



Urban Design & Strategic Planning  
Griffith City Council  
October 2019

# STAGE 2 YAMBIL STREET UPGRADES

# Historical Context

Yambil Street was one of the first surveyed streets of Griffith and as a result continues to house some of the original buildings that were first established in Griffith. As historical photographs indicate, the street has not changed much from its inception, being a long throughfare through the city centre and running parallel to Banna Avenue.

The street has experienced several severe flooding events over the years. Over the years, Yambil Street has accommodated a number of important buildings including MacKay Furniture store, Area Builders, Griffith Hotel and a concert hall (to name just a few).



# Why Upgrade?

neglected  
building  
frontages

unhealthy  
street  
trees

unpleasant  
streetscape

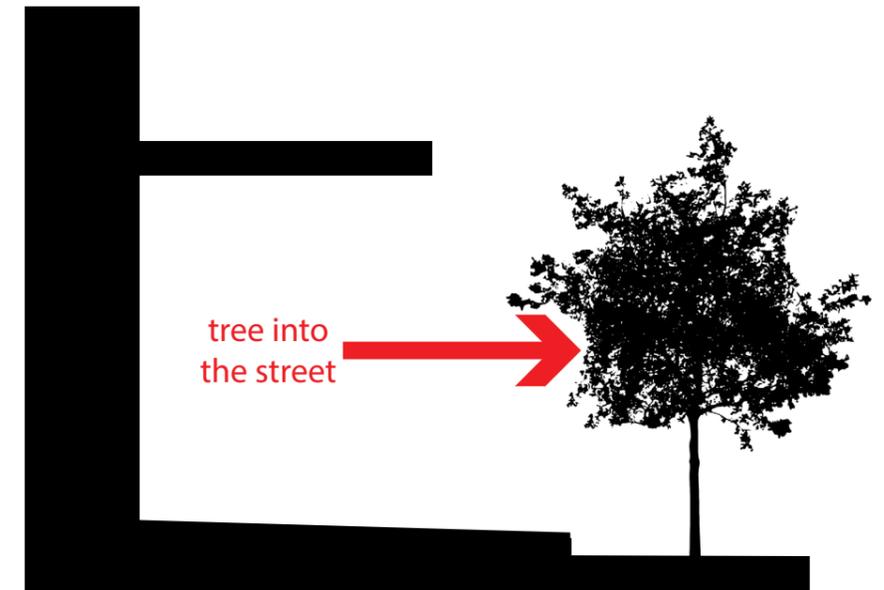
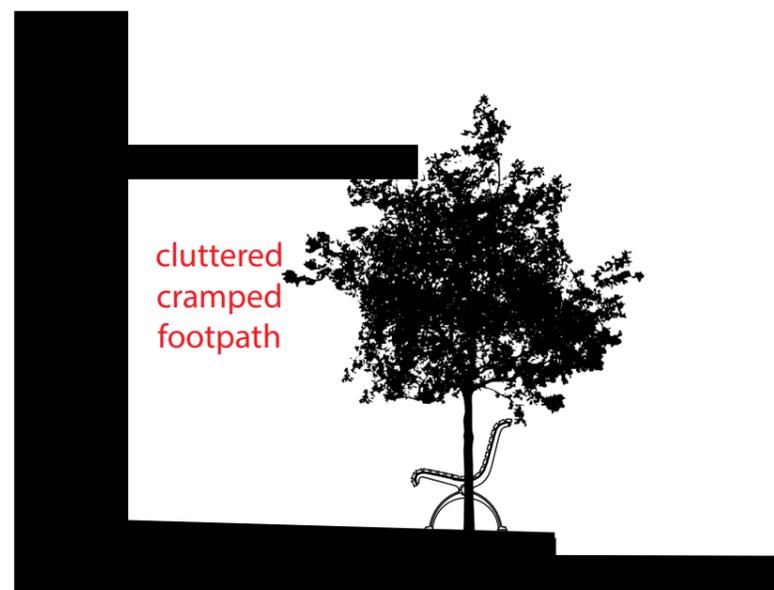
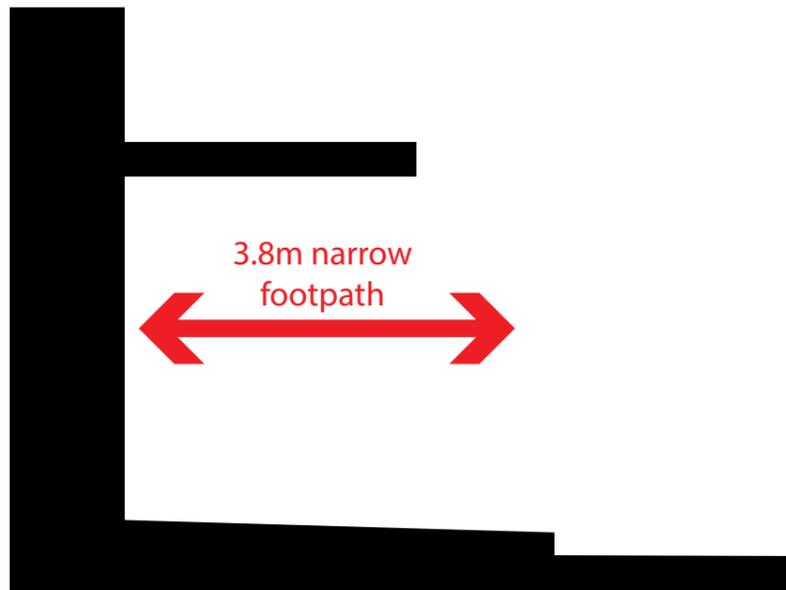
aging  
road  
surface

aging  
infrastructure

Aging and  
inadequate  
drainage

deteriorating  
footpath

# Foot Paths and Street Trees

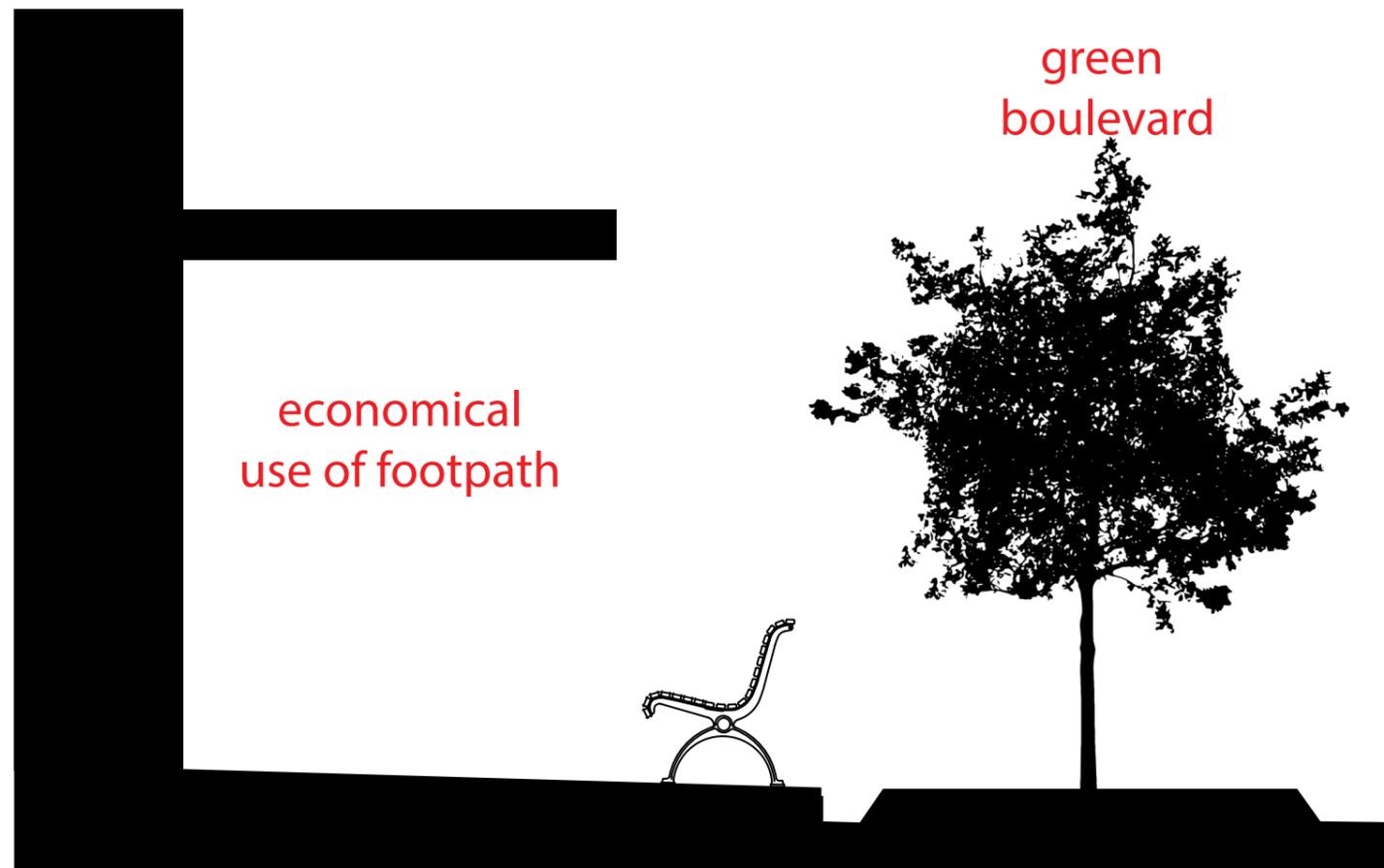


## Issue

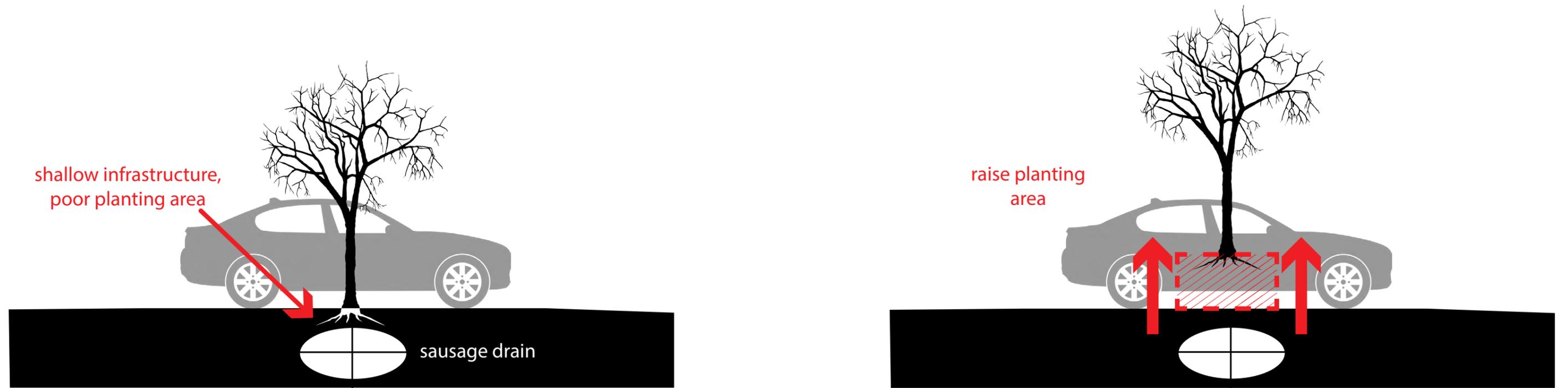
The footpath is generally narrow and does not facilitate convenient pedestrian movement along the street. The introduction of more streetscape amenity including public seating, bins, street trees, lighting and signage will clutter an already narrow space.

## Design Response

Extend the street trees into the road reserve, establishing a more spacious footpath and healthier planting area for the trees and avoiding unnecessary footpath clutter



# Median Island Trees

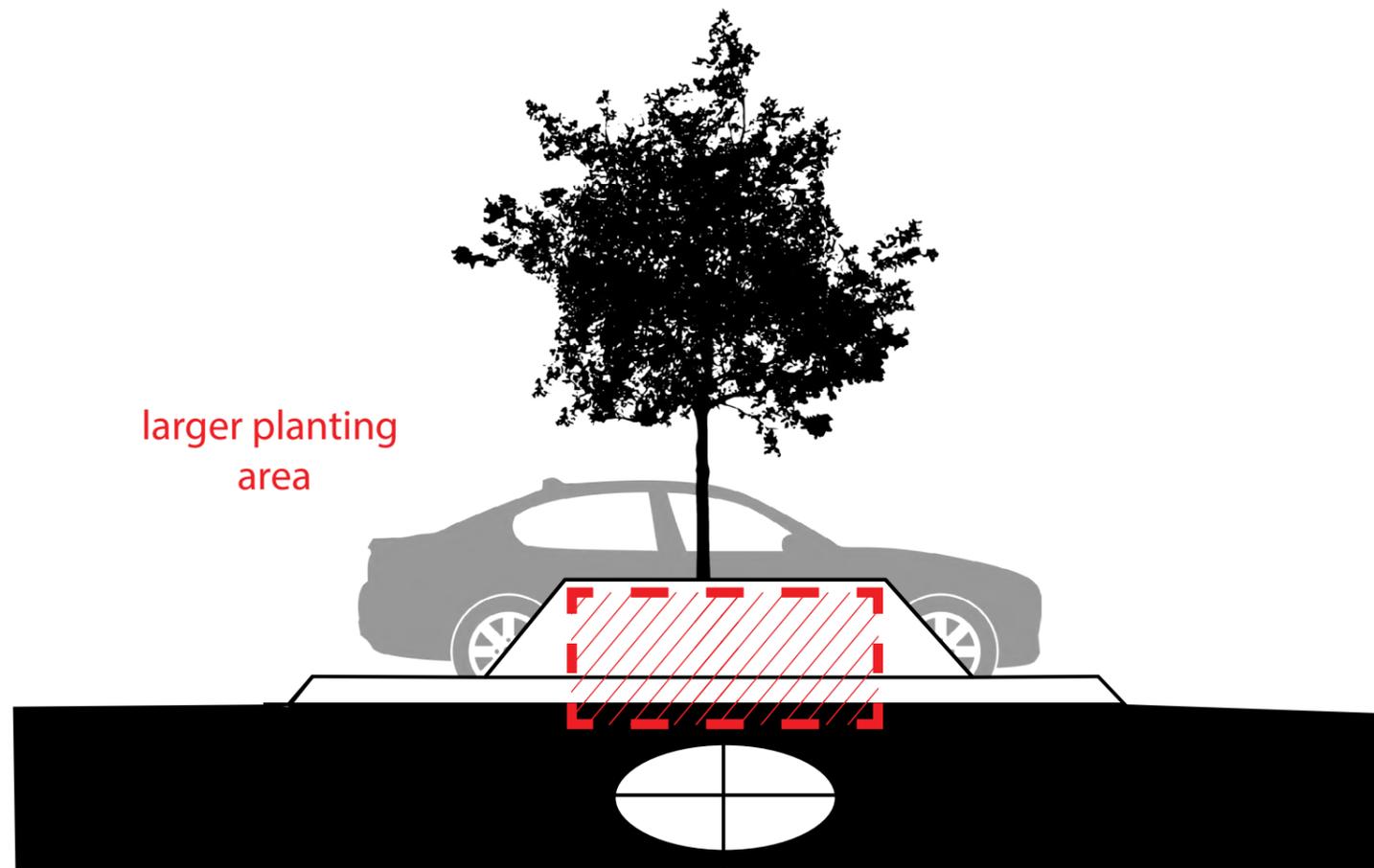


## Issue

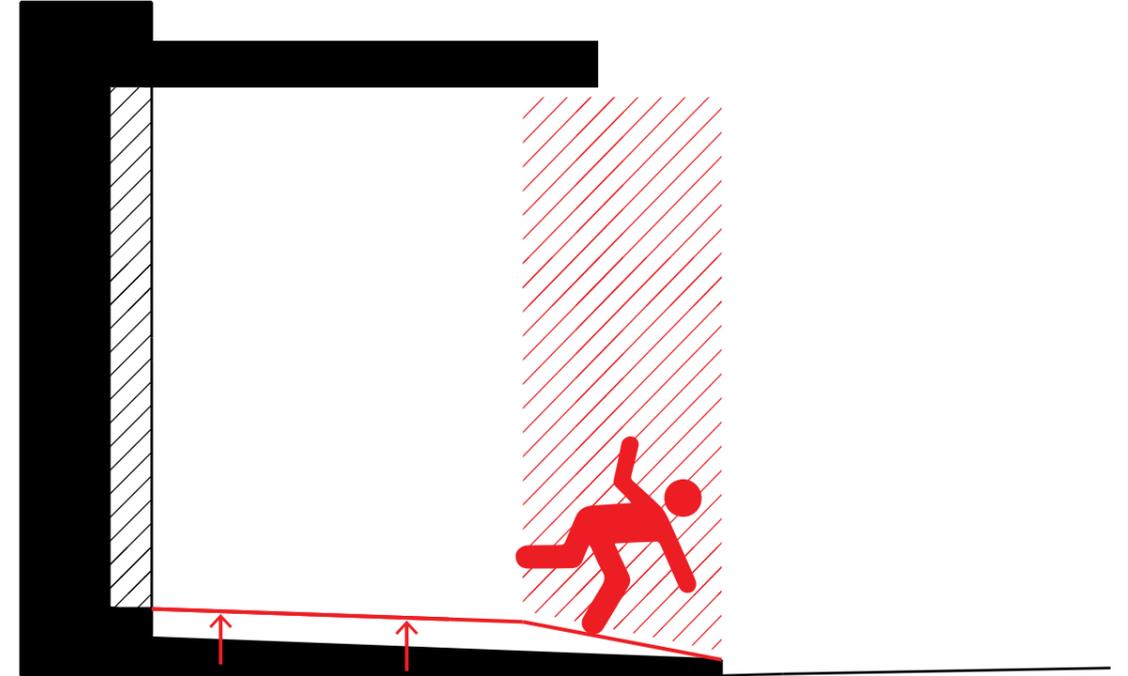
The few street trees that are located in the median strip of Yambil Street are above a shallow stormwater drain and have limited soil base to grow. As a result, the trees are generally unhealthy and struggling to survive.

## Design Response

Develop raised planting areas in the median strip to establish a larger planting area that is elevated from shallow infrastructure.



# Footpaths and Garden Beds



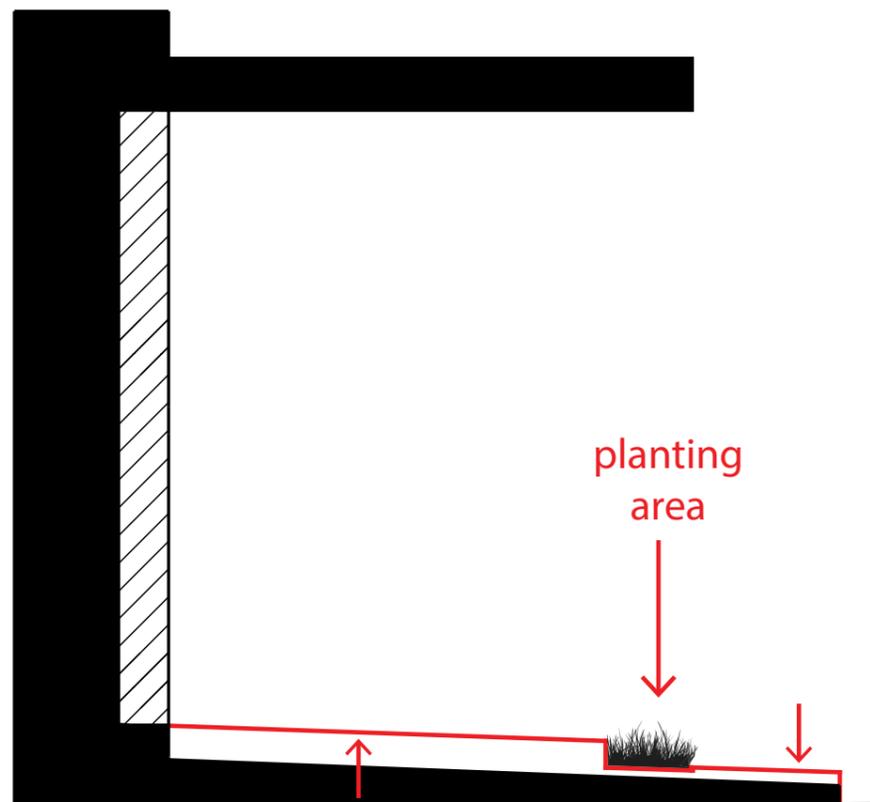
## Issue

The existing footpath has a number of different grades. In addition, shopfronts entrances along Yambil Street are at various levels and few entrances are compliant with current Australian Standards. The majority of building have at least a one or two step entrance.

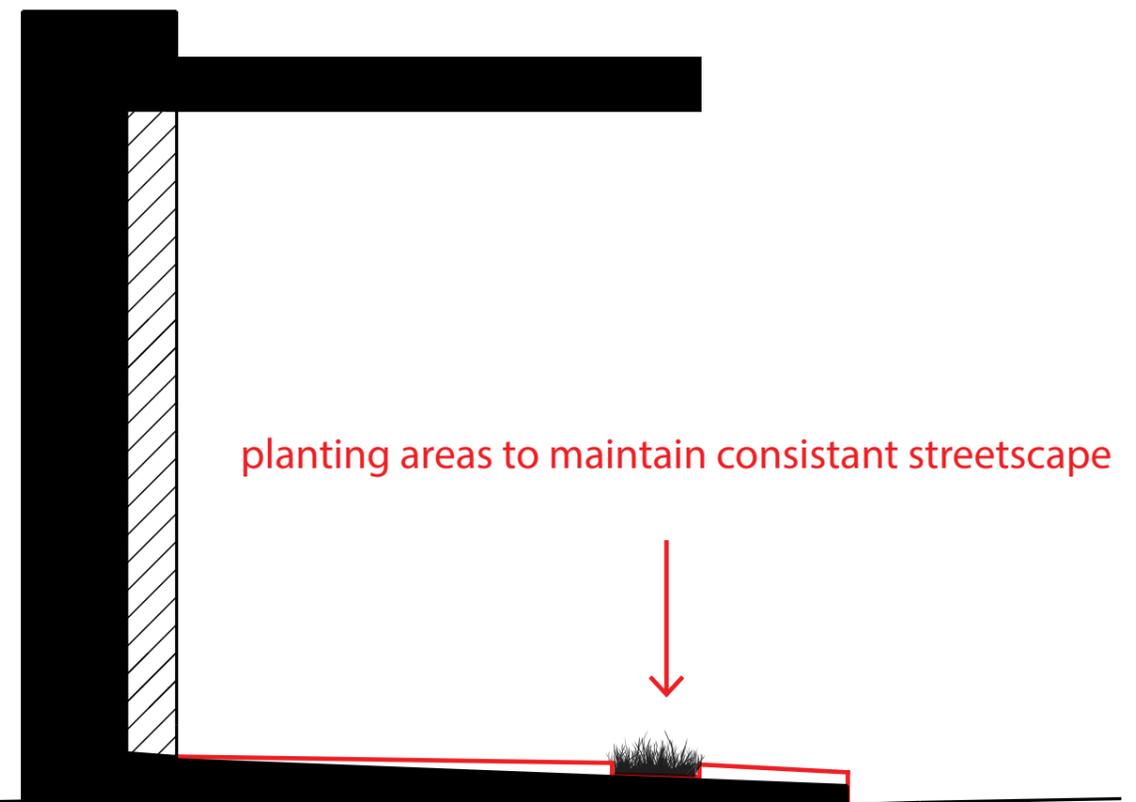
## Design Response

In order to maintain a 2% crossfall along the footpath and attempting to reduce the step levels into shops, the concept has looked at raising the footpath.

In some areas, the footpath requires that the footpath provide split level in sections which will be used to incorporate planting beds.



Stages 1, 3 & 4



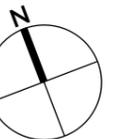
Stage 2

# Master Plan: Stage 2

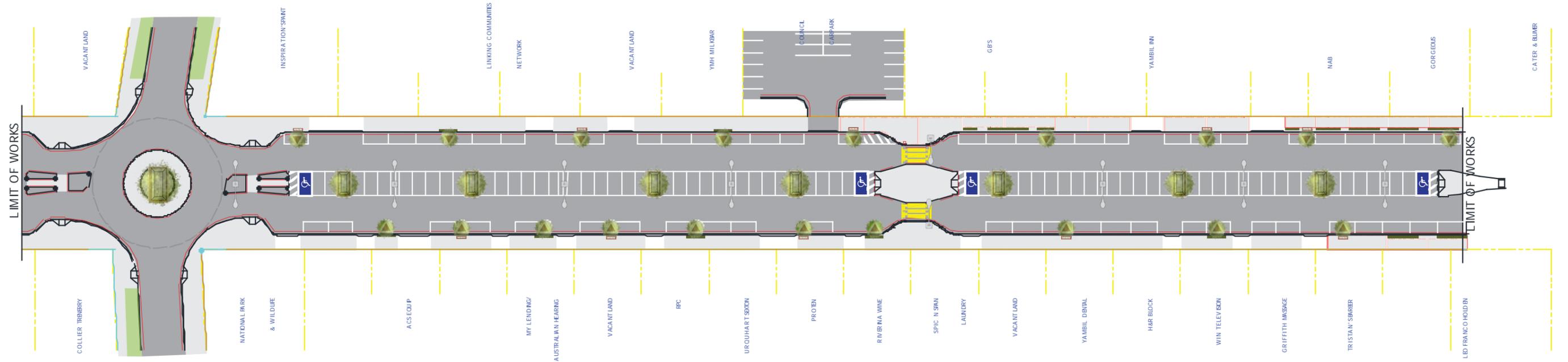


LOCATION

STREETScape PLAN  
NTS



# Master Plan: Stage 3

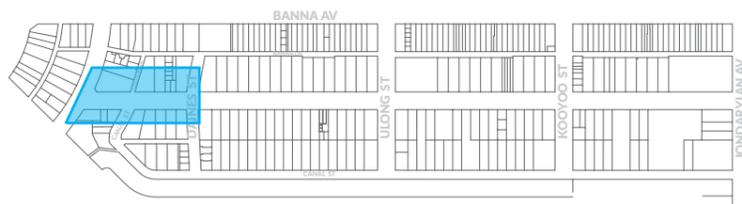
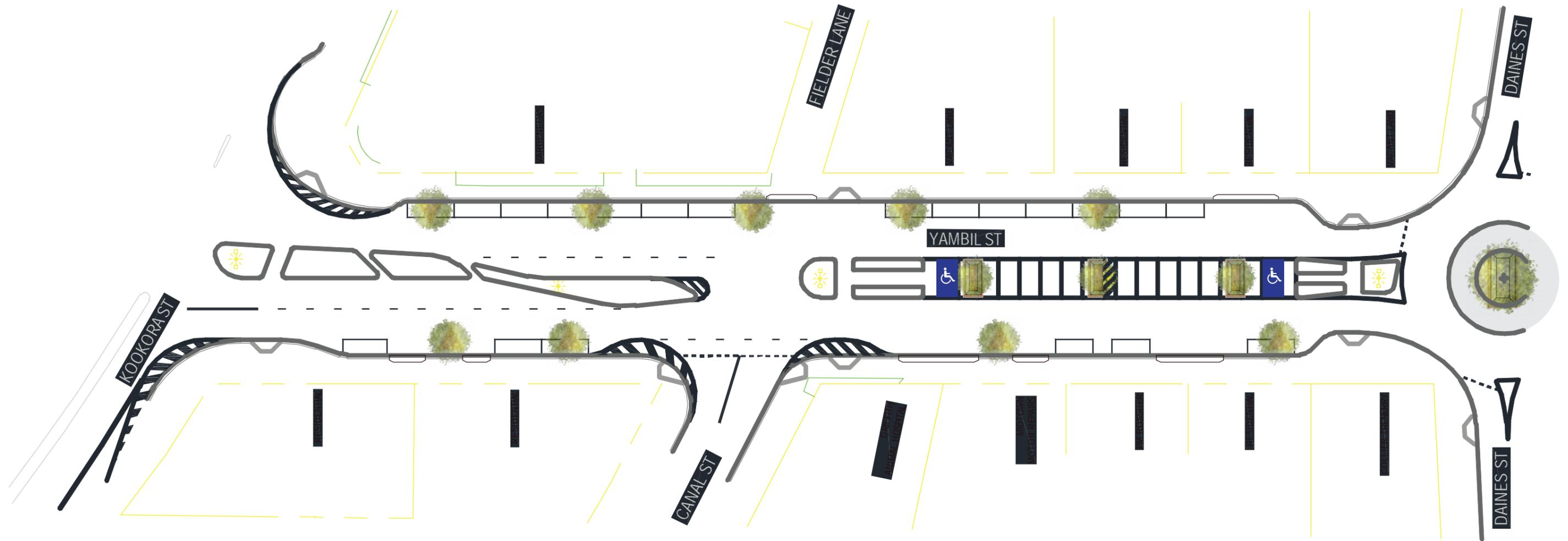


LOCATION

STREETScape PLAN  
NTS



# Master Plan: Stage 4

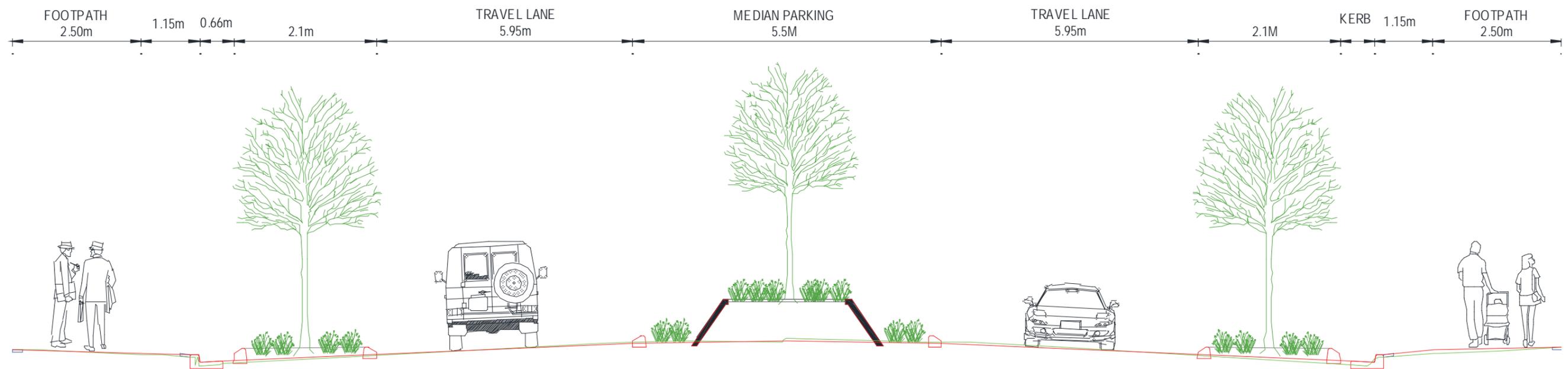
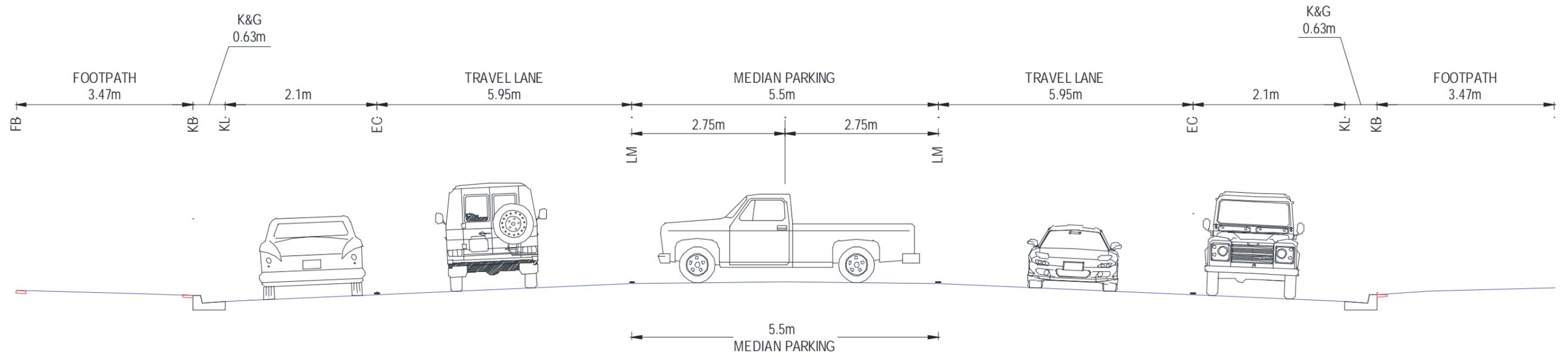


STREETScape PLAN  
NTS

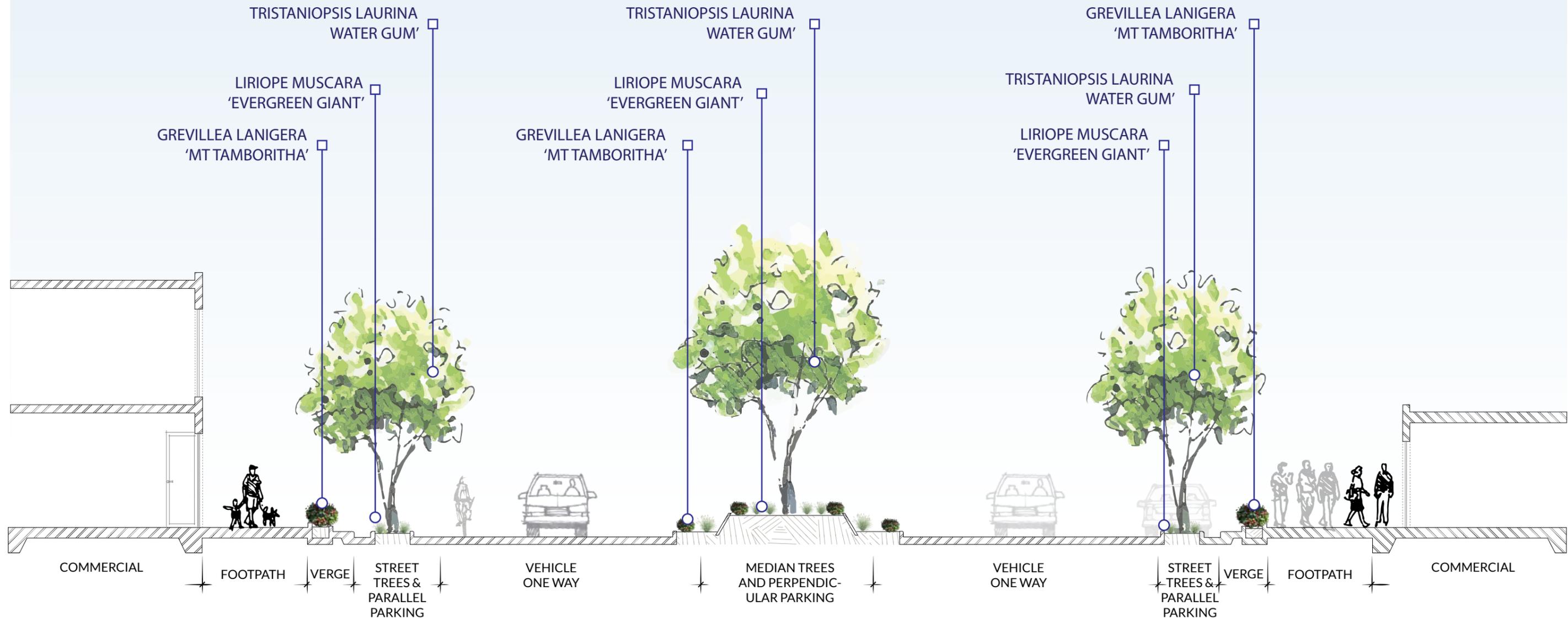
LOCATION



# Typical Sections



# Streetscape



**STREETSCAPE SECTION**  
SCALE: 1:100

# Landscaping



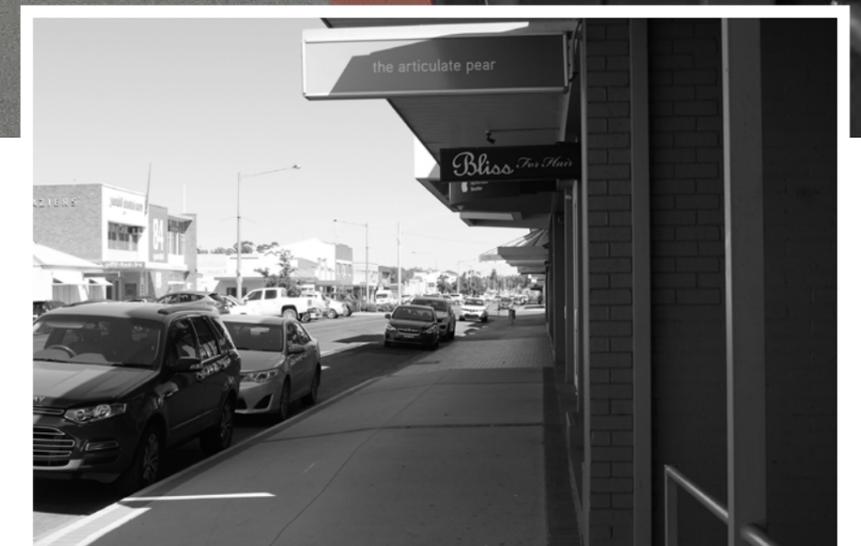
- ① Mature Water Gum Trees planted in raised boxes to promote healthy growth and prevent root damage to infrastructure.
- ② Liriope planted at base of tree to create a fuller and more vibrant ground cover.
- ③ Grevillea planted along long edges of Planter box top to create a cascading effect down the face of the concrete.
- ④ Single form concrete planted box to create a long lasting and urban styled planter box.
- ⑤ Grevillea and liriope planted at base of the planter box to create vibrant and full street scape.



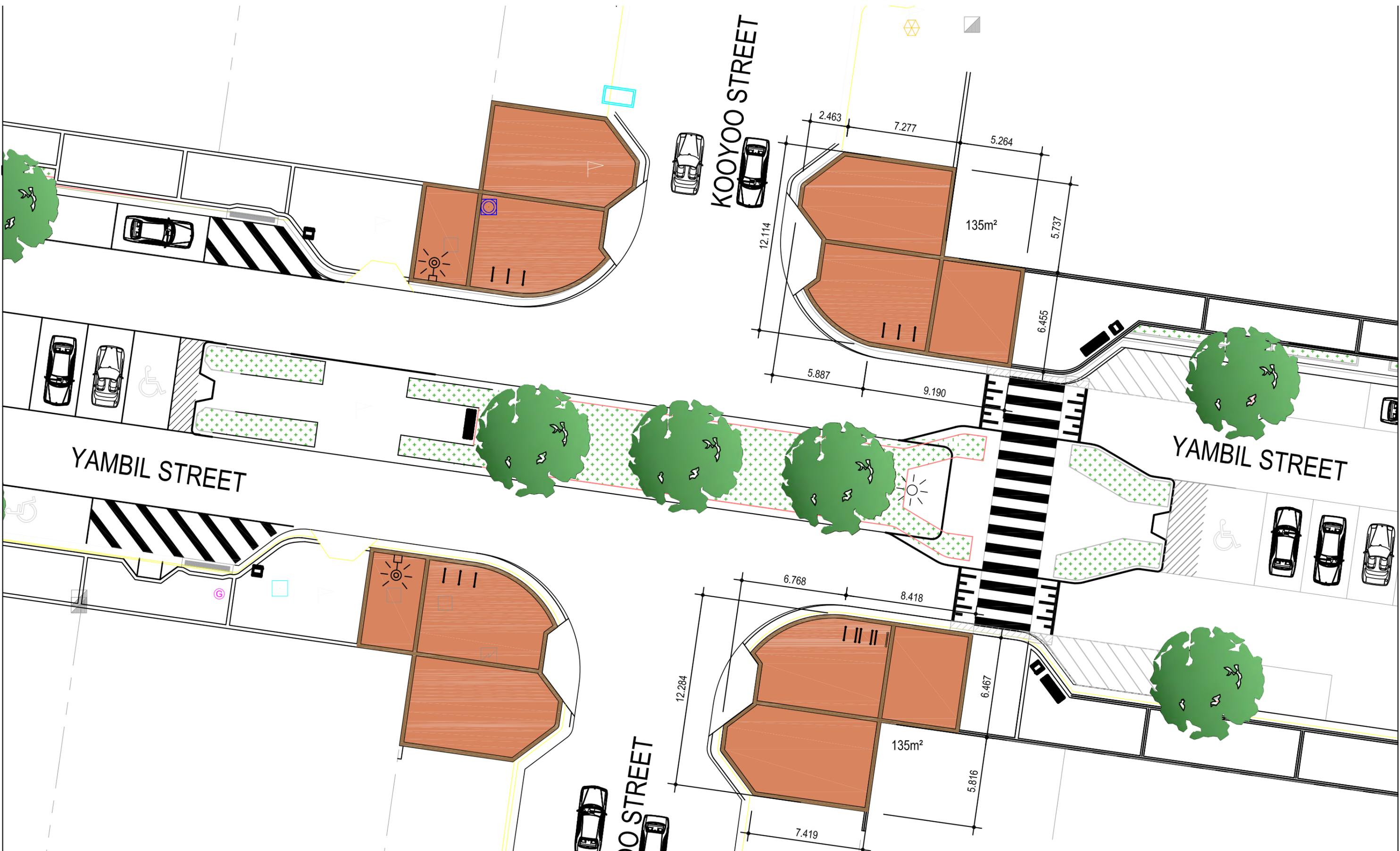
# Concept View A



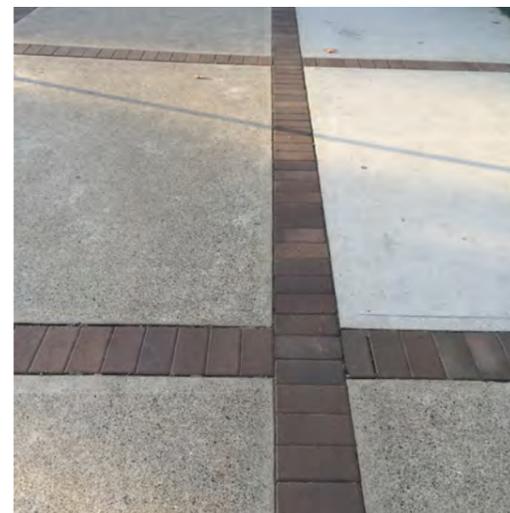
- ① Footpath with a concrete aggregate and brick band and edging
- ② Planting area to break up step caused by accommodating different shop front levels along the footpath
- ③ On-road street trees along the kerb and gutter
- ④ Raised median planting areas to accommodate street trees
- ⑤ Public seating aligned to on-road street trees to maximise shade cast by the tree and footpath space



# CORNER TREATMENT



# Street Aesthetics





- ① Incorporate formal street art to the turning bay planter boxes to visually break up the concrete mass
- ② Art work and design to be consistently themed throughout Yambil Street (Theme to be decided by public consultation)
- ③ Yambil Street branding and identity to be expressed
- ④ back lighting to express the laser cut artwork at nighttime
- ⑤ offset art work to create dynamic shadow lines during the day



# Street ART Options



# 7.0 Street Capacity

current:

## 117

on-street car parks  
no disabled car parks  
no bus stop

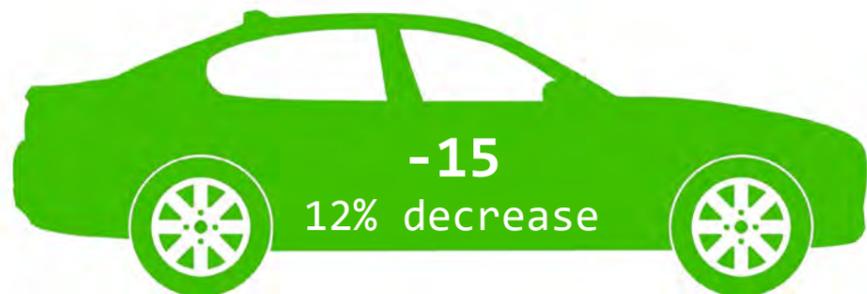


**4**  
struggling  
street trees

proposed

## 102

on-street car parks including  
4 new onstreet disabled car parks  
1 new Bus stop



**31**  
healthy street trees

# Branding and Identity

Creating a sense of identity and Arrival is an important part of the redevelopment. An online social media campaign will assist in helping create the sense of identity.

“Yambil Street is to be a destination street, embracing professional and community service businesses, welcoming people and prioritising pedestrians”

The Master Plan seeks to respond to the demands and needs of businesses and community, through:

- Establishing a street tree avenue
- Providing landscape treatments
- Providing improvements to amenity (landscaping, paving treatment, lighting, street furniture and potential outdoor dining opportunities)
- Providing improved pedestrian movement (crossing points and access ramps)
- Incorporating more areas to rest and watch street life (public seating, public art)
- Incorporating opportunities for public art
- Replacing and renewing aging infrastructure
- Promoting security and safety
- Supporting and strengthen sustainable, economic and commercial viability

Preparing Yambil street to have its own identifiable character and desirability will help set the businesses in Yambil street apart from the rest.

Yambil Street has long been an important commercial precinct in the city centre of Griffith, as it accommodates a range of professional and community services and a variety of commercial and retail activities.

The street is a high priority, as identified in the Griffith CBD Strategy, adopted by Council in 2015.



# What we have learnt

Issue	Stage 1 Problems	Stage 2 Solutions
Construction of 300mm diameter trunk water main.	Delivery of materials for Stage 1 trunk water main significantly delayed construction and therefore altered works program so construction had to start on the southern side.	300mm diameter trunk water main materials for Stage 2 have been ordered by council and are ready for contractor to install as per proposed works program.
North side road construction carried out during the winter period.	Due to the delay in the delivery and construction of the 300mm diameter trunk water main on the northern side, work commenced on the southern side. This altered the works program forcing the northern side road construction to be carried during the winter period which caused shading over new road pavement, preventing quick drying of new pavement.	Trunk water main materials for Stage 2 have been ordered by Council. This allows northern side road construction to be carried out during the summer months. Commencement date of Stage 2 contract being November 2019 provides every opportunity for road works to be completed by May 2020.
New concrete work having to be removed and reconstructed.	Areas of concrete footpath and some concrete driveways had to be removed and reconstructed due to non-conformance with tender specifications.	Procedures have been put in place to ensure contractors have all works inspected prior to placement of concrete. Council surveyors will also be utilised to check construction levels prior to concrete placement to ensure design specifications are followed.
Non commitment by subcontractors for footpath construction.	Due to the high volume of domestic, commercial and industrial construction occurring in Griffith during Stage 1, concreters were difficult to coordinate to suit works program. This led to lengthy delays in the footpath construction.	The tender specifications have placed great emphasis on the timeframe for completion of works within 40 weeks and has included a liquidated damages clause.
External service providers such as Telstra, NBN & Essential Energy needed their infrastructure altered to suit new design levels in footpath etc.	Telstra, NBN & Essential Energy did not provide definite works programs that would suit new footpath construction. Therefore new footpath works were delayed.	Communication with Telstra, NBN & Essential Energy early by Council will ensure that better coordination is obtained with these external service providers.