



SOUTH HEDLAND CEMETERY

LANDSCAPE MASTERPLAN REPORT



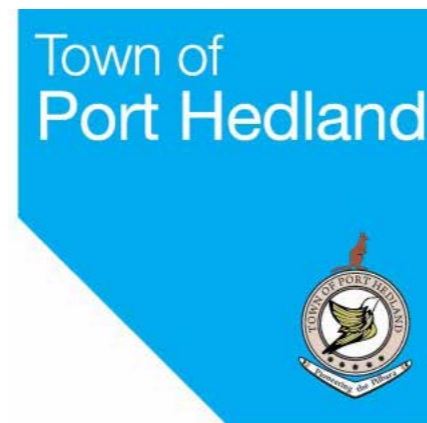
Prepared for: Town of Port Hedland

Table 1. Edition Details

South Hedland Cemetery Masterplan	
Title	South Hedland Masterplan Report
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Prepared By	UDLA
Author	Andrea Tate/ Rasheen Lee
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Table 2. Document Register

Document Register			
Version	Date	Amendments	Prepared By
A	24/11/2017	Issued to ToPH	AT/RL
B	16/02/2018	Issued to ToPH	AT/RL





THE PROJECT_

UDLA was engaged by the Town of Port Hedland to provide an integrated and costed Landscape Masterplan with a coherent vision for the improvement and expansion of the South Hedland Cemetery.

The South Hedland Cemetery is the one of two cemeteries located in Hedland, the other being the Old Port Hedland Cemetery. It is the only active cemetery as the Old Port Hedland Cemetery is an historical site and does not admit burials.

There is an opportunity to improve the current state of the South Hedland Cemetery to increase visitor comfort, create a more amenable place for quiet contemplation and to memorialise those buried at the site. Through consultation with the Town of Port Hedland, the main issues facing the site were ascertained and informed the basis of the masterplan.

The masterplan proposes a costed plan of the expansion of the cemetery which will integrate into the existing site and will provide for the future needs of the community.



South Hedland Cemetery Masterplan, Process Diagram

THE SITE_

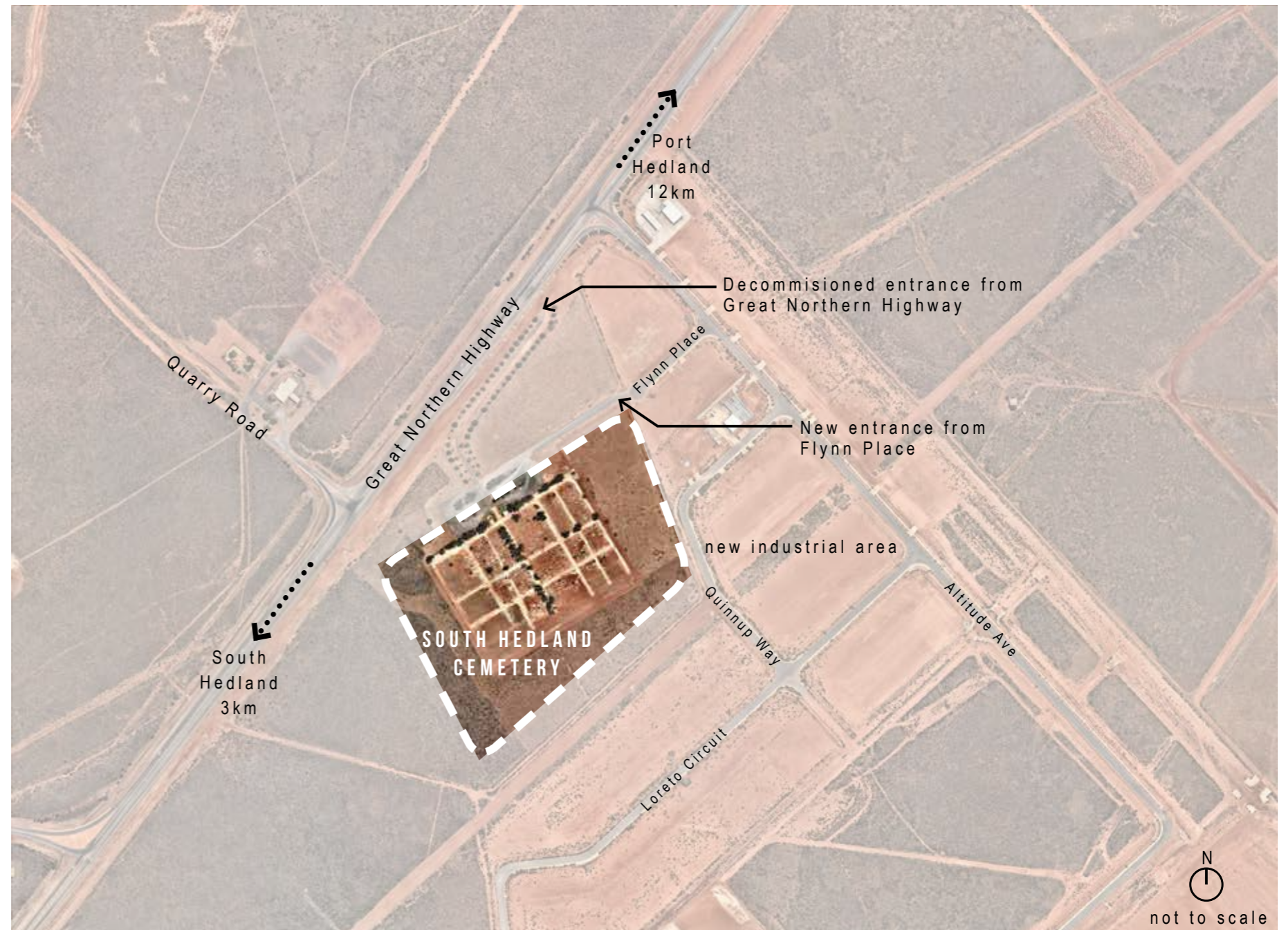
The South Hedland Cemetery is bounded by Great Northern Highway and the Kingsford Smith Business Park. It is approximately 12kms from Port Hedland and 3km from South Hedland. The airport is located approximately 1km to the east. A new entrance to the cemetery is located on Flynn Place as the old entrance from Great Northern Highway has been decommissioned.

The site is approximately 39,000m² (3.9ha) in area with a carpark of 7,000m². An additional parcel of land of 45,000m² has been set aside to allow for the future extension of the cemetery.

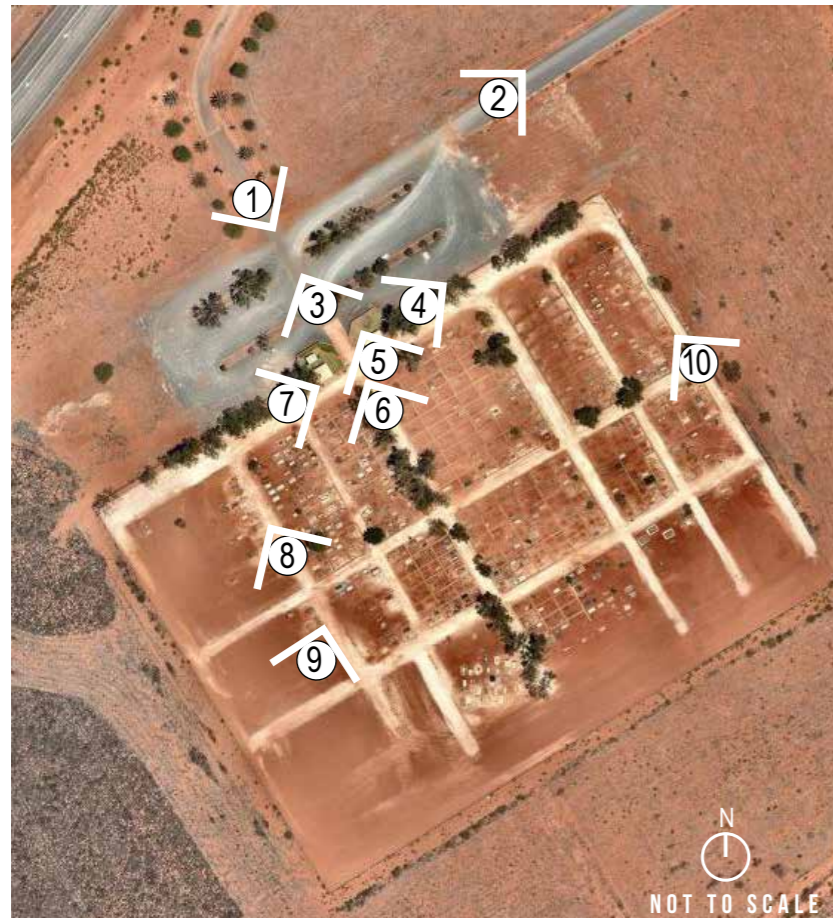
The cemetery site is relatively flat with a gradual grade running north east to the south west. It is a very exposed site and experiences strong winds. A number of mature trees exist on the internal roads, however as the site is so exposed there is a distinct lack of shade.

Both the carpark and internal road system are gravel. Internal roads are in poor condition and uneven. A network of paver pathways for access to plots exist throughout some of the site. These are in poor condition and are uneven and cracking. Most of the site is covered in weeds or bare earth. There is a lack of signage that indicates the areas of denomination and many occupied plots are unmarked.

Two shelters with seating exist at the entrance to the site, however there is a lack of amenity throughout the rest of cemetery.



EXISTING SITE CONDITIONS_



1 Palm and tree avenue on former entrance road



2 View from new entrance road



3 View of entrance from carpark



4 Shelters and Memorial Wall



6 *Eucalyptus camaldulensis* central tree avenue



5 Signage at internal entrance



7 Tree avenue on NW boundary



8 Western internal road and pathway

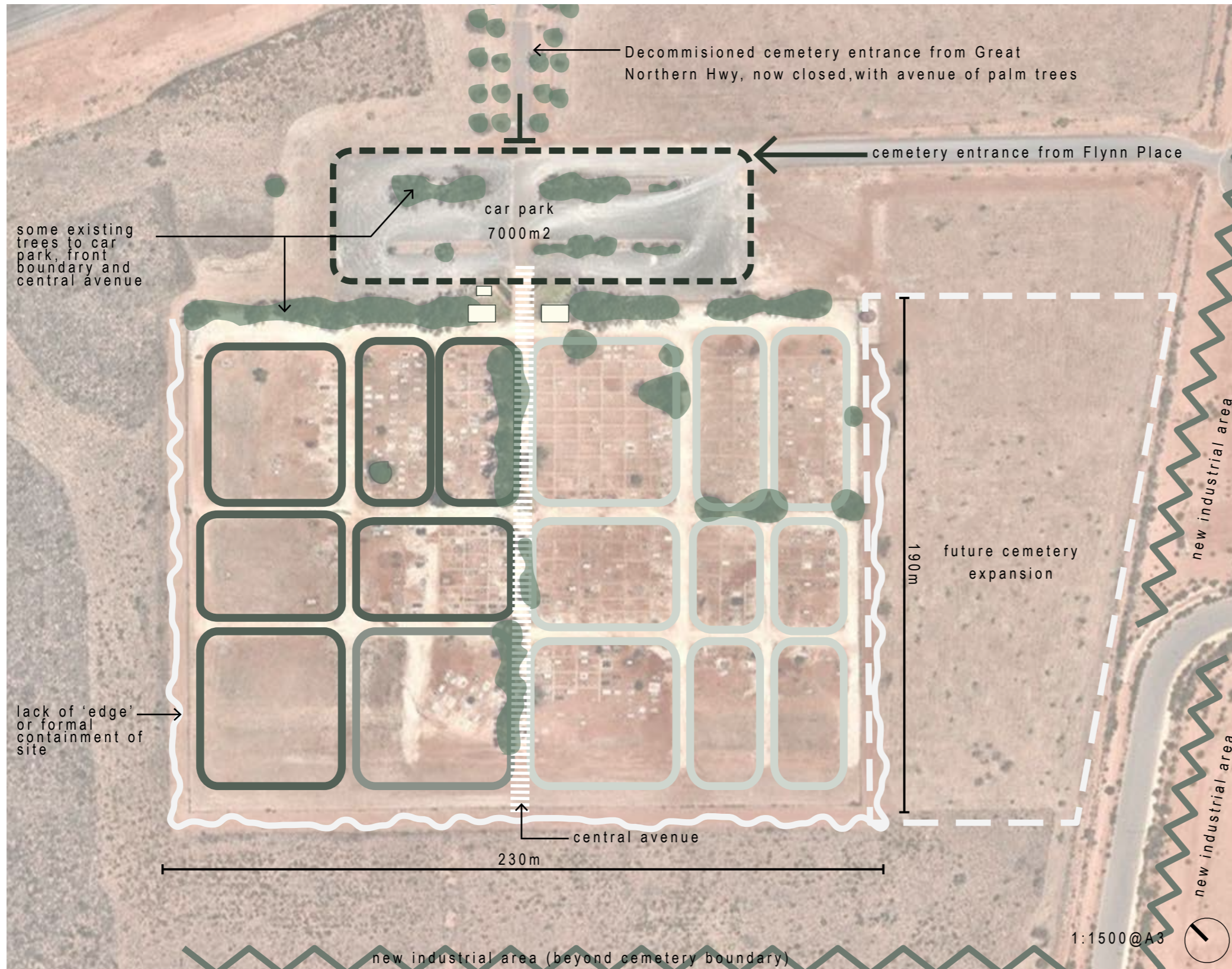


9 View to SW boundary



10 Tree avenue on NE boundary

SITE ANALYSIS_



Key

○ Roman Catholic
 988 lots
 369 occupied
 619 vacant

○ Muslim
 217 lots
 34 occupied
 183 vacant

○ Other Denominations
 1219 lots
 911 occupied
 308 vacant

Note: occupation rate is estimated as at November 2017

OPPORTUNITIES AND DIRECTIONS_

- Provide low maintenance solutions as maintenance is a large cost factor for Town of Port Hedland.
- Provide robust and hardy treatments that will withstand harsh Pilbara environment.
- Improve ambience of cemetery.
- Consider proximity to airport and adjacent business park.
- Consider limitations of planting on site due to location of plots.
- Consider containment of site due to exposed position. This includes defining the site through planting and fencing.
- Consider the surface treatment of the cemetery grounds to create a coherent and easily maintained space.
- Increase shade on site.
- Improve vehicular access ways including improvement of internal road structure, creation of a ring road and external entrances to site. This includes limiting public vehicular access to site.
- Improve and consolidate pedestrian walkways and where possible design for universal access.
- Upgrade of existing toilets to DDA compliant accessible facilities.
- Upgrade existing waiting area with new shade shelter and seating.
- Provide more amenity of site such as seating areas and bins.
- Potential for an entry statement artwork and structure to provide sense of arrival.
- Improve road entrance to carpark.
- Improve legibility of site via introduction of wayfinding signage.
- Provide carpark expansion to manage large funeral events.
- Expansion of site for future use.



Robust and low maintenance materials



Containment of site through planting



Shade



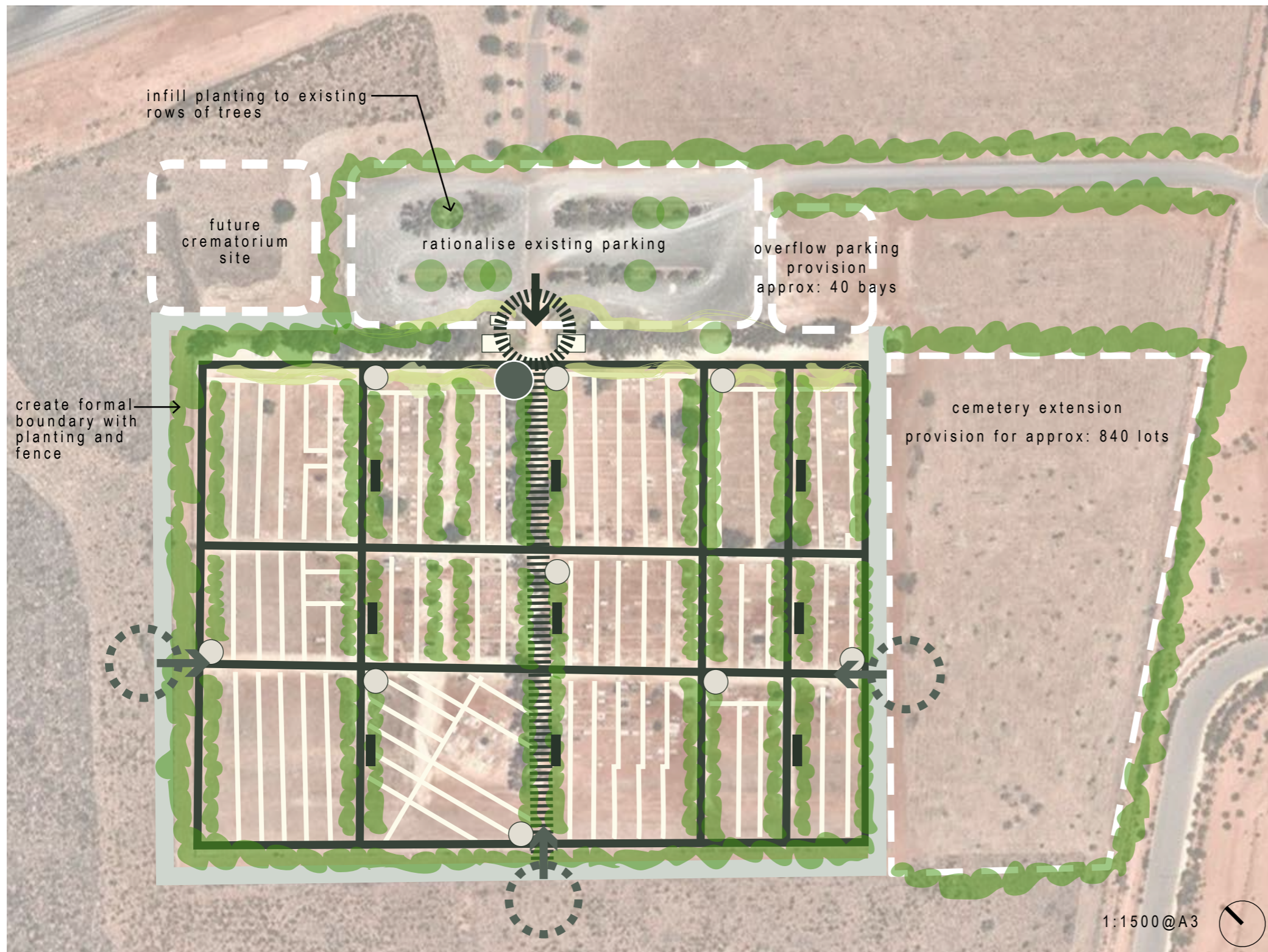
Paths












Entry statement



Signage



Key

-  Gravel ring road
-  Concrete pathways
-  Trees and garden bed planting
-  Tree avenues
-  Secondary parking node and pedestrian cemetery access
-  Wayfinding signage
-  Entry signage and map
-  Seating
-  Cemetery threshold shelter

CONCEPT PLAN_

The concept for the South Hedland Cemetery Masterplan is to create a respectful, serene and comfortable environment which celebrates the unique Pilbara sense of place. The design responds to the needs of the community, the minimal maintenance requirements of the Town of Port Hedland and the harsh environmental conditions of the site.

Vehicular access to the site will be limited to funeral cars only with the inclusion of entrance gates. Internal roads are to be asphalted with flush kerbs and wide enough to accommodate pedestrians. The introduction of a gravel ring road with parking and pedestrian entrance gates at each border of the site will improve accessibility to the cemetery. Equal access carpark bays with pathways will be positioned near the entrance to the cemetery. An overflow carpark will accommodate increased vehicular traffic in the event of larger funeral gatherings. Garrison fencing to be erected on the site periphery will define the cemetery boundary.

The path system which allows pedestrian access to plots will be consolidated to the north-south axis. Existing pathways which are in poor condition will be replaced with in situ concrete which will be universally accessible where possible.

Seating areas throughout the cemetery will provide opportunity for visitors to rest and reflect on those interred. This includes the provision of seating at the new shade shelter located at the inner entrance to the cemetery.

Landscape treatments such as the incorporation of gravel surfaces throughout the site and the opportunity to seed with iconic local flora species will create a cohesive and harmonious space that will require minimal maintenance and reduce weeds.

The proposed **landscape planting** aims to provide shade, soften the space, define the site and screen from the adjacent business park. Planting to the carpark and entry will create a sense of arrival to the cemetery. The internal road network has been consolidated to allow for the planting of tree avenues where possible which will not impede on the existing plots. Plant species have been chosen to withstand environmental conditions and celebrate local Pilbara species where possible. The limitations of plant species selection due to proximity to the airport has been a consideration.

Legibility of the site and the definition of denomination areas will be improved by the introduction of wayfinding signage system that celebrates local flora.

The entrance is to include a sculptural structure to provide a threshold between the carpark and internal cemetery grounds. This is to serve both as an entry statement and gathering area for funeral proceedings.

A wait area located at the inner cemetery entrance will provide a **shade shelter** that complements the style of the threshold structure with seating and new **equal access toilets**.

Future expansion: With the consideration of previous burial numbers over the last ten years it is estimated that only the area of Other Denominations will need to be expanded within the next 10 years. The masterplan proposes a plan to provide a seamless merging of the old and newer cemetery areas. Relocation of the ring road and fence on the north east boundary of the cemetery to define the new boundary will enclose that site as a whole. Internal roads are to be extended along the existing grid and the network of pedestrian pathways will mimic the existing cemetery. It is intended that all pathways within the extended site will be universally accessible. Placements of roads in relation to plots will provide adequate area for the planting of continuous tree avenues.



Section A - Front Entrance
Scale 1:200



Section B- Central Avenue
Scale 1:100

CONCEPT PLAN_



Key

- ① Entrance from Flynn Place
- ② Parking
- ③ Overflow parking
- ④ Main Entrance - pedestrian and funeral vehicles
- ⑤ ACROD parking bays
- ⑥ Gravel vehicle ring road- one way
- ⑦ Future open non denominational chapel
- ⑧ Wait area with newequal access toilets and shade shelter with seating
- ⑨ Potential site for future crematorium
- ⑩ Irrigation Compound

Internal Roads

Paths

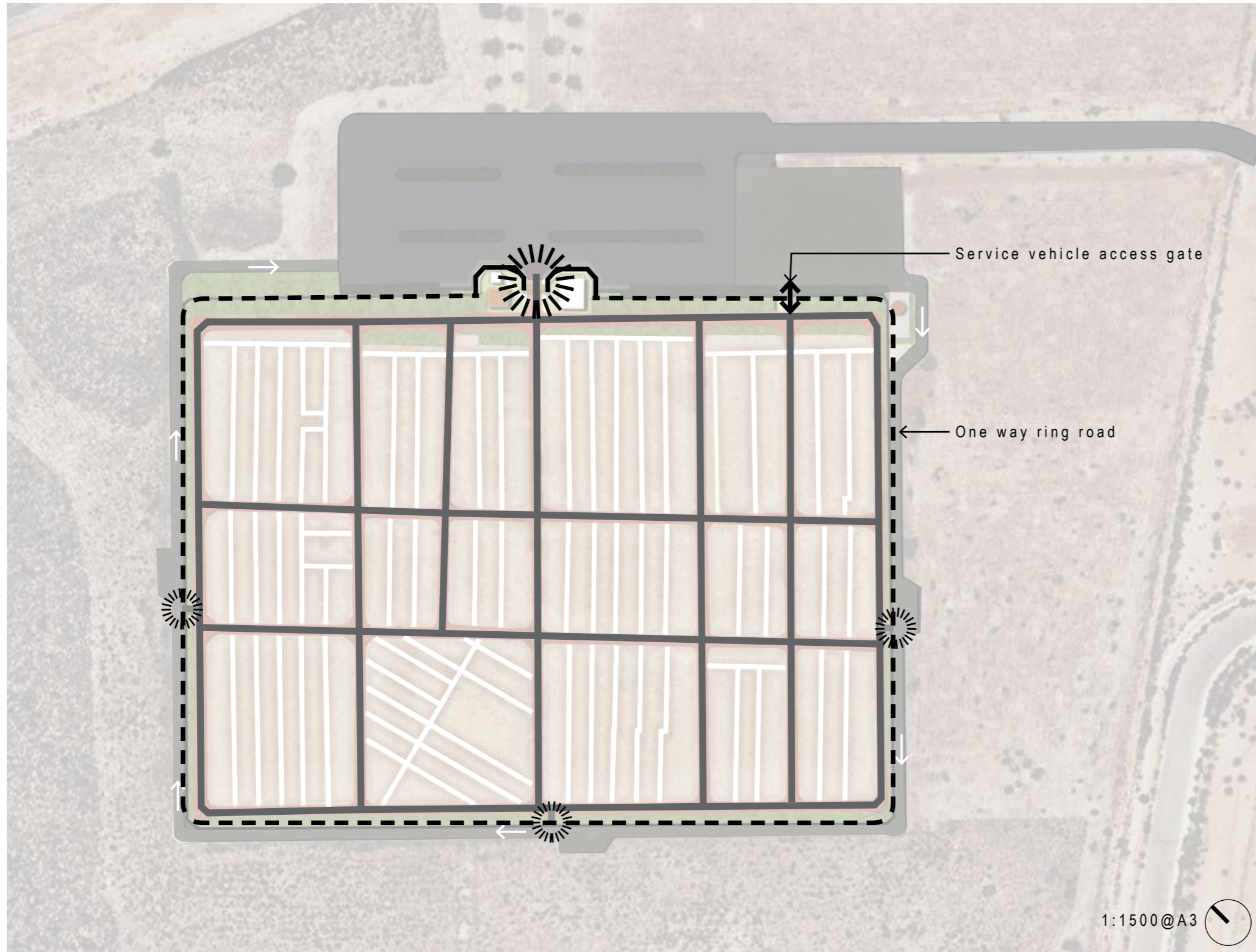
Gravel lots

Fence

Existing Trees








Proposed Trees

ACCESS_

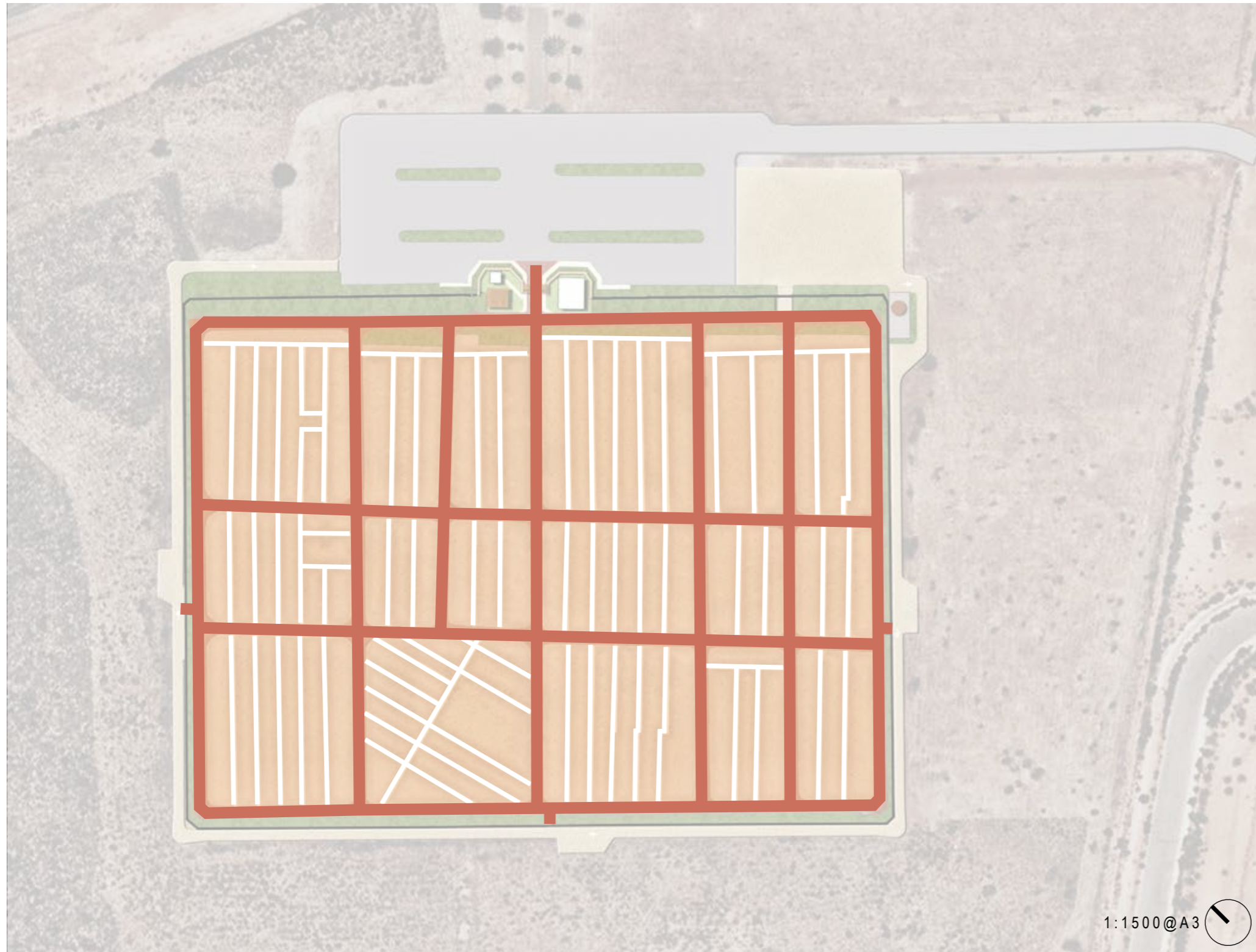


Access has been designed so as to rationalise current parking and access by vehicle by the general public. A 1.2m high fence will be installed to the boundary of the site. As well as the main entrance, there are three other pedestrian access gates adjacent the smaller parking nodes along the ring road. Funeral vehicles will access the site via the main entrance. The 'Threshold' entry structure has been designed to incorporate lockable vehicle and pedestrian gates. Service vehicles that are too large to pass through the threshold structure may enter the site via a service gate off the overflow car park.

Key

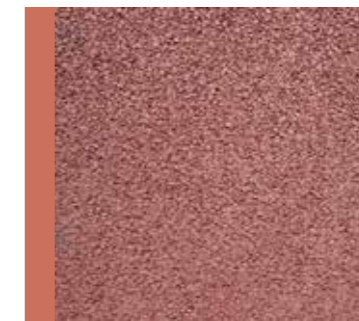
-  Public Vehicle
-  Internal roads, funeral vehicles only
-  Pedestrian plot access paths
-  Main entrance with threshold structure and lockable gate
-  Pedestrian access
-  Fence (1.2m high)
-  Existing wall

SURFACE FINISHES_



Surface finishes have been selected to provide a low maintenance, cost effective and robust upgrade to the existing conditions of the internal roads and paths. Gravel treatment to burial lots will assist in reducing weeds and provide visual connectivity throughout the site, contrasting against the lighter concrete paths.

Key



Internal roads - red asphalt

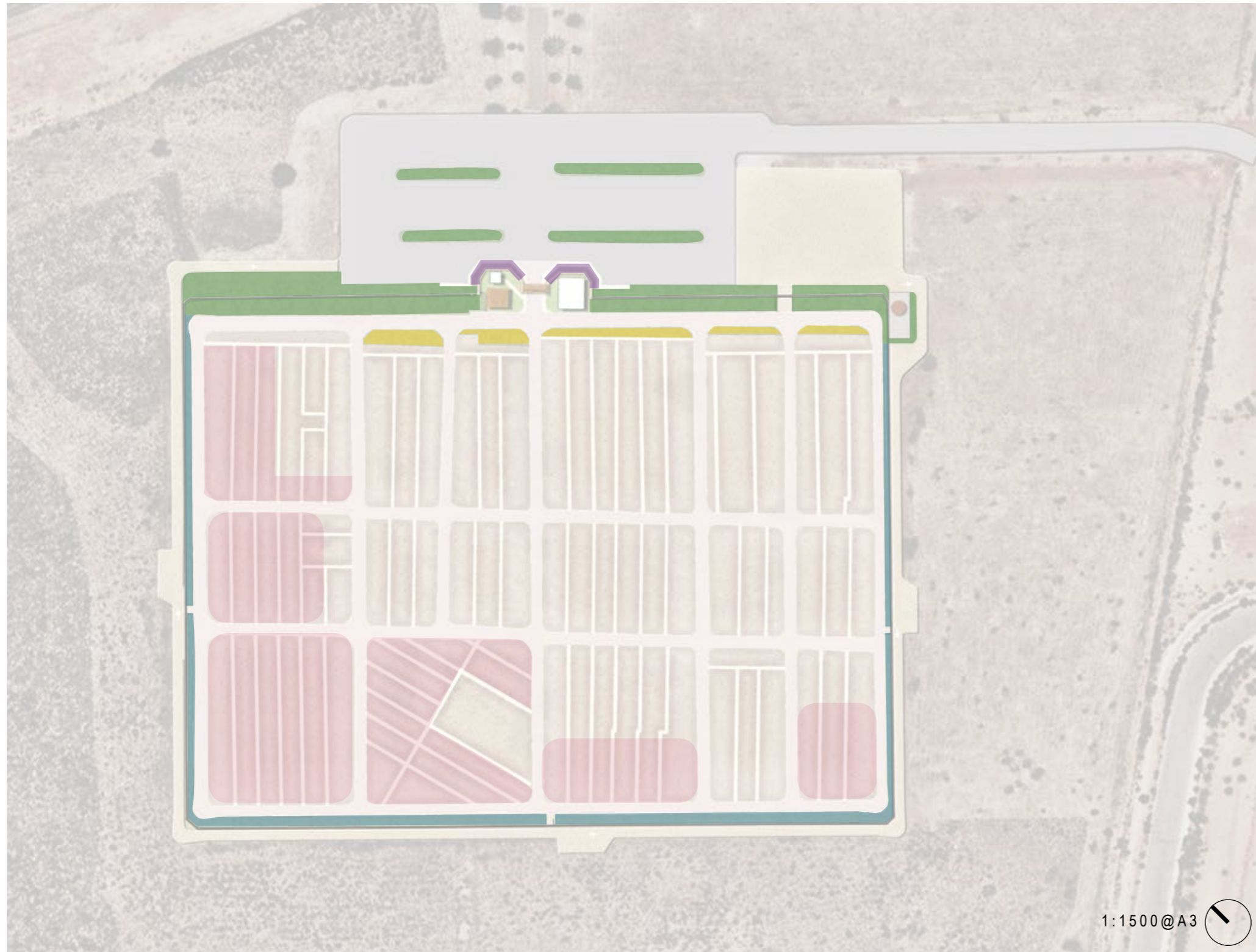


Lots - gravel, opportunity for seeding of native flowering plants and grasses themed by denomination



Paths - exposed aggregate light coloured concrete

PLANTING_



Plant species have been selected cognizant of the challenging growing conditions of the site, as well as the desire for a low maintenance landscape. Made up of hardy native and exotic species the planting will soften the site, breaking up the large areas of hardscape and provide a sense of enclosure and shelter.

Three native wildflower species have been nominated to be seeded in each of the three denominational areas. It is intended that the native seeding will provide a subtle interest to the ground plain, and tie in with the directional signage theming. Very little maintenance will be involved with no irrigation or pruning to the wildflower seeded areas required.

Key

- Garden bed 1
- Garden bed 2
- Garden bed 3
- Garden bed 4
- Wildflower seeding

PLANT PALETTE_

Garden Bed 1



Bougainvillea spectabilis

Garden Bed 2



Pennisetum alopecuroides 'Nafrey'



Pennisetum setaceum 'Rubrum'

Garden Bed 3



Eremophila maculata



Rosemary officinalis



Eremophila pterocarpa



Acacia gregorii

Garden Bed 4



Acacia bivenosa



Senna atemisioides ssp helmsii



Senna atemisioides ssp oligophylla

Wildflower seeding



Ptilotus exaltus
Other denominations



Rhodanthe floribunda
Roman Catholic



Swaisona formosa
Muslim

TREES_








Tree selections have been made by liaising closely with the Town to ensure species are suitable for the site's proximity to the airport, as well as in keeping with the Pilbara vernacular.

The selected tree species provide shade as well as interest through a variety of flower types and flowering times.

The arrangement of tree species has largely been informed by the existing trees currently found on site. The existing trees form sparse avenues which the new tree planting will build upon and emphasise. Some infill planting will occur where there are gaps within the existing tree avenues. The planting around the boundary of the site creates a more distinct edge to the cemetery, and provides a buffer to the adjacent industrial area.

Key

-  *Eucalyptus vitrix*
-  *Melaleuca leucadendron*
-  *Peltophorum pterocarpum*
-  *Tabebuia argentea*
-  *Brachychiton acerfolius*
-  *Screening tree/shrub species TBC*

TREE PALETTE_



Eucalyptus victrix



Peltophorum pterocarpum



Brachychiton acerfolius



Melaleuca leucadendra



Tabebuia argentea



Screening tree/shrub species TBC

STRUCTURES, FURNITURE & SIGNAGE_



Furniture

Furniture has been selected to provide simple, comfortable, cost effective items that are readily available as off the shelf pieces. This will allow for a consistent furniture palette to be utilised across the site with any future expansion.

Threshold Gate

A custom structure has been designed to mark the main entrance of the South Hedland Cemetery. The materials are consistent with the signage so as to create an aesthetic which is carried through the whole site.

Signage

The custom signage provides a simple and effective marker to guide people through the site. An overall plan will be located close to the entrance, with directional markers located on each block of lots demarcating the denomination. The theme of native wildflowers has been continued with the use of one wildflower species for each denomination laser cut into the 'Cor Ten' steel sheets.

Key

- Threshold
- Shade shelter
- Entry sign
- Directional signage
- Seat
- Rubbish bin

ENTRANCE THRESHOLD_



Cemetery main entrance, view from car park.

Not to Scale

ENTRANCE THRESHOLD_



Cemetery main entrance, axonometric view, with gates open



Cemetery main entrance, view from inside cemetery, with gates closed

The structure allows access for pedestrians and funeral vehicles, a second entrance for service vehicles has been provided east of the main entrance adjacent the overflow car park.

The material for the threshold is to be 'Cor Ten' steel, chosen for its robustness and the way the warm colour and rust texture complements the surrounding landscape.

The proposed threshold structure is made up of a shade shelter with native wildflower images laser cut into the roof which links to the directional signage theme, lockable gates which when open provide a separation between the vehicle and pedestrian space, and lettering which will replace the existing 'Town of Port Hedland Cemetery' located on the entry wall. The threshold structure will provide a meeting place and a sense of arrival for visitors to the cemetery. Passing under the patterned shade will announce to pedestrians they are entering into a special memorial space.

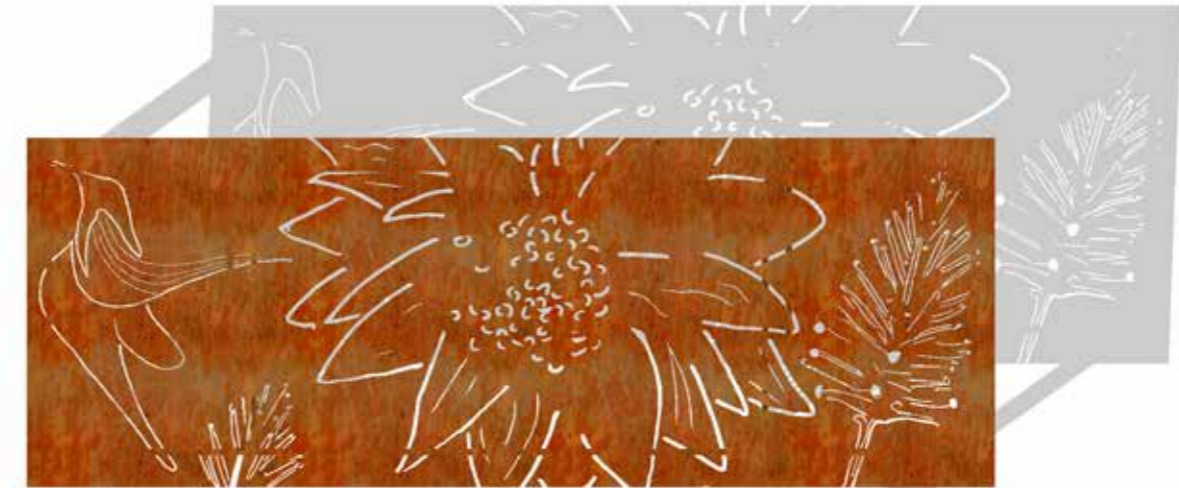
ENTRANCE THRESHOLD_

Gates Open



Front axonometric view

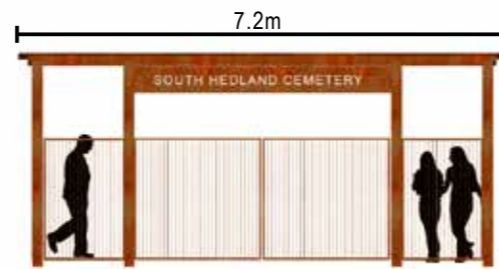
Gates Closed



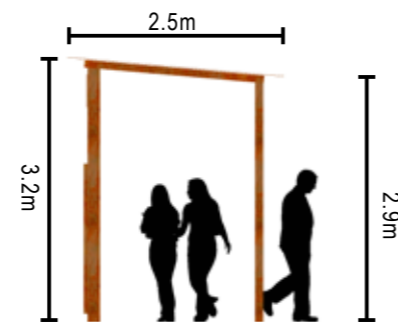
Native wildflower pattern laser cut into roof panel



Front view



Side view



SHADE SHELTER_



Shade Shelter at main entrance, axonometric view



Shade Shelter at main entrance with seating

The new shade shelter is proposed to replace the existing waiting areas near to the cemetery main entrance.

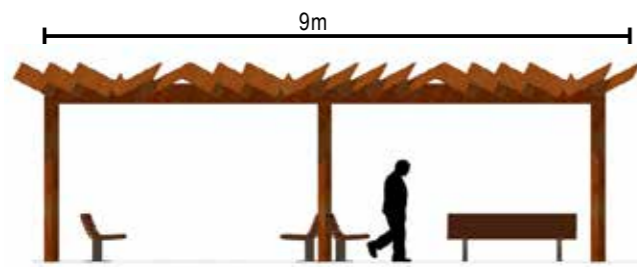
The style is to complement the entrance threshold structure through the use of the same 'Cor Ten' steel material.

Seating will be located under the shelter in the same or similar style to the proposed benches for the cemetery.

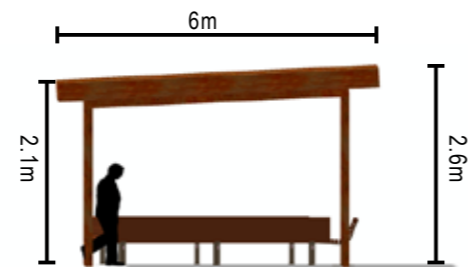
SHADE SHELTER_



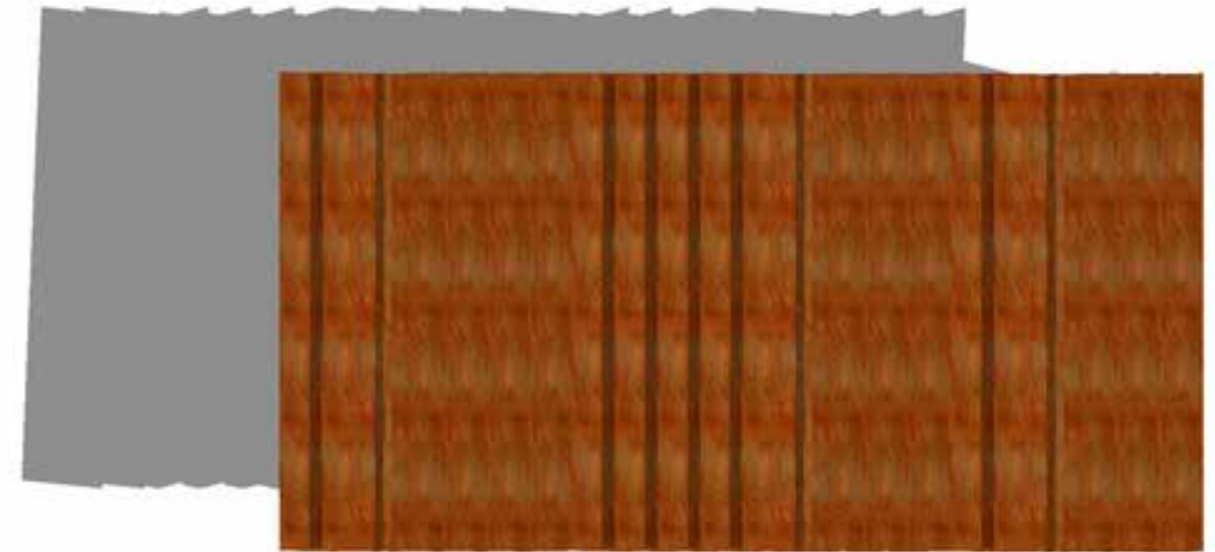
Front axonometric view



Front View



Side View



Concertina design on roof panel

SIGNAGE_



Main Entry Sign - with overall site map



Directional Signage - demarcates denominations



Signage Perspective

FURNITURE_



Rubbish Bin

Supplier: Street Furniture Australia



Bench Seat

Supplier: Street Furniture Australia



Steel boundary fence with pedestrian gate

STAGE 2 CEMETERY EXTENSION_



It is forecast that the cemetery will need to be extended for the 'Other Denominations' section in the next 7 to 10 years. The extension plan extends the current alignment of internal roads to the eastern boundary of the site, providing an estimated 840 additional lots. Avenues of tree planting are not restricted by existing lots as in the stage 1 design which allows for the opportunity to create a pleasant shaded environment, and buffer to the adjacent industrial area.

Key

- ① Entrance from Flynn Place
- ② Parking
- ③ Overflow parking
- ④ Main Entrance - pedestrian and funeral vehicles
- ⑤ ACROD parking bays
- ⑥ Gravel vehicle ring road- one way
- ⑦ Wait area, with shade shelter, seating and accessible toilets
- ⑧ Open non-denominational chapel
- ⑨ Crematorium site
- ⑩ Irrigation Compound
- Internal Roads
- Paths
- Gravel lots
- Fence
- Existing Trees
- Proposed Trees

STAGE 2 CEMETERY EXTENSION_PLANTING



- Key
- Garden bed 1
 - Garden bed 4

Garden Bed 1



Bougainvillea spectabilis

Garden Bed 4



Acacia bivenosa







Senna atemisioides ssp helmsii



Senna atemisioides ssp oligophylla

STAGE 2 CEMETERY EXTENSION_TREES



- Key
-  *Eucalyptus vitrix*
 -  *Melaleuca leucadendron*
 -  *Tabebuia argentea*
 -  *Brachychiton acerfolius*



Eucalyptus vitrix



Tabebuia argentea



Melaleuca leucadendra



Brachychiton acerfolius

