not yet complete but still remain as feasible options for consideration in 2016 and the near future. Some options proposed in the study are no longer relevant or desirable.

This study has been undertaken by H+H Architects with assistance from Sally Malone from Malone Design.

The methodology in approaching this review has been to examine the 1988 study and provide comment on what has been achieved and what works should be undertaken now to reinforce the core values of the town centre. The review also considers what is not recommended from the 1988 proposal, such as arcade and mall developments. These are now deemed as not appropriate additions for a town of this scale and nature.

H+H Architects recognises the importance of this project to the Shire of Narrogin, and the opportunity it presents in achieving social and economic stimulation for the local community. We believe the success of this project will lie in the development of clear project outcomes, regular communication, engagement with the wider community, and the further planning of long term sustainable projects that enable the Shire of Narrogin to apply for funding to undertake the proposed works.

Based on a review of the preliminary project brief, H+H Architects have identified three key aspects to the project, namely;

- Assessment and analysis
- Re-activation and place-making
- Implementation

All of these aspects combine to create a 2016 Townscape Plan that addresses the specific constraints and opportunities of the Narrogin CBD. By investigating practical solutions for appropriate re-activation of key public spaces, and the insertion of new elements/uses/activity nodes in key spaces, this will provide an outcome to better support community use and improve economic opportunities in the town.

1988 STUDY

The 1988 study identified the architectural and landscape opportunities that could be considered to enhance the town of Narrogin at that time. The original brief compiled by the consultants in discussion with Council Officers, incorporated:

- *The resolution of a town strategy including the development of an overall concept plan for the 'core area' of the town.*
- *Design development of various areas:*
 - *Mackie Park*
 - *Civic Precinct*
 - *Entry Statements*
 - *Town Theme Planting*
 - *New Retail Centre*
 - *Streetscape proposals for Federal, Fortune and Egerton.*

It was also noted in the report that:

"It was particularly important to consider the impact of the proposed large new retail development in the area bounded by Earl, Fortune, Federal and Egerton streets, the key central streets defining the 'core area.' The relationship of the development to the streetscape, along with vehicle movement, parking and pedestrian movement around the town had to be addressed to ensure it could be integrated into the existing heritage fabric of the area."

2016 REVIEW**CORE VALUES**

This revised study focuses on a number of core values to enhance the unique identity of the town and to provide direction over the coming years. The following elements are outlined on the attached drawings.

- **Central Precinct**
 - Create a central precinct incorporating the area bounded by Egerton, Federal, Fortune and Earl Streets.
 - Protect the important buildings and streetscapes of this precinct
 - Improve pedestrian links through the precinct
 - Build on the leafy green character of the CBD
- **Developing a Civic and Cultural heart**
 - Build and enhance existing civic amenities
 - Create a central civic space in the CBD
 - Increase links between eastern parkland and town centre
 - Develop opportunities for cultural and community buildings and facilities
- **Improve visitor experience**
 - Develop the Rail Heritage theme through the town centre with historic interpretation and street furniture
 - Relocate the visitors centre to within the newly created civic and cultural heart.
 - Provide access and parking for large recreational vehicles within close proximity to visitor centre
- **Greening the CBD**
 - Build on the existing leafy character within the town
 - Improve pedestrian amenities including shade and shelter
 - Reduce the 'heat island' effect in the summer months
 - Improve amenities for motorists including parking under shade

OVERVIEW

- **Walkability**
 - Develop a consistent palette of materials and quality within the town centre
 - Increased shaded pathways
 - Ensuring paths are linked to key areas
 - Ensuring pathways are accessible for the whole community including aged and disabled residents
 - Develop a signage scheme throughout the town
- **Parking**
 - Undertake an audit to assess availability and location of current parking
 - Develop a signage scheme to identify parking areas including amenities for long vehicles
 - Examine opportunities for more and better located parking
 - Increase accessibility with a family friendly and aged accessible outcome
- **Consolidation of the CBD**
 - Support the existing businesses and residents
 - Enhance built form and streetscape fabric
 - Create a shared vision with the business community
 - Develop strategies to reduce the number of vacant buildings
 - Develop a consistent colour palette for buildings
 - Protect and conserve existing heritage buildings

UNIQUE CHARACTER

With community input H+H Architects have identified a number of existing aspects that contribute towards the unique character of Narrogin including;

- Views into town
- Trees, greenery and gardens
- Flowering trees
- Nestled within a valley
- Importance of the creek and green space around the CBD
- Woodland surrounding the town
- Heritage characteristics and Federation heritage buildings
- Railway town
- Streetscape width
- Centre for a wide geographical area
- Compact CBD with a good proportion of quality heritage buildings

These aspects have informed the outcomes and proposals of the 2016 study.

HERITAGE

There are a number of significant places that are listed on the State Heritage Register and local heritage inventory in Narrogin. These buildings form the primary identifying built characteristics of the town centre, and should be retained and conserved. Opportunities for adaptive reuse of the empty and unused spaces should be explored and encouraged by the Shire of Narrogin.

State Registered Heritage sites (defined on the Site Analysis plan in dark blue)

- Mardoc Building
- Courthouse Museum
- Narrogin Post Office
- Narrogin Railway Station
- Anglican Church
- National Bank
- Commonwealth Bank

OVERVIEW

- Narrogin Memorial Park and War Memorial Pavilion
- Narrogin Town Hall Complex

Other Heritage sites (defined on the Site Analysis plan in light blue)

- Narrogin Road Board Office
- Bushalla's House
- Soldiers Memorial Institute
- Narrogin Business Enterprise Centre
- West Australian Bank and Quarters (fmr)
- Narrogin Trading and Agency Company
- Baptist Church
- Union Bank and Quarters
- Nurse Ness's Hospital
- Palm trees (associated with Chippers Store)
- AMP Building
- Horden Hotel
- Amusu
- Mackie Park
- Canberra bakery and tearooms

Mackie Park, Horden Hotel and the Town Hall form the cornerstone elements to Fortune and Federal Streets, and would benefit greatly from the development of a civic heart and a defined centre for the town.

Redevelopment of Mackie Park and the intersection of these streets would help to create a town square style space and strengthen the character of the streetscapes in this precinct. See attached photorealistic render in Appendix 5. The role of Mackie Park is discussed further in The Intersections component of this report.



Some of the key Heritage buildings within the CBD.

OVERVIEW

2016 SITE ANALYSIS

Whilst the 1988 study focussed on an overall area bounded by Earl, Federal, Egerton and Fortune Streets, in 2016, given the growth of the town, the study area has been extended north and south to include Park, Smith and Ensign Streets. However the central precinct shown on the attached drawings (appendix 3) is considered to be the most important element of the CBD and works should be concentrated in this area first.

The following elements have been identified as the primary characteristics of the town, and are highlighted on the Site Analysis plan (appendix 1)

- Intact / Active streetscape

The areas identified on the site plan as intact and active streetscapes are the main streets in the CBD that have retained their character, heritage fabric and businesses. The key heritage buildings listed above are situated within these main streets, with a focus on the key intersection of Fortune and Federal Streets.

- Leafy character

There are a number of street trees and green spaces throughout the study area that enhance the streets and CBD, soften the building facades and provide shaded spaces for recreation.

- Weak character

Some of the minor streets in the CBD have been identified as having gaps in the streetscape, are dominated by parking, or large blank walls and fences are not pedestrian friendly, and have a poor quality of finishes and surfaces.

- Access

The key vehicle access points into the CBD are identified as entering from Williams Road, and both the south and the north ends of Federal Street.

- Pedestrian Through Routes

A number of pedestrian links and paths are present throughout the town, and link the access points between the primary streets.

- Key Entry Nodes

Key vehicular entry points are highlighted on the plan to identify the initial interface with the CBD upon arrival into town.

- Key CBD intersection

Situated at the junction of Fortune and Federal Streets, this intersection is identified as the most important node in the CBD, and the most appropriate location for the development of a defined town square.

OVERVIEW KEY RECOMMENDATIONS

- **Central Precinct**
- **Developing a Civic and Cultural heart**
- **Improve visitor experience**
- **Greening the CBD**
- **Walkability**
- **Parking**
- **Consolidation of the CBD**

TOWNSCAPE STUDY REVIEW

1988 STUDY

A number of suggestions and considerations were outlined in the 1988 study including;

- *Re-development of Mackie Park and adjacent street space*
- *Introduction of centre street parking to Fortune Street*
- *Highlighting the junctions at various intersections at Federal, Egerton, Fortune and Earl Streets*
- *Re-opening a pedestrian link across the railway at Egerton Street*
- *Providing an alternative rear access to the Hordern Hotel and other buildings*
- *The possibility of access through arcades into the new retail development*
- *Re-development of many building frontages, including restoration of verandahs*
- *Resuming some Westrail land for various purposes.*
- *Ensuring that the significant composition of the three major buildings in Federal Street are retained;*
 - *Town Hall*
 - *Hordern Hotel*
 - *Mardoc Building*
- *The potential for siting the retail development and car parking areas within the given area.*

2016 REVIEW

This 2016 review of the previous Townscape study identifies the items which have been achieved since 1988, items which have not yet been achieved but are still recommended, and a number of additional elements to consider;

What has been achieved since 1988;

- Re-development of Mackie Park and adjacent streetspace (to some extent)
- Highlighting the junctions at various intersections at Federal, Egerton, Fortune and Earl Streets (to some extent)
- Re-opening a pedestrian link across the railway at Egerton Street
- Providing an alternative rear access to the Hordern Hotel and other buildings (to some extent)
- The potential for siting the retail development and car parking areas within the given area. (Some of this has been achieved and is still supported)
- The possibility of additional access through arcades into the new retail development has not been addressed and is not supported as a viable option for the scale and nature of the town

What has not been achieved but is still recommended in 2016;

- Re-development of many building frontages, including restoration of verandahs
- Resuming some Westrail land for various purposes
- Ensuring that the significant composition of the three major buildings in Federal Street are retained;
 - Town Hall
 - Hordern Hotel
 - Mardoc Building
- The potential for siting the retail development and car parking areas within the given area.

Summary of additional elements to consider (as outlined in the above Core Values and Unique Character;)

- Create a central precinct
- Create a civic and cultural heart
- Continue the greening of the town centre
- Review of the general parking, signage and accessibility throughout the town
- Reinforce the unique character of the town
- Improve walkability within the town and linking to adjacent residential areas

An observation in small towns is that Arcades and Malls are not successful. This review does not support the proposal for developments of any additional pedestrian arcades and malls within the town centre

CONSOLIDATION OF THE TOWN CENTRE

1988 STUDY

The 1988 Study discussed the need to consolidate the Town centre as summarised below;

“Narrogin has a clear and coherent urban structure. The town sits in a valley surrounded by hills with a stream following through the middle and the railway following alongside. The roads to the surrounding towns radiate from the centre and either run into or connect into Federal Street; the natural main street. The town centre proper is comprised of the block bounded by Federal, Egerton, Earl and Fortune Streets.

This structure means that Narrogin has all the basic characteristics to make it a convenient place for those who live there, and an easily understood place for those who visit from elsewhere. Furthermore, its building stock is comprised of a large number of attractive buildings from about the same period. The importance of Federal Street is reflected in the location of the Shire Offices at the northern end and the Old Town Hall at the southern end.”

The main items identified to assist with consolidation in the 1988 study were:

- **Streetscape Improvement**
 - *Specific designs and development guidelines for buildings and street works will enhance the integrity of the town’s visual character.*
- **New Retail Development**
 - *The creation of a new and major retail centre in the heart of the town made possible through the Council’s initiative will help enormously to overcome the decentralising effect of the existing Coles development.*
- **Civic and Social Amenity**
 - *Design proposals for Mackie Park and the inclusion of a plaza in the proposed new retail development will provide the kind of social space presently lacking in the central area.*

2016 REVIEW

In 2016, the statements above are still relevant. By creating a central precinct, extending the greening of the town centre and improving the pedestrian walkability, it will assist in enhancing streetscapes and the consolidation of the defined town centre zone.

- **Creation of a Central Precinct** bounded by Egerton, Federal, Fortune and Earl Streets will emphasise the importance of this core area of the town centre. This precinct has the most intact streetscapes and contains the majority of the recognised heritage buildings within the CBD.

Townscapes improvements and revitalisation efforts should be concentrated in this precinct before they are spread further afield into the rest of the town centre.

To succeed as a precinct, planning policies and guidelines should be put in place to protect the area and provide incentives for its improvement and revitalisation.

- **Streetscape Improvement** remains as a key aspect for enhancing the town, along with improving some of the existing facades. This is proposed to be via the improvement of pathways, introduction of street furniture, greening throughout the CBD and improving and revitalising some of the old building facades.
- **New Development** within existing buildings will greatly improve and enhance the townscape. However, due to the scale of the regional town and the demographics within it, a Plaza style development is not a recommended approach. Revitalisation of existing empty buildings is recommended. The 1988 study was primarily focused on retail development, but in 2016 we believe it is also commercial and residential development that could be introduced to repurpose and infill

CONSOLIDATION OF THE TOWN CENTRE

existing buildings within the CBD. Re-use development proposals are beyond the scope of this report and should be investigated through separate more detailed studies as opportunities arise

- **Civic and Social amenity** is supported and recommended, but with an emphasis on expanding Mackie Park to allow more civic use and provide a visitor hub within the CBD, more details on this are contained later in this report.

Narrogin is not alone in experiencing a change in the character of its town centre. The growth of on-line retail, reducing populations and socio-economic challenges are leading to a contraction of retail in many town centres. When coupled with the gradual reduction of anchor services such as banks, and the ease with which residents are able to drive to neighbouring larger centres, this contraction is further exacerbated.

The challenge for smaller regional towns lies in how to manage these changes so that the civic 'heart' of the town is not irreparably destroyed. There are a number of tools that can be used, and these may in some cases require structural changes to Shire planning schemes and building codes, as well as to the actual fabric of the streetscape.

As a general guiding philosophy, the Shire and community should recognize that the town centre has a key role in the economic and social fabric of the community, and endeavour to consistently make decisions which focus resources and activity into the core. Wherever possible, new businesses and enterprises should be encouraged to establish their operations in the CBD.

'Encouragement' may take the form of planning and building concessions. For example; reduced parking requirements, rate relief for the first 12 months, technical assistance and advice on retro-fitting older buildings and building requirement concessions for adaptive re-use projects. It may also entail the active discouragement of decentralization. For example by using policies which prevent businesses setting up in CBD fringe residences, zoning plans which clearly draw a ring around the central area and variable rates which allow for reductions in the CBD area for tenanted buildings.

Wherever possible, efforts should be made in the core of the town to:

1. Retain existing businesses;
2. Enhance the character of the streetscape;
3. Ensure infrastructure is of a high standard throughout the CBD
4. Market the town centre to the community and visitors;
5. Activate the town heart through managed events, large and small, and
6. Actively attract new businesses.

Attracting new businesses will require some work around economic development and trends – there is no point in putting resources into enterprises with little chance of success, but there may be sectors which have opportunities that could be developed. A brief discussion of potential opportunities follows.

If retail is a contracting sector, initiatives around other types of businesses may need to be developed. For example, Narrogin is situated in a relatively stable and established agricultural area, and agribusiness is a dynamic sector which is experiencing global changes around: food security; enhanced productivity; new technologies (eg. GPS assisted harvesting); environmental management and crop diversification. An agricultural innovation centre located in a currently unused CBD building with: excellent internet; meeting and workshop spaces; multi-department connections, and a programme of networking and skills development events may be one way that a catalyst enterprise could help to attract and anchor other related businesses. Programmes which help develop local entrepreneurs and support start-ups are also valuable.

Actively recruiting outside firms (and Government departments) also has value, and the Shire may need to seek specialist assistance in how and who to target and what incentives may be able to be offered. Businesses

CONSOLIDATION OF THE TOWN CENTRE

which require a large floor space may be harder to accommodate in the ‘fine-grained’ character of the town CBD, but there may also be ways to ‘broker’ consolidation of separate buildings to meet area needs.

Encouraging tourists to stop and then finding ways to get them to spend additional time in the town and CBD is also important. There are two trends to consider when looking at visitors. Australian tourists – mostly grey nomads – are travelling in increasing numbers. However, this cohort is becoming notorious for being wholly self contained (cooking all their own meals and tea breaks for instance) and demanding towns to provide facilities for them for free – the “RV friendly” campaign being a case in point where towns are expected to provide free waste dumps, free wifi and free one night campsites. The value of these visitors is becoming harder to find in some cases and creative thinking will be required to find ways to encourage them to spend in the town and stay longer, marketing unique experiences and giving visitors a way to connect with local people are some of the approaches that can be explored.

The second trend is the phenomenon of Chinese tourists (and to a lesser but still significant extent Indian visitors) who are now travelling independently of organised tours and seeking unique experiences. This trend represents an opportunity due in part to the sheer number of this group who are now travelling, but also in terms of their interest in food, wine, natural assets and Australian rural experiences. The Shire may need to develop this potential asset as part of a regional or sub-regional strategy, but there is an opportunity to bring outside income into the community by marketing to this group of visitors.

Narrogin is relatively unusual for a wheat belt town in that it has a largely intact built form in the town centre, high quality buildings – many of which are two storey, and an urban fabric that is not a one-sided main street (many other towns are a rail line and a row of shops). These are a point of difference and great bones from which to build a town that visitors will want to spend time in - the key is activating empty shop-fronts and creating welcoming streetscapes. There may also be an opportunity to support new visitor enterprises such as boutique hotels.

In conclusion, the challenges created by contracting ‘main street’ economies call for innovative thinking, a focus of resources into the core of the town and strategic physical (townscaping) and policy changes to encourage business investment into the town centre. These actions will take time to implement and have an impact, and so a long-term and consistent approach will be needed by the Shire and community.

Unfortunately a less pro-active approach is likely to result in further loss of vitality in the town’s heart, which will have significant implications for the Narrogin community.

CONSOLIDATION KEY RECOMMENDATIONS

- **Creation of a Central Precinct**
- **Streetscape Improvement**
- **New Development**
- **Civic and Social amenity**
- **Attract new business**
- **Encourage Tourists**

STREETSCAPE

1988 STUDY

The 1988 report states;

“The motivation for improving the streetscape is the desire to create a stronger sense of place that is unique to a particular town. That sense of place will produce a memorable image comprised essentially of the buildings and the spaces in and around the buildings. This image will ideally be different from other towns, thus making for a special experience for the visitor, and a sense of pride for the local residents.”

2016 REVIEW

The recommendations of the 1998 study are still relevant in 2016. The principle elements that contribute to the unique streetscape character of Narrogin are:

- The built environment
- Hard landscaping – paving roads etc
- Street furniture and signage
- Soft landscaping and street trees

These elements are discussed in more detail in the individual sections below.

FEDERAL STREET 1988

“Narrogin has enormous potential for a strong memorable town centre image. There is a very clear and coherent architectural style amongst the collection of buildings comprising the central area. In addition to the largely intact fabric from the early part of this century in Federal and Fortune Streets, Federal Street is in itself an impressive formal composition between Egerton and Fortune Streets. The Egerton Street intersection has the Shire Offices, the grand Mardoc Building and, before its demise, the Duke of York. The street is dominated by the Hordern Hotel, a marvellous asset to the streetscape which must also be seen as a great asset to any future capitalising on the potential for a tourist route through Wandering, Narrogin, Wagin and onto Albany.

The Fortune Street intersection has the Old Town Hall, Mackie Park and the R & I Bank. The R & I Bank, although an interruption to the relative integrity of the style of the street is not entirely incompatible with the general form and scale of its context. The later section of this report which details proposals for individual buildings has suggestions for this building which would dramatically improve its contribution. Federal Street is the traditional high street of Narrogin and everything possible should be done to maintain its overall form and to enhance the existing character of the buildings' facades.”

FEDERAL STREET 2016

Because of the development works to Fortune Street over the past 20 years, Federal Street's significance and desirability has decreased. This will be further impacted on by the likely loss of the Shire offices on this Street.

In 2016, Federal Street still contains the majority of the impressive Federation Architecture of Narrogin's CBD. To ensure the significance and vitality of Federal Street is maintained it is recommended that the town;

- Encourage reinstatement of verandahs to significant buildings in Federal Street
- Encourage building owners to paint and restore facades
- Create a civic heart in Mackie Park
- Encourage a diverse range of retail, community, commercial and residential use throughout Federal Street.
- Rationalise hard landscaping throughout the street
- Increase street trees where possible
- Provide street furniture consistent with a CBD wide scheme

STREETSCAPE**FORTUNE STREET 1988**

The considerations outlined in the 1988 study below have since been implemented within the town and have significantly improved the amenities and accessibility of the street.

“Fortune Street has become the main commercial street of the town. It contains an interesting collection of buildings making a street of great character which could be significantly improved with some modest changes. These would include over time the reinstatement of some verandahs, and the more creative use of both signage and the painting of facades.

Fortune Street was identified as the first priority project in the Narrogin Townscape Improvement Programme. It was proposed to transform the street into a “parking street” with the intention to optimise:

- *The convenience of car parking within a retail or commercial area*
- *The spatial quality and pedestrian convenience normally associated with a pedestrian mall*
- *Accessibility for vehicular traffic without interrupting the normal traffic patterns in the town*

FORTUNE STREET 2016

The ideas and concepts outlined in the 1998 study have successfully contributed to the enhancement of Fortune Street over the past 20 years. Incorporating central parking, increasing pedestrian convenience and greening throughout the street are still some of the key recommended approaches for the other key streets in the CBD.

Fortune Street remains one of the main commercial street in town, and it was discussed at the community meeting that the enhancements that have been made since 1988 have satisfied the need of the town. Minor improvements could still be considered to improve the streetscape by introducing more of the “core values” as outlined above.

Fortune Street is currently viewed as the success of the 1988 study, and can be used as an established example of what else could be achieved throughout the town centre.

Further works should include the provision of additional trees, streetscape features and a paved pedestrian link adjacent to the Post Office.

EGERTON STREET 1988

“Egerton Street does not at present have the qualities one would expect of the main road into town from Williams. With the closure of the railway crossing and rise of Fortune Street as the commercial heart, the pattern of the town centre has become a little confused and the significance of Egerton Street undermined. However, a major opportunity now exists for the dramatic revitalisation of Egerton Street. The appropriate planning of the new retail development in the central area would create a new north-south axis from the State Government offices in the south to Coles in the north, with Egerton Street being the central link between the two major retail components. Further, the feasibility of relocating Town Council's offices to the Mardoc Building and a new commercial development is being mooted for Egerton Street itself. If all these possibilities were to be realised, Egerton Street would be transformed and become recognisable as the entry to the town. In summary, the central area already contains many of the qualities of an historic town-centre precinct. A number of planning strategies and design proposals are identified in this report to consolidate that precinctual character.”

EGERTON STREET 2016

The above still applies in 2016, however the relocation to the Mardoc Building is no longer relevant. A similar upgrade to that undertaken on Fortune Street is considered appropriate with improved parking, pedestrian

STREETScape

access, street trees and street furniture. An outline plan for these works is shown on the drawing included as appendix 3.

Further detailed investigations will be required to finalise positions of parking, pedestrian links, street trees, park benches, bins and street lighting would significantly revitalise the street and enhance the aesthetics of the streetscape.

SMITH STREET 2016

Smith Street was not considered significant in 1988, however this streets is now part of the central town area and provides an important link to the main CBD. In 2016 it is proposed to enhance the central section of Smith Street where the majority of pedestrians cross the supermarket car park towards Egerton Street. This should include:

- Introduce traffic calming measures consisting of landscaping and new paved surfaces around key pedestrian crossing points.
- Plant new street trees

STREET FURNITURE

The introduction of consistent paving and street furniture throughout the CBD would assist in enhancing the streetscapes, making the civic spaces more accessible for the local community and encourage visitors to the town. With the underlying theme of Rail Heritage throughout the town, these ideas could be incorporated into the materials and designs for benches and bollards, light fittings etc. There may also be opportunities to fund special street furniture pieces which are bespoke furniture art.

Benches

In the CBD area we recommend that the Shire of Narrogin continue to use existing Furphy benches. The timber batten version should be used in areas where there is no shade, as metal straps can become very hot in full summer sun.



In areas where feature landscaping and interpretation is being developed - such as Mackie Park – special ‘artwork’ benches could be commissioned. In Mackie Park these would celebrate the rail history of Narrogin.

STREETScape

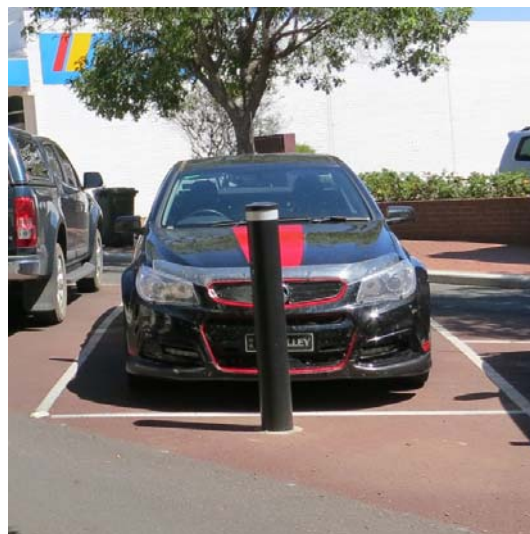


Bollards

In the central precinct the Heritage style bollards should continue to be used on feature corners.



In the wider CBD area the simple pipe and cap style bollard is suitable for traffic management and low-key areas.



CBD Pedestrian crossings

The existing solar bollard should continue to be used at key pedestrian crossing points.

STREETSCAPE

Street Lights

Generally the standard MRWA traffic light can continue to be used in the CBD, although the Shire may like to consider painting the lower 2m – 3m of the poles in townscape colours.

Feature Lights

The 'heritage Style' feature lights pictures should continue to be used on key intersections at pedestrian crossings where the solar bollards are not being used.



Rubbish Bins

Many Shires are moving away from small post-top bins to reduce 'clutter' on the street and suit automated bin emptying systems. Narrogin may consider doing the same. The plastic 'wheelie' bins are somewhat unsightly however, so in high profile areas such as the CBD - and especially the Core Zone - bins should be housed in surrounds.

The surround pictures below (from Exteria) have been used by the City of Subiaco to celebrate their history. A similar approach could be taken by the Shire of Narrogin.



STREETScape

Another option is to select a bin style that will allow the Shire to affix printed core-flute sheets or surrounds for special occasions or to promote festivals and events, see the image below.



Bike Rails

Simple 'u' rails are recommended, these should be either stainless steel or galvanised steel and left unpainted (to reduce maintenance requirements). A number of suppliers make these bike rails (those pictured below are from Exteria) but local fabricators should also be able to supply these to order.



STREETScape

Tree Furniture

Tree pits with grates and root directors are recommended for all tree planting in paved areas - aim for the largest size possible to give the tree roots space to grow, and protect from compaction with tree grates.



Tree guards may be necessary in areas when vehicles are damaging trees or vandalism is an issue. These may be as simple as installing robust tree stakes, but if a more permanent solution is needed, the following style is suggested:



Suppliers: Exteria 'Urban' or Furphy Foundry 'Pipe Line'

STREETSCAPE

Options for protecting trees planted between parking bays include tall plain bollards (pictured below) and wheel stops. Wheel stops need to be set well back to allow for car front and back overhang, but may be a better solution than bollards – which can require regular straightening from being bumped. Wheel stops are available in concrete (Agcrete) and recycled plastic (Replas)



Pots

There are a number of locations in the Core Zone where a pot could add colour and greenery. When choosing pots, the following elements should be considered:

- Location, pots adjacent to the Town Hall need to be sympathetic in style to that building, pots elsewhere can have a different 'look' if necessary;
- Unless the pot is in shade, avoid black or red ironstone glazes, as the pot walls will heat to the point where they are too hot to touch – burning plant roots, drying the soil and adding to radiant heat in the street.
- For trees and shrubs, try and purchase the largest pot possible to provide root space. Use granulated soil wetting agents liberally.
- Consider options for an inner pot housed in a decorative surround. This provides shade to the inner pot helping to keep the soil cooler, and it is easier to replace a surround than a whole pot if vandalism is an issue. Surrounds can also be repainted easily if a fresh colour is needed in the street at a later date.
- Ensure the pot / surround material is relatively robust. Fiberglass pots are lightweight but may be easily damaged if the wall thickness is inadequate.

STREETSCAPE

The pot pictured below is perfect for a small tree. Botton and Gardiner supply a white version of this pot (the Mamba).



Paving

The newly enhanced pavement styles in Fortune Street should continue to be rolled out into the Core Zone and a high level of finish and detail installed to enhance the pedestrian areas. The same materials but simpler detailing can be used throughout the wider CBD area.



Signage

Signage management and enhancement is a project in its own right, and the following guidelines are provided to assist the Shire in discussing signage improvements in the CBD.

There are two signage types in the CBD – Commercial signage (which is generally on private buildings but also includes pylon signs, sandwich boards and hoarding signs) and public direction and information signage.

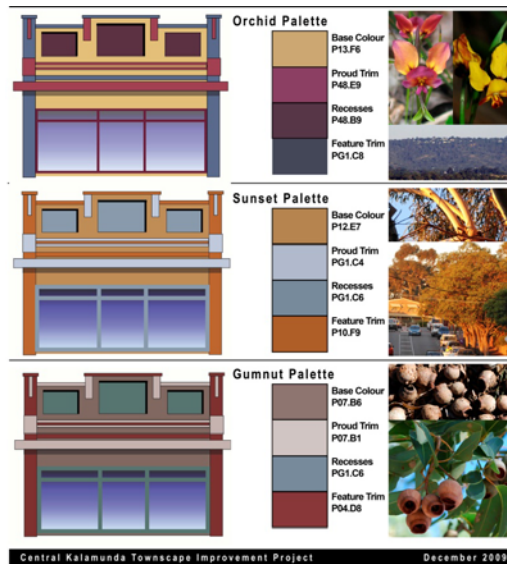
Commercial signage is generally governed under the Shire's planning and building codes, which aim to ensure safety, streetscape legibility, appropriateness (i.e. to a historic building), fairness between businesses and visual amenity. Good signage policies are enforceable, and are backed up by clearly illustrated design guidelines which help explain the requirements and assist businesses to comply.

STREETSCAPE

Narrogin would benefit from the introduction and gradual enforcement of commercial signage controls in the CBD to help build a sense of character and a quality pedestrian experience in the town. Instances where a whole building has been painted in brand colours essentially turns the entire façade into a sign and undermines the amenity of the street as a whole. Unfortunately it also encourages neighbouring businesses to do likewise and in time the street front becomes a series of garish signs, all competing to the extent where none stands out and the legibility of the street for shoppers is reduced.



An adopted Narrogin Townscape Colour Palette could be used in tandem with signage control, so that in time the street facades in the CBD form a cohesive and attractive environment. A palette which is developed specifically for Narrogin would help create a unique and memorable streetscape, and if it includes plenty of harmonising options for colour use, should be attractive to businesses to implement. The example pictured below was developed for the Shire of Kalamunda based on the surrounding natural environment.



Public direction and information signage includes street signs, way finding signs (i.e. Hospital), interpretation, event signage and street maps. A consistent comment received during this review process, was that direction signage to and within the town centre needs improvement. The Shire is reaching the conclusion of the link road/bypass project, and this is a good point to undertake an audit of existing signage in order to:

STREETSCAPE

- Identify and remove out-of-date and incorrect direction signage;
- Reduce footpath clutter by co-signing on single or existing poles wherever possible;
- Work with MRWA to reinforce correct traffic flows (i.e. remove heavy haulage vehicles from the town centre);
- Update signage to special destinations;
- Highlight underutilised parking areas for shoppers;
- Clarify entry point and special parking locations for visitors (particularly those with over-sized vehicles and caravans, and for people with disabilities), and
- Identify opportunities for special 'gateway' signage to the CBD.

The Town and Shire amalgamation process has also just been completed, and may raise opportunities for re-branding the town. The Streetscape Committee have discussed direction signage and town signage in previous meetings, ideally these discussions should be revisited and any recommendations used to help inform new decisions.

The examples below show how small elements could be incorporated into signage, perhaps inspired by Narrogin's rail heritage?



The signage audit process should also consider the information bays on the town approaches (ie located near the caravan park on the Williams Road approach). Maps and information in these bays should be updated and the general appearance checked to make sure they provide a welcoming impression of the town. In the future the way information is provided in these bays could be included in a town wide digital strategy to ensure that it is always kept up to date.

STREETSCAPE KEY RECOMMENDATIONS

- Reinforce unique character
- Restore and retain buildings, reinstate verandahs
- Rationalise Hard Landscaping
- Increase street trees where possible
- Provide consistent street furniture
- Introduce signage controls and guidelines

NEW RETAIL DEVELOPMENT

The 1988 report suggests the introduction of arcades and malls for the town, which hasn't eventuated in the past 20 years and is not deemed appropriate for the town in 2016.

1988 STUDY

"The proposed planning for the overall strategy for the development employed the same knowledge of shopping centre dynamics used in planning of major regional centres. The basic strategy is:

- *Generation of one primary and a few secondary pedestrian routes through the centre, the secondary routes feeding into the primary*
- *Car parking is organised at the ends of the pedestrian routes and the perimeter roads feed into these*
- *Major pedestrian "traffic generators" are placed at the ends of the primary route, such as supermarkets and department stores*
- *Specialty shops are located along the pathway between, usually a mall, and a significant social space is located somewhere near the middle, often referred to as a central hall.*

The pedestrian entrances to the central block containing the new retail development will be via arcades from each of the three main surrounding streets : Fortune, Federal and Egerton."

2016 REVIEW

To revitalise and maximise foot traffic on the main streets, rather than creating new short cuts between them, a more favourable and sustainable outcome for the town centre would be to concentrate on improving walkability of the existing streets and provide a coherent palette of quality paved surfaces and street furniture across the CBD. Further details and examples of recommended materials and fixtures are included at the end of this report.

The proposed plan highlights the key streets as Fortune, Federal, Egerton and to a lesser extent Smith Street. Concentration should be focused on reactivating these primary existing streets and the facades of the buildings in these streets.

Since the 1988 report, there has been increased retail development in the town centre, but it appears to be quite disconnected and separate from the key CBD areas. By enhancing parking, greening, and primarily pedestrian links to the development, this will aid in a better connection to this northern area of the town. It is recommended that no further large scale development of this scale be introduced into this key CBD precinct in the future.

NEW RETAIL DEVELOPMENT KEY RECOMMENDATIONS

- **Improve walkability**
- **Encourage any new retail development to occur in the CBD**

THE INTERSECTIONS

It is recommended in the 1988 study that the four junctions associated with the streets Federal, Egerton, Fortune and Earl Street be addressed in a consistent manner.

EGERTON AND FEDERAL STREETS 1988 STUDY

“This very significant intersection will gain even greater prominence if the Town Council Offices are relocated to the Mardoc Building. However, even if this does not happen a high priority should be given to the upgrading of the intersection. This will complete the proposed upgrading of Federal Street so far as street works are concerned, following that work included in the upgrading of Fortune Street.

The composition would be comprised of the following:

- *Two new street lights to each corner*
- *Two new bollards to each corner*
- *Two new trees to each corner*
- *Extended pedestrian paving to the width of the car parking bays, accommodating the lights, bollards and trees.*
- *Pedestrian crossing in paving similar to the new footpath paving.*

These works should be considered as part of an overall upgrading of the area of Egerton Street approaching the railway reserve. A new pedestrian crossing and associated landscaping is proposed. This will reinforce Egerton Street's original role as the integrating link between the eastern and western sides of the town.”

EGERTON AND EARL STREETS 1988 STUDY

“It is important that the Town Centre area is an immediately recognisable precinct. Clear demarcation of the limits of the area can be facilitated through the identification of its four corners. These will act as a kind of entry to the precinct.

Given that Williams Road runs into this intersection it is obviously a good opportunity to announce the beginning of the central retail and civic precinct. The treatment of the intersection would encompass:

- *Extended pedestrian paving to the width of a car bay at all four corners of the intersection*
- *Pedestrian crossings in a paving material similar to that used in the new pedestrian area above*
- *Two new street lights to each corner of the intersection*
- *Two new bollards to each corner of the intersection*
- *Two new street trees to each corner of the intersection”*

2016 REVIEW

A central part of the 2016 review of the townscape study is the upgrade of the Egerton Street and Federal Street intersection and the Fortune and Federal Street intersection in association with links to Mackie Park. With a focus on revitalising these two key areas, the creation of a defined civic heart for Narrogin could be realised.

EGERTON AND FEDERAL STREETS 2016 REVIEW

The eastern end of Egerton Street is currently a secondary street that is utilised solely for parking adjacent to the petrol station and alongside the railway station. The Shire Offices are the last double storey character building on this side of the road, which breaks the streetscape and changes the dynamic from this intersection and onwards to the north. There are

There is an established street tree on one of the four corners, which could be enhanced with additional planting to add more greening to this space. Continuing the greening down the cul-de-sac to the railway line would strengthen the pedestrian link across the railway, and significantly enhance the connection at this key

THE INTERSECTIONS

intersection. The introduction of street furniture including benches, bins, bollards along with a new signage scheme would also assist in the revitalisation of this space and reinforcement of the pedestrian link across the railway line.

Detailed investigations should be undertaken to identify works required to improve vehicle access to the parking area alongside the railway line, to allow large vehicles (including those towing caravans) to access this site as part of the visitor centre relocation works.



The current Egerton and Federal Streets intersection. View to railway line.

FORTUNE AND FEDERAL STREETS 2016 REVIEW

With the historic Town Hall opposite the open space of Mackie Park, this intersection has been identified as the key CBD intersection. The impressive heritage fabric of the Town Hall is the cornerstone of these two streets, and with a revitalised approach to Mackie Park, this could become the most attractive and useful public open space for the town of Narrogin.

It has been identified in the investigations for this report and the community consultations that Narrogin lacks a formal civic space for events and other large community gatherings. As shown on the attached sketch and perspective render it would be possible to create a civic heart for Narrogin at the intersection of Fortune and Federal Street that could be used in conjunction with the Narrogin Town Hall. Mackie Park

This space could also accommodate a revitalised visitors centre.

The key points of this proposal are:

- Removal of clock tower and low height walls, with the stonework from the walls reused in new structures in the park.
- Creation of distinctive central paved space that could be closed to traffic and used as a town square for civic events, markets etc.
- Ability to close down the traffic to the east end of Fortune Street to create varying amounts of pedestrian space.
- Upgrading of Mackie Park including stage and performance area.
- Within the civic heart, design, reinforce and interpret Narrogin's Rail heritage
- Creation of a site for a relocated and revitalised visitors centre.

THE INTERSECTIONS



The current Fortune and Federal Streets intersection. View of Mackie Park.



The proposed Fortune and Federal Streets intersection. View of Mackie Park.

INTERSECTIONS KEY RECOMMENDATIONS

- Upgrade Egerton and Federal Street intersection
- Create civic heart at intersection of Federal and Fortune Streets.

THE HORDERN HOTEL, MACKIE PARK AND THE TOWN CLOCK

1988 STUDY

THE HORDERN HOTEL

“The Hordern Hotel is a dominant Feature of Narrogin's main street; Federal Street. In urban design terms, it occupies one of the principal locations in the town, adjacent to the railway and to Mackie Park with the Shire Offices a few doors to the north and the Old Town Hall few doors south and across the road.

It is a very sound building with a strong architectural character and with renovation, the hotel has tremendous potential to be a primary component of a tourism marketing promotion of the route from Albany Highway via Wandering and on to Wagin, Katanning and south.

The dining room is a fine room, typical of the grand hotels of its period. With a new restaurant, and the potential to establish a positive relationship with Mackie Park, it would prove to be not only a draw for tourists, but also a great asset for Narrogin residents. If an outdoor dining terrace were created, it could also benefit Mackie Park, as vital social spaces need a direct relationship with the buildings around them.

The reinstatement of verandah posts to the Federal Street elevation and the original verandah to the Mackie Park elevation would contribute enormously to restoring the full character of the building.”

MACKIE PARK

“Currently, Mackie Park is uninviting and receives little use. It needs to be more accessible from the street areas and relate more to the adjacent buildings. It should provide some shade and shelter and be accessible to all. The whole of the space between the Hordern and the shops on Fortune Street needs to be considered as a single integrated space.

The following suggestions would help to enhance the park area;

- *Create one flat central area enclosed in walling and vegetation but open to the street.*
- *Make Fortune Street one way, with some angle parking.*
- *Adjust parking regime, perhaps allowing for tourist bus parking, in Fairway Street and also traffic flow through in this area as far as Park Street.*
- *Adjust Westrail access.*
- *Acquire some Westrail land to accommodate parking, planting and additional useful space for the Day Care Centre and to soften the sudden transition between the Hordern Hotel and the railway.*
- *Add tree planting to Park Street, which becomes the main through route from Fairway.*
- *Furnishings (seats, bollards, lamps, etc.) would be in line with those used elsewhere.*
- *Dependent on how the Hordern Hotel develops it may be possible to have semi-outdoor dining adjacent to the park.*
- *Pavement design and kerbing layout would be such that the vehicles will enter the area on pedestrian terms.*
- *The existing clock tower to be refaced in brick etc.”*

THE TOWN CLOCK

“The existence of a town clock in a prominent location such as Mackie Park is all too rare these days. It is a great asset to a civic space. Whilst the form of the clock tower is not at all surprising in the light of the preoccupations of the day, its form is not the most appropriate in the context of the current desire to reinforce a consistent and consolidated Town Centre image.

It was proposed that a project is mounted to give the clock a facelift. These suggested modifications are based on the idea of leaving the present clock and its support column intact. An outer skin of brickwork would be built around the column and structurally integrated with the column with steel rods epoxy glued into holes drilled in the column. The proposed form was intended to create a suitable landmark strongly integrated with the character of the whole Town Centre.”

THE HORDERN HOTEL, MACKIE PARK AND THE TOWN CLOCK

2016 REVIEW

THE HORDERN HOTEL

Building on the recommendations of the 1988 study, we propose that the town should encourage the reinstatement of the Hordern Hotel verandahs alongside a revitalised Mackie Park. Reinstating the heritage fabric to this building will have a positive impact on Federal Street, and will reinforce some of the original and unique character of the town.



Current Hordern Hotel facade on Federal Street that could be significantly improved with the verandahs reinstated.

MACKIE PARK AND THE TOWN CLOCK

It is proposed that the clock tower should be removed and the intersection of Egerton and Federal Streets be paved to create a town square that can be used for civic and community events. Mackie Park should be enhanced a key element in the civic heart of the town, as described previously and illustrated in the render and plan, appendix 4 and 5

REAR OF THE HORDERN HOTEL

The 1988 study explored the possibility of re-opening a pedestrian link across the railway at Egerton Street and also to extend a pathway to the rear of the Hordern Hotel and Mackie Park.

1988 STUDY

In a development of this theme, the following proposals are put; the basic premise being that they will improve the viability and attractiveness of the shops adjacent as well as the Hordern Hotel:

- *The Mackie Park proposals remove some parking bays from Federal Street.*
- *Allow for possible extension of the Hordern Hotel to its rear, including re-siting of the bottle shop. Alternatively, the bottle shop could be sited in the alleyway.*
- *Two way vehicular access to the parking area from Egerton Street.*
- *One way vehicular access from Federal Street, through alleyway.*
- *Turning circle provision for delivery vehicles.*

THE HORDERN HOTEL, MACKIE PARK AND THE TOWN CLOCK

- *Improved access for service to rear of shops.*
- *Improved yards and fencing to these shops and to the Hordern Hotel.*
- *Resumption of a parcel of Westrail land, which would partially be taken up by the proposals above and partially by a planting buffer. This planting to link with the Mackie Park planting.*

Quite evidently much of these proposals rest with the possibility of resuming the Westrail land required. Only twelve car parking bays are shown, and again this may be increased, dependant on how much Westrail land may be resumed.

2016 REVIEW

Building on the recommendations from the 1988 report, it is proposed that the link across the railway at Egerton street be better connected to the town centre by improving the eastern end cul-de-sac of the road. By removing the parking bays, increasing the trees and landscaping elements and incorporating street furniture, it would greatly enhance this space and aid in the connection across the railway line.

Increased greening and landscaping along the railway line at the rear of the Hotel would assist in softening the rear façade of the buildings and make a more pedestrian friendly space.

In addition in 2016 it is now proposed to upgrade the parking at the rear of the Horden Hotel to support the introduction of the visitors centre into Mackie Park. This includes the introduction of large vehicle and caravan parking.

To provide additional access from the parking area at the rear of the Horden Hotel through to Federal Street the undercover pedestrian link should be retained and strengthened by creating a pedestrian island with street trees in Federal Street aligned with the walk through.



Rear of the Hordern Hotel along the railway line.

HORDERN HOTEL, MACKIE PARK KEY RECOMMENDATIONS

- **Reinforce pedestrian link across railway line at the end of Edgerton Street**
- **Reinstate Hordern Hotel verandahs facing Mackie Park**
- **Remove town clock**
- **Create civic heart at intersection of Federal and Fortune Streets.**

TREE PLANTING

Following the recommendations below from the 1988 study, there has since been additional greening of Fortune and Federal Streets which has greatly enhanced the streetscape of these areas.

1988 STUDY

“Trees in street settings form a number of functions:

- *They are aesthetically pleasing*
- *They provide shade and shelter*
- *They help define and articulate space*
- *They bring "nature" into the city*
- *They may screen unsightly elements*

In selecting an appropriate tree the following criteria should be considered:

- *It should have a clear stem (ultimately) to at least three metres above ground level. Or it should be capable of being trained (pruned) to a clean trunk without other detriment to the tree*
- *It should have a reasonable sized canopy to give shade and shelter*
- *It should not be prone to casting branches*
- *It should not have an invasive root system*

Traditionally, the best trees for built-up locations are thought to be the deciduous varieties such as the London Planes or smaller trees such as the Claret Ash. However, in examining the Narrogin situation one has to consider the potential climatic changes that are predicted over the next decades, and the bearing this has on plant selection. In simple terms the predictions are that the area will become hotter and drier for longer periods than are now experienced.

Perhaps then the best trees to consider for this situation are those species that occur naturally in more arid areas. To that end then we have identified the most appropriate trees to be Eucalyptus dundasii, the Dundas Blackbutt and Eucalyptus campaspe, the Silver Topped Gimlet. Both of these trees occur naturally in the Goldfields area.

We recommend that E. dundasii be used as the main street tree and also in settings such as Mackie Park. E. campaspe we see being used in settings such as at the entry statements and also in association with E. dundasii in Mackie Park and other massed tree and shrub plantings.”

2016 REVIEW

The above recommendations to increase street trees and greening of the key streets within the town is still strongly supported and encouraged for the positive development of the town. Three of the key observations from the 1988 study remain as the primary focal points for the 2016 review with regards to tree planting;

- To provide shade and shelter
- To help define and articulate space
- To screen unsightly elements

An assessment of the tree types that are already introduced and are successfully established in the CBD was done in 2010 and suggestions of alternative options that could be considered to strengthen the greening throughout the town centre was provided by a local committee.

This document – Town of Narrogin, Street Tree Planning, Selection and Recommendations – has guided tree selection for the past 6 years. As part of this project the document has been reviewed for the CBD streets, and after discussion with staff and streetscape committee member Peter White, some amendments are recommended. These recommendations are included as appendix 6

TREE PLANTING KEY RECOMMENDATIONS

- **Increase tree planting using recommended species**

MAIN ACCESS ROUTES

The 1988 study outlined the need for a distinctive Entry Statement to the town with the suggestion of gates, fence posts or flagpoles. In the 28 years since this study, it is suggested that an Entry Statement to the town is not required from every entry point, and should be concentrated at key entry points.

1988 STUDY

“Typically, the entry to a town should create a sense of arrival and invitation. This is often achieved unconsciously through a towns setting in the landscape, but may also be achieved consciously through the introduction of gate-like elements. These elements can take many forms, from the use of avenue planting for example or through the use of signage.

The best way is to allow the landscape to speak for itself, perhaps only adding some information/name signage. In essence the entire approach to the town needs to be considered. Critical aspects to address include;

- *How far outside of the town should the signage be?*
- *Is the route to the heart of the town clearly identified?*

Narrogin has five entry routes to be considered;

- *From Williams: a direct route to the heart of the town*
- *From Wagin: a route via the light industrial area*
- *From Wickopin: a good view of the town on approach*
- *From Cuballing: a good view of the town from afar*
- *From Wandering: an attractive arrival into the town, a potential tourist route*

The desire was expressed that simple signage be used, as Narrogin does not have a particular story or theme to tell. Typically, each of these entrance routes is fairly well treed, although no particular theme runs through the planting. It is not recommended to clear large areas of reserve to plant avenues of trees. It may be worthwhile filling gaps, taking care not to block views etc.”

2016 REVIEW

VEHICLE ACCESS APPROACHES

In 2016, the main vehicle access approaches to the town centre are along Williams Road, Earl Street and Clayton Road. The corner of Clayton Road and Earl Street and the adjacent roundabout present a very poor entry to the town, and require revitalisation. The 2016 review recommends;

- Improving landscaping on the roundabout at the Clayton and Federal Streets junction (photo below)
- Introducing larger tree planting
- Improving the paved surfaces
- Introducing a signage or community billboard to welcome visitors as they approach Narrogin.

MAIN ACCESS ROUTES



Entry Statement examples that could be explored for the key Entry points into the town

MAIN ACCESS ROUTES

GNAROGIN PARK

We understand that the Shire is planning to undertake additional enhancements to Gnarogin Park, which follows the Narrogin Brook along the western edge of the railway line. The northernmost area of the Park at the corner of the Great Southern Highway and Gordon St (adjacent to the large roundabout) is highly visible to visitors and could provide additional amenity for locals and tourists. Accessible toilets and improved picnic facilities are planned and this location could be ideal to direct visitors towing caravans and young families to.

It will be important to also provide excellent and clear pedestrian links from this park to the CBD and visitor centre. There are two key rail crossing links into town from the northern end of the park, one at Clayton Road and one at Egerton St. These crossing points need to be:

- Clearly identified with engaging signage that lets the pedestrian know how far they need to walk and how to get to their destination (maps);
- Shaded with tree planting as much as is possible within the constraints of the rail reserve requirements;
- Provided with safe crossing infrastructure at the rail lines;
- Paved to a fully accessible level (wheelchair and pushchair friendly);
- Lit at night with good visibility to the surrounds (CPTED principles), and
- Enhanced with a 'breadcrumb' trail - elements that encourage people to walk, engage children and lead the pedestrian in the right direction and reassure them that they are on the right path.

The two long vehicle parking bays which have been created on the bypass road also need to be connected to the crossing link paths, as these are likely to be used by visitors as well.



The blue pillar signs are visible from a distance and include a map. The playful paving inserts lead pedestrians to an eating area.

MAIN ACCESS ROUTES

Gnarogin Park as a whole is an asset to the town, with its artworks and brookside path. Continuing to enhance it with planting, interpretation and strengthened connections across the rail line is strongly recommended. The more that it is used and activated, the more it will be 'owned' by the community, respected and cared for. Antisocial activity can be managed by keeping a clear mid-storey (although trees and shade are essential), lighting trouble spots and main thoroughfares at night (possibly with solar if power is unavailable) and attending to vandalism damage and rubbish quickly.

The watercourse itself has the potential to be quite lovely, and work has already been done to manage weeds and enhance the banks. Some of the principles of 'Living Streams' could be used to further improve the environmental and aesthetic values of Narrogin Brook.



The native sedges and rushes in this stream out-compete weeds and slow water speed to reduce bank erosion.'

The rocks and feature planting in this storm water drainage channel provide an area for people to see the water flow and access the water in a safe and managed location.

MAIN ACCESS ROUTES KEY RECOMMENDATIONS

- **Improving landscaping on the roundabout at the Clayton and Federal Streets junction**
- **Improve hard and soft landscaping on approaches**
- **Introducing a signage or community billboard to welcome visitors as they approach Narrogin.**
- **Enhance Gnarogin Park**

CONCLUSION

The 2016 review of the 1988 Narrogin Townscape Study builds on the works completed since 1988 and provides recommendations for a future program of work that will enhance the vitality of the CBD, protect its important streetscapes and provide opportunities for future growth.

Many of the recommendations from the earlier study are still applicable and should be used in conjunction with this study to enhance the streetscapes and atmosphere of the town. A number of core values have been identified to address the revitalising of the town, including creating a central precinct, greening of the streets, increasing walkability and parking facilities, and consolidating the notion of a town centre and a civic heart. Increased street trees, street furniture and signage throughout the town would revitalise the overall appearance and improve the amenities throughout.

A review of access and disability compliance throughout the key streets should also be undertaken to ensure access is equitable throughout the town centre.

As shown on the attached Site Plan, "Possible Actions," six key ideas are proposed to enhance the spaces and streetscapes throughout the primary town precinct which have been addressed throughout this report.

- **Central Precinct**
 - Create a central precinct incorporating the area bounded by Egerton, Federal, Fortune and Earl Streets
 - Protect the important buildings and streetscapes of this precinct
 - Improve pedestrian links through the precinct
 - Build on the leafy green character of the CBD
- **Developing a Civic and Cultural heart**
 - Build and enhance existing civic amenities
 - Create a central civic space in the CBD
 - Increase links between eastern parkland and town centre
 - Develop opportunities for cultural and community buildings and facilities
- **Improve visitor experience**
 - Develop the Rail Heritage theme through the town centre with historic interpretation and street furniture
 - Relocate the visitors centre to within the newly created civic and cultural heart.
 - Provide access and parking suitable for large vehicles within close proximity to visitor centre
- **Greening the CBD**
 - Build on the existing leafy character within the town
 - Improve pedestrian amenities including shade and shelter
 - Reduce the 'heat island' effect in the summer months
 - Improve amenities for motorists including parking under shade
- **Walkability**
 - Develop a consistent palette of materials and quality within the town centre
 - Increased shaded pathways
 - Ensuring paths are linked to key areas
 - Ensuring pathways are accessible for the whole community

CONCLUSION

- Develop a signage scheme throughout the town
- **Parking**
 - Undertake an audit to assess availability and location of current parking
 - Develop a signage scheme to identify parking areas including amenities for long vehicles
 - Examine opportunities for more and better located parking
 - Increase accessibility with a 'family friendly' outcome
- **Consolidation of the CBD**
 - Support the existing businesses and residents
 - Enhance built form and streetscape fabric
 - Create a shared vision with the business community
 - Reduce the number of vacant buildings
 - Develop a consistent colour palette for buildings

The implementation of these concepts and elements would significantly enhance the streetscapes and character of the Narrogin town centre. These recommendations could be evaluated and implemented as a staged process for the current and future townscape vision for the town.

Our recommended priorities are:

- **Egerton Street enhancement (see Appendix 3 for details)**
- **Mackie Park and town square development (See appendix 4 and 5 for details)**
- **Signage audit and improvements including entry signage opportunities**
- **Create policies to enhance and protect values in the central precinct (See appendix 3 for precinct area)**