

# BYFORD TOWN CENTRE PUBLIC REALM GUIDELINES

LOCAL PLANNING POLICY 3.5  
April 2023





**Local Planning Policy 3.5**  
**Byford Town Centre Public Realm Guidelines**

Responsible Directorate	Development Services
Responsible Business Unit/s	Strategic Planning
Responsible Officer	Manager Strategic Planning
Affected Business Units	Strategic Planning Subdivision and Environment Statutory Planning and Compliance Community Services



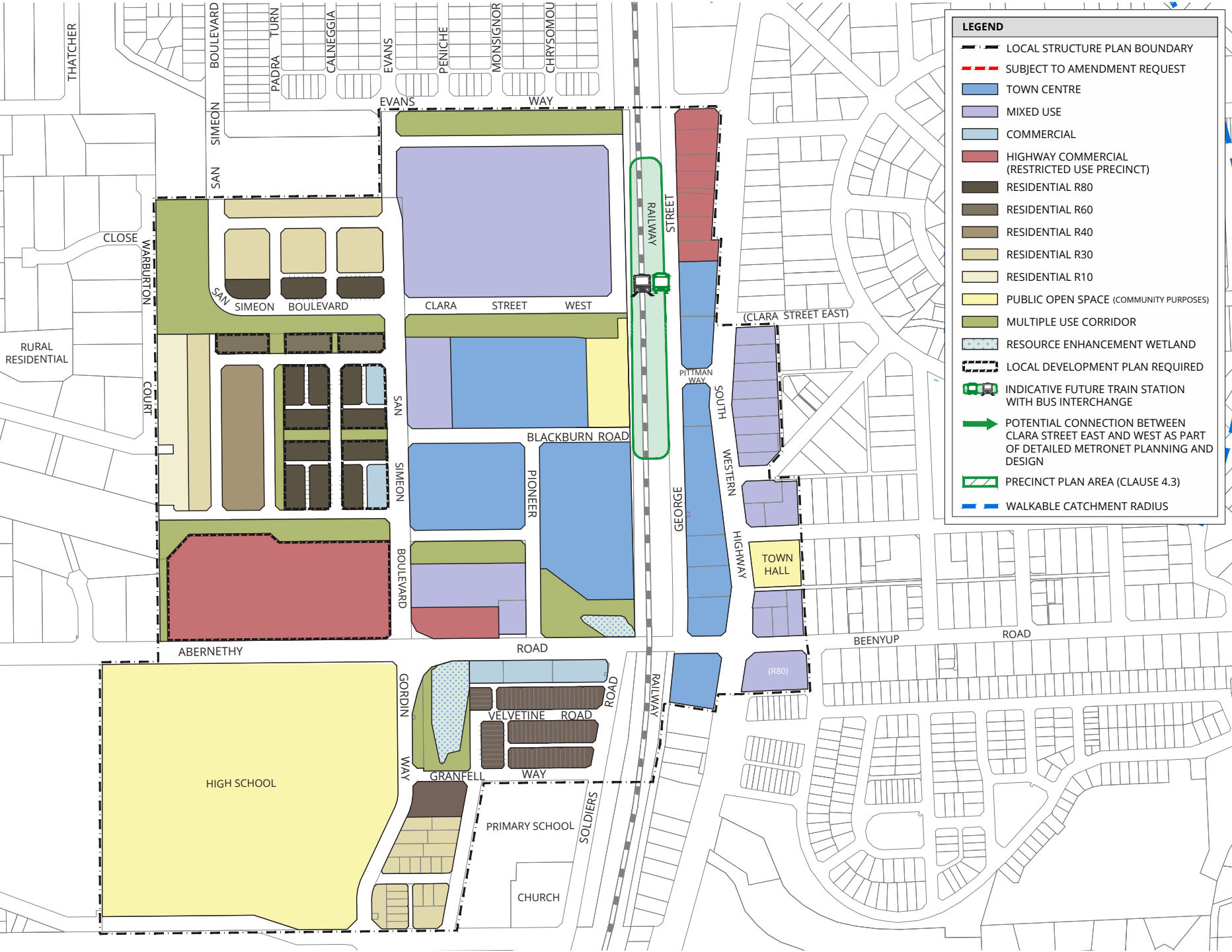
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# 1.0 INTRODUCTION

Figure 1: Byford Town Centre Local Structure Plan



## 1.1 BACKGROUND

The Byford Town Centre Public Realm Guidelines have been prepared and adopted as a Local Planning Policy (LPP 3.5) in accordance with Planning and Development (Local Planning Scheme) Regulations 2015.

This Policy applies to all subdivision and development applications within the Byford Town Centre Local Structure Plan (LSP) area and will guide the provision of infrastructure and assessment of applicants with regards to the built forms within the structure plan area (Figure 1).

Pursuant to Clause 32 (2) of Local Planning Scheme No.3, where any inconsistency arises between this Policy and the Scheme, the Scheme shall prevail to the extent of that inconsistency.

Where any inconsistency arises between this Policy, the Residential Design Codes of Western Australia (R-Codes) or any other LPP of the Shire, this Policy shall prevail to the extent of that inconsistency.



# 1.0 INTRODUCTION

## 1.2 PLANNING FRAMEWORK

The Byford District Structure Plan (DSP) has been prepared to coordinate and facilitate subdivision and development of the study area.

The DSP requires the preparation of a Local Structure Plan (LSP), Byford Town Centre Public Realm Guidelines (LPP 3.5) and Local Development Plans for the Byford Town Centre LSP area.

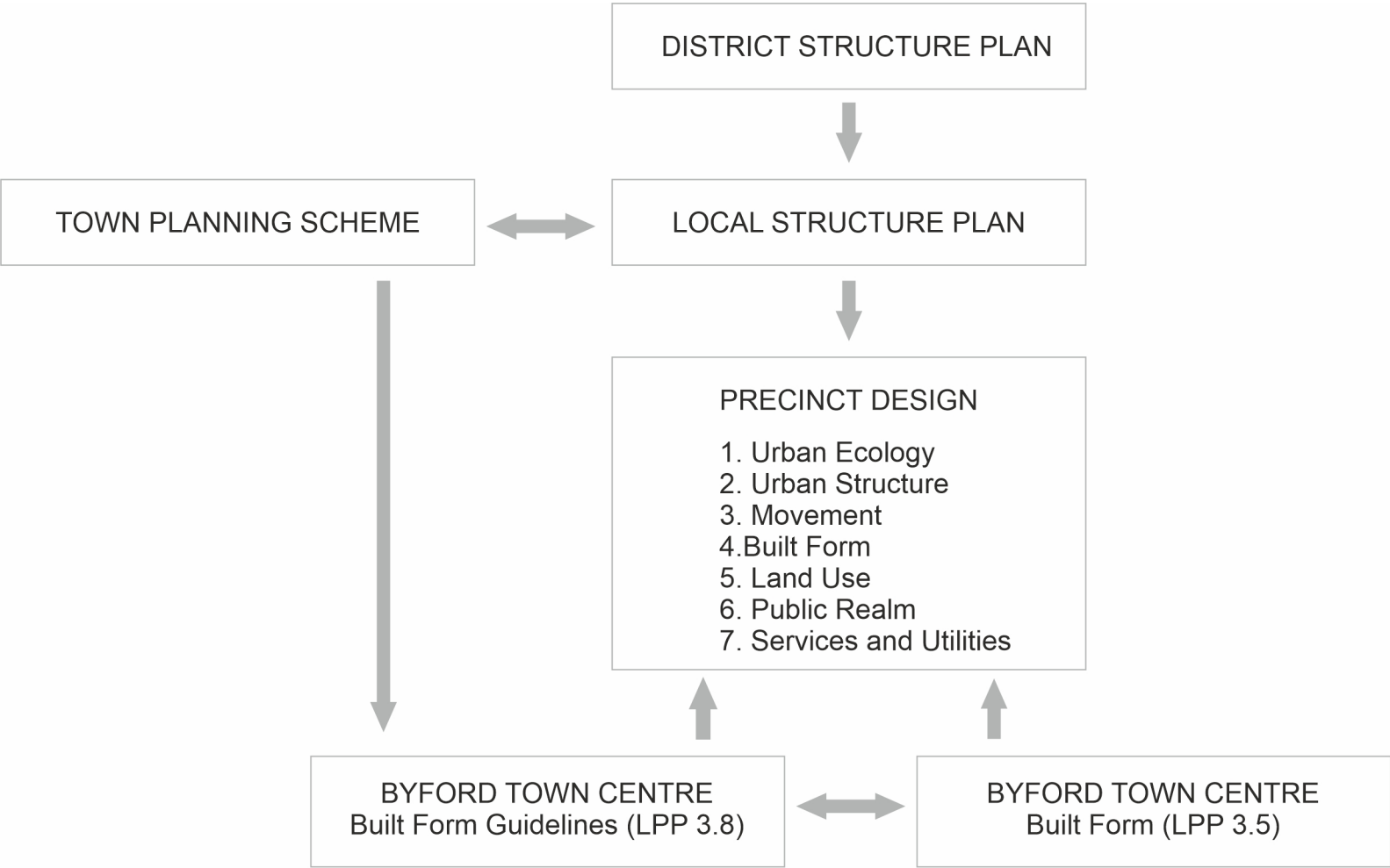
This policy constitutes the Public Realm Guidelines for the Town Centre and is to be read and applied in conjunction with the Scheme, The Byford Town Centre LSP, the Byford Town Centre Built Form Guidelines (LPP 3.8) local planning policy and other local planning policies which are deemed relevant.

## 1.3 PURPOSE / OBJECTIVE

This Policy has been prepared to facilitate and coordinate desired public realm outcomes within the Byford Town Centre LSP area.

The drafting and approval of a Local Planning Policy for the Public Realm as well as a Local Planning Policy for Built Form is required. The implementation of the vision for the Byford Town Centre requires the application of a number of tools and interventions. Whilst the LSP focuses on the broader land use and design framework, the Design Guidelines identify the requirements for the public realm within new development. Local Planning Policy 3.5 - Byford Town Centre Public Realm Guidelines provides requirements for the public realm which will be applied through new development as well as determining the character of renewal work undertaken by the Local Government.

This local planning policy is intended to facilitate and coordinate desired public realm outcomes within the Byford Town Centre LSP area.





# 1.0 INTRODUCTION

## 1.4 OPERATION / SCOPE

The Byford Town Centre LSP area has been divided into four precincts as per Section 6.1. Applications will be assessed against Policy Provisions.

This LPP has been prepared to assist in realising the development vision and objectives for the Byford Town Centre as per Section 5.1. Proponents seeking to develop wholly or partly within the Policy area will be expected to carefully consider the context of their proposal and identify the Policy Provisions which apply. In order to depart from any provisions, rationale will have to be presented based on the particular circumstances of the site and justified against the development vision and relevant Design Objectives. Furthermore, the Shire's preparedness to apply this Policy in a flexible manner will depend on the applicant demonstrating that the urban village atmosphere of Byford Town Centre will not be compromised and that urban design and economic development advantages to the centre would result from the proposal.

Proponents are strongly encouraged to liaise with the Shire or Design Panel as early as possible in the design process to ensure the intent and requirements of the Policy and the Byford Town Centre Public Realm Guidelines are satisfactorily addressed. Developers are also strongly encouraged to engage the services of a suitably experienced and qualified Architect and/or Planner who can respond to the local context in an innovative and contemporary way.

Overall, all applications will be determined on their individual merits, having regard to the requirements of this Policy and other relevant requirements.

The pre-application procedure is as follows:

- Engagement with representatives of the Shire and other relevant authorities to identify potential issues and, if necessary, clarify requirements or an acceptable approach;
- Prepare designs/plans;
- Liaison with Shire/Design Panel prior to development application;
- Submit application for assessment.

The Byford Town Centre Public Realm Guidelines is a formally adopted guideline for all development within the public realm. The guidelines are a supplementary document to the relevant Western Australian Planning Commission standards and the Byford Town Centre Local Structure Plan.

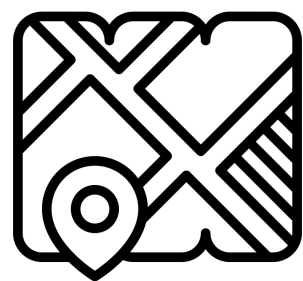
The Byford Town Centre Public Realm Guidelines should be used by all those who are involved in either shaping or looking after Byford's public realm including: Shire of Serpentine Jarrahdale teams involved in design, delivery and maintenance of public realm projects; developers and their consultants. The Guide is obligatory for all future Shire projects. The application of this guidance will be monitored and, if necessary, the Guidelines will be reviewed in order to accommodate lessons learnt and new guidance.



# 2.0 VISION AND PRINCIPLES

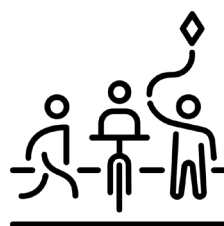
## 2.1 VISION AND PRINCIPLES

The following vision objectives are identified within the Byford Town Centre LSP and apply to these Byford Town Centre Public Realm Guidelines:



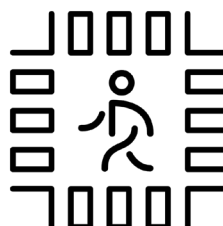
### 5.1.1 A Vibrant and Integrated District Centre

- A vibrant town centre containing a mix of retail, commercial, civic, recreation, residential uses consistent with its role as a District Centre.
- The existing and expansion areas of the town centre are seamlessly integrated and connected, and demonstrate historical and contemporary reflections of the local rural character.
- The location of major store anchors, high quality shop front environments and car parking areas contribute to an active main street environment.



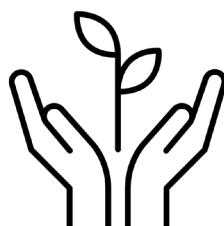
### 5.1.2 Identifiable Character and Distinct Sense of Place

- Natural, cultural and heritage features, landmarks and public art within the public realm, contribute to sense of place.
- A network of public space and open space corridors contribute to the rural and bushland feel of the area.



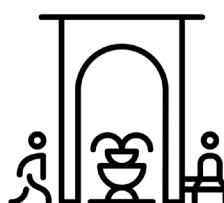
### 5.1.3 A Safe Pedestrian and Transit Oriented Place

- There are many streets and pedestrian routes leading to a transit hub.
- Open space areas are provided with passive surveillance.
- The street network and urban environment provides high levels of connectivity and legibility.



### 5.1.4 A Place that Capitalises on its Environmental Assets

- Existing natural assets such as mature and remnant vegetation and streams are central to public realm theming.
- The main street environment is sheltered from strong easterly winds.
- Existing views and vistas to and from the centre are maintained.



### 5.1.5 A Water Integrated Place

- Bio-retention tree pits, living streams and swales are a feature of the town centre and contribute to sense of place as well as perform a drainage, bio-retention and recreation function.

The above vision objectives are illustrated within the Byford Town Centre Built Form Guidelines document through reference images and concept plans. The concept plans are used for illustrative purpose only to indicate the design intent.

## 3.0 DESIGN SOURCE

Figure 3: Byford Destination



### 3.1 LOCAL CHARACTER

The Byford Town Centre has two parts divided by the railway:

- Old Town Centre
- New Town Centre

Each part has existing points of attraction (shown in red) and future points of attraction (shown in green) that together create Byford as a destination (Figure 3).

Connectivity between attractions is important as it creates an integrated Town Centre with unique sense of place.

The Byford area has many local attributes that can be integrated into the design and material palettes. The following chapter analyses the Byford area in terms of the following aspects:

- Contextual Analysis - the local environment and typical built form
- Contextual Identification - shape, colour and material recommendations
- Contextual Interpretation - how it can be reflected



# 3.0 DESIGN SOURCE

## 3.2 CONTEXTUAL ANALYSIS

There are five main themes that reflect the existng unique character of the Byford Town Centre:

- Natural Environment
- Public Art
- Equine Culture
- Materials
- Built Forms

Landscape forms a pivotal role in society - not only as an aesthetic backdrop, but also as a structuring element that creates a sense of place and a specific identity, forming a location that facilitates and encourages social interaction and community spirit.

The existing Byford Town Centre can be described as having a semi-rural feel with strong visual connections to the Darling Scarp. Seasonal waterways and damp-lands dissect the town centre with some remnant bushland. This contributes to a rural town sensitivity with open spaces, peacefulness and a connection to natural features. Byford is located at the foot of the Darling Scarp, where it starts to form the Swan Coastal Plain. It has hot, dry summers with strong easterly winds which reduce to light winds in winter. The Town Centre is made up of diverse land uses; with Residential, Semi-rural residential, Commercial, Retail and Mixed Uses as well as wetlands and public open space. This mix of uses produces a variety of scales and densities. The Town Centre is traversed by the South Western Highway with high traffic volumes, a planned passenger train line, and Abernethy Road. Currently high traffic volumes on South Western Highway separate the old town site from the commercial area and the town has a propensity to flood. Understanding these physical conditions and the community's enjoyment of their diverse lifestyle will be the key in shaping further development within the Town Centre.



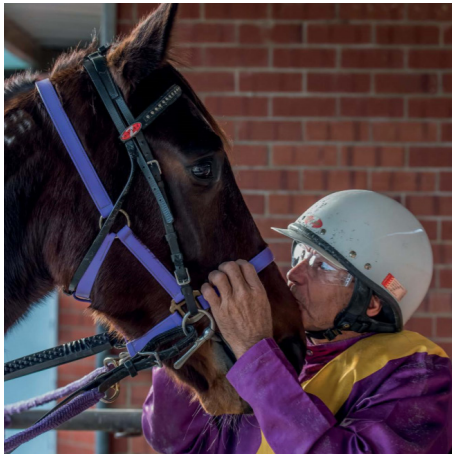
Byford as Destination



Existing Public Art



Old Town Centre



Equine Culture



Natural Environment



Black Cockatoo



Furniture as Public Art



Typical Built Form for Old Town Centre



Attractive Built Form



Built Form of new Town Centre



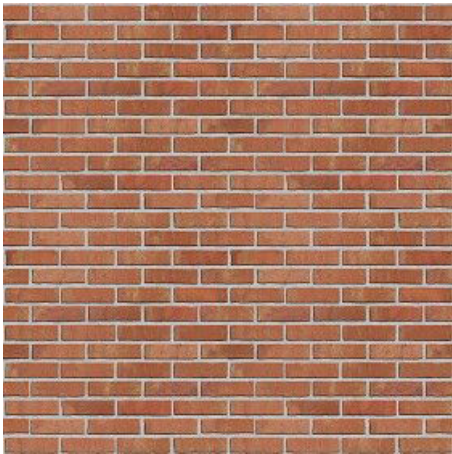
Rural Lifestyle Built Form



# 3.0 DESIGN SOURCE

## IDENTIFIED MATERIALS

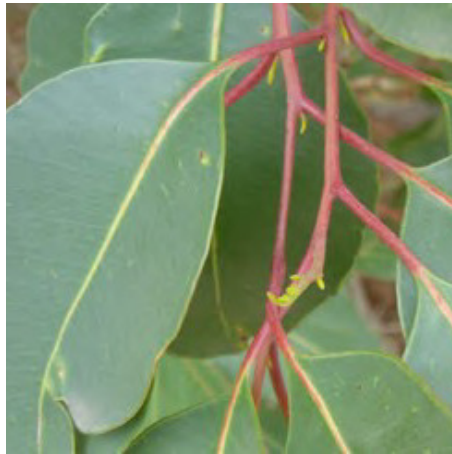
Brick



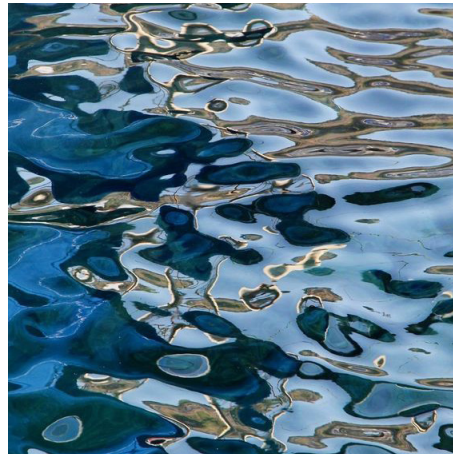
Timber



Natural environment



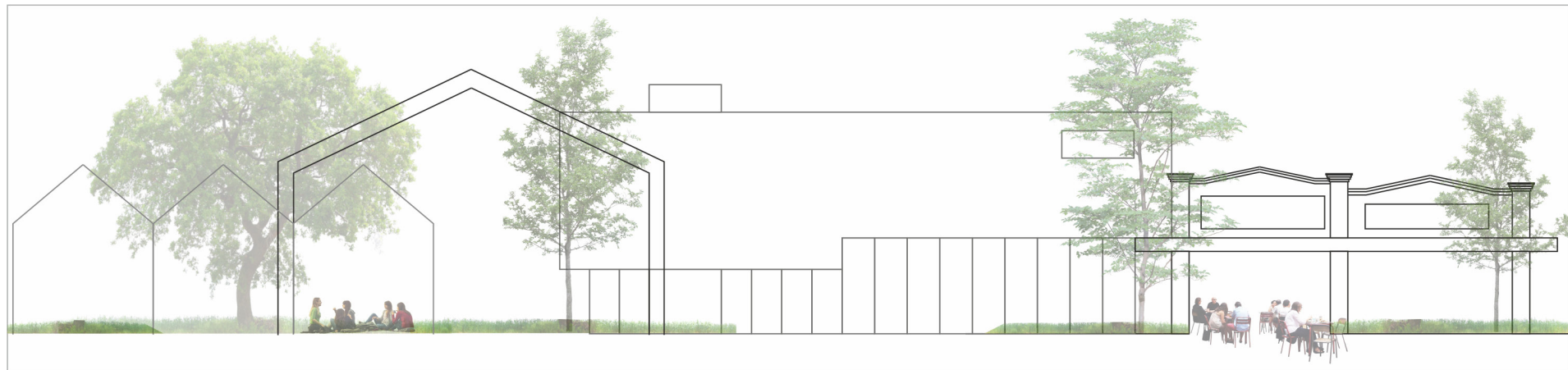
Water



## MATERIALS ARTICULATION



## URBAN RURAL BYFORD TOWN CENTRE FEEL



Built form and Urban Forest

## 3.3 CONTEXTUAL IDENTIFICATION

Colour, texture, form and materials can be selected based on the study of the local character and the unique environmental locale to create a design that identifies the site character and works within the context in which it sits.

Four main elements were identified through analysis of the existing architecture and public art in Byford Town Centre and natural environment of the area:

- Brick
- Timber
- Natural environment (trees/vegetation)
- Water

Particular shape of buildings and building materials are repeated throughout the site. The use of similar shapes and materials can help to enhance the identity of local area.

Vegetation and street trees should be consistent and support the rural village character of the area as repetition of shapes and built form help to create a sense of place.

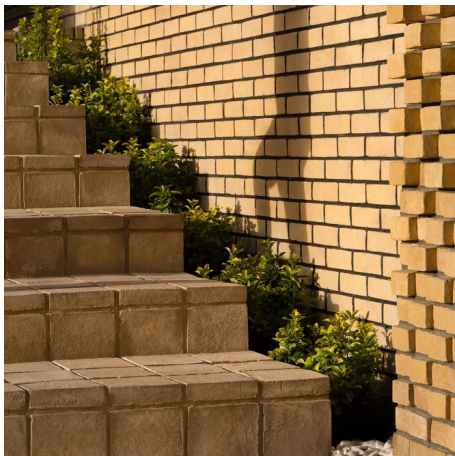


# 3.0 DESIGN SOURCE

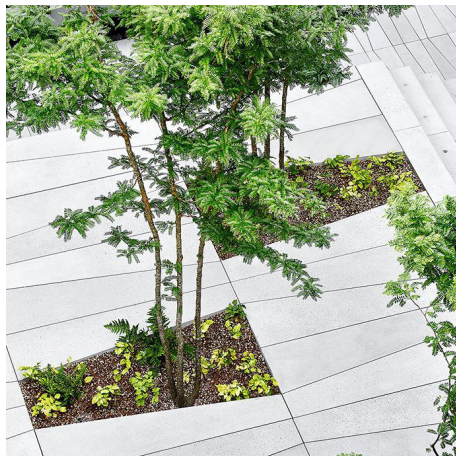
## 3.4 CONTEXTUAL INTERPRETATION

To create a unique atmosphere of Byford with rural life-style and urban liveliness it is important to create the same architectural language and the same style within the old and new town centres. The same materials and built forms should be repeated with variation in form throughout the site. The “old” town centre is rich with sculptures on the brick basement so the same principle should appear in the new part of the development as well in the pavement, street furniture, public art and buildings.

Rural lifestyle character can be preserved by the use of repetitive vegetation and greening of the area with a focus on pedestrians to facilitate a higher level of walk-ability and cycling opportunities.



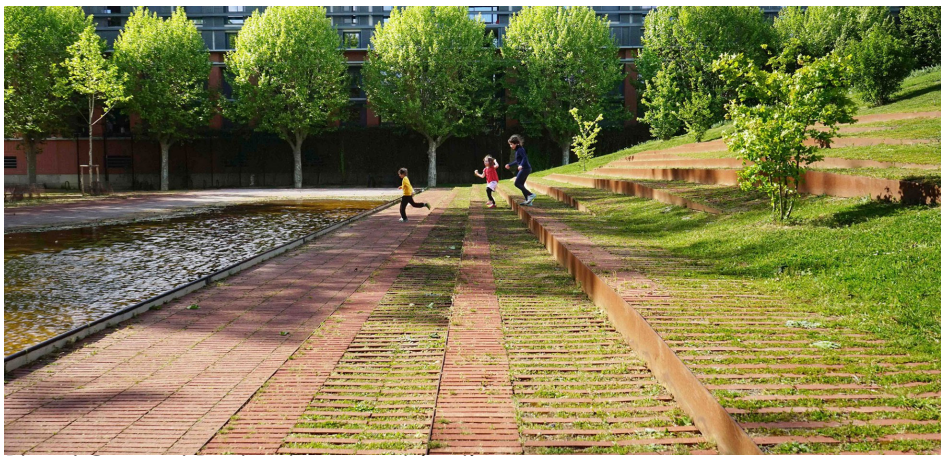
Material combination



Urban Forest



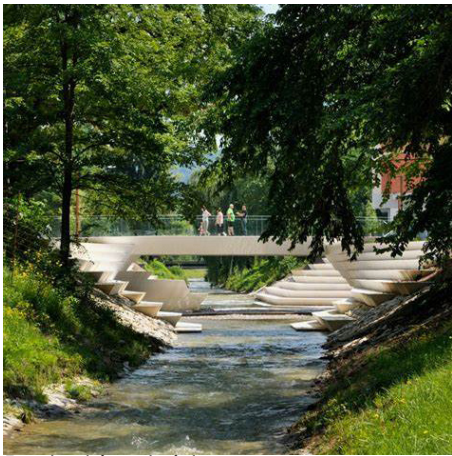
Permeable surface



Blue / Green / Red colour combination



Water element



Pedestrian bridge



Welcoming Architecture



Human Scale



Local Built Forms repetition



# 4.0 POLICY PROVISIONS

## 4.1 DESIGN ELEMENT: URBAN ECOLOGY

Bio-retention develops a network of multi-use corridors / greenways throughout the town. Bio-retention will improve water quality entering receiving water bodies and will enhance the beneficial use of all watercourses and wetlands in the Town Centre.

Providing connectivity for biodiversity and pathways for migration is essential for the ecosystem to withstand potential impacts of climate change. Planting in local parks, green spaces and multi-use corridors should be complemented by smaller patches with suitable habitat vegetation. Habitat networks can be created by connected and planted roadside verges, median strips, laneways, green spaces in schools, green roofs and walls of businesses and the gardens of residential homes and through biophilic urban design.

### DESIGN OBJECTIVES

*Water Sensitive Urban Design to be incorporated where possible.*

*Expand the urban forest and increase level of canopy coverage.  
(Urban and Rural Forest Strategy 2018-2028)*

*Promote the use of soft landscape*

### POLICY REQUIREMENTS

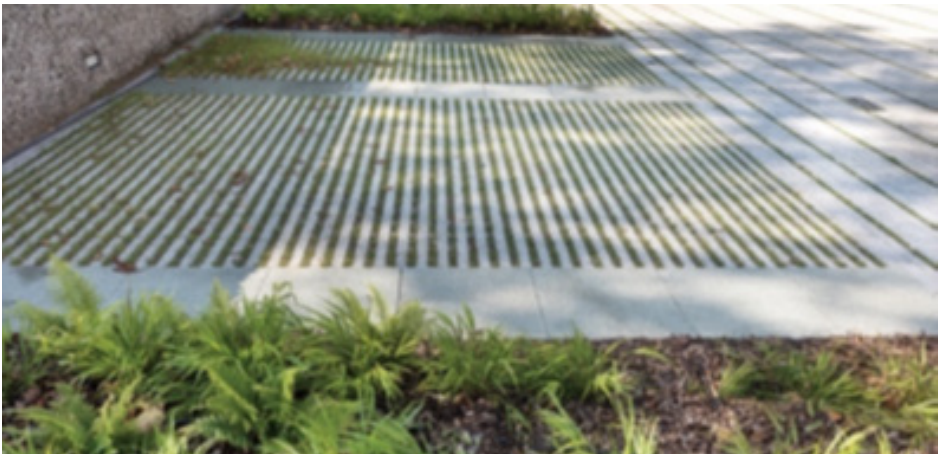
- Bio retention used in medians, verges and Public Open Space.
- Bio-retention used adjacent to car parking to improve water quality and biodiversity.
- Bio-retention used as a green network and to improve water quality and enhance biodiversity.
- Buildings to be set within an informal perimeter of vegetation, including street trees, bio-retention shrub beds and minimal grass.
- Carparks are to be designed, and stormwater managed in line with water sensitive urban design principles.
- Street trees to be located at regular intervals to create a pedestrian scale environment and provide shade.
- Mitigate the urban heat island effect in the design and delivery of the public realm and private developments accordant with desired urban greening outcomes and standards.
- Expand the urban forest through streetscape designs that provide space for street trees and people movement in terms of the relevant Council strategy/policy in this regard.
- To incorporate water wise and endemic species and/or non-native species where appropriate. (DESIGN WA Precinct Design)
- Proposals should seek to maximise the provision of soft landscaping including green walls, green roofs and trees to contribute to a healthy ecosystem and deal with pollution.
- Promote the use of soft landscaping within the train station site and public spaces to reduce the heat island effect and create comfortable spaces for the public.
- Ensure a suitable connection between the landscape and the building.



Bio-retention in verges/medians



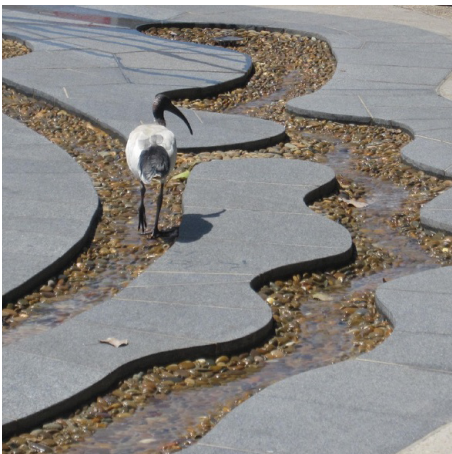
Bio-retention in roadside verge



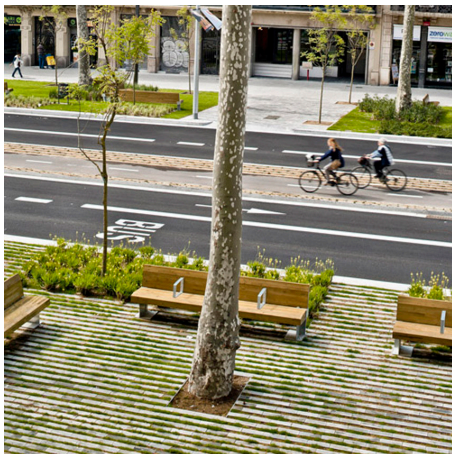
Bio-retention in car parking



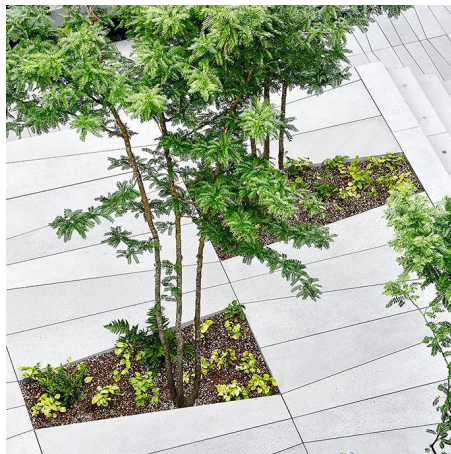
Bio-retention in green network



Opportunity to support habitat enhancement



Urban Forest through streetscape design

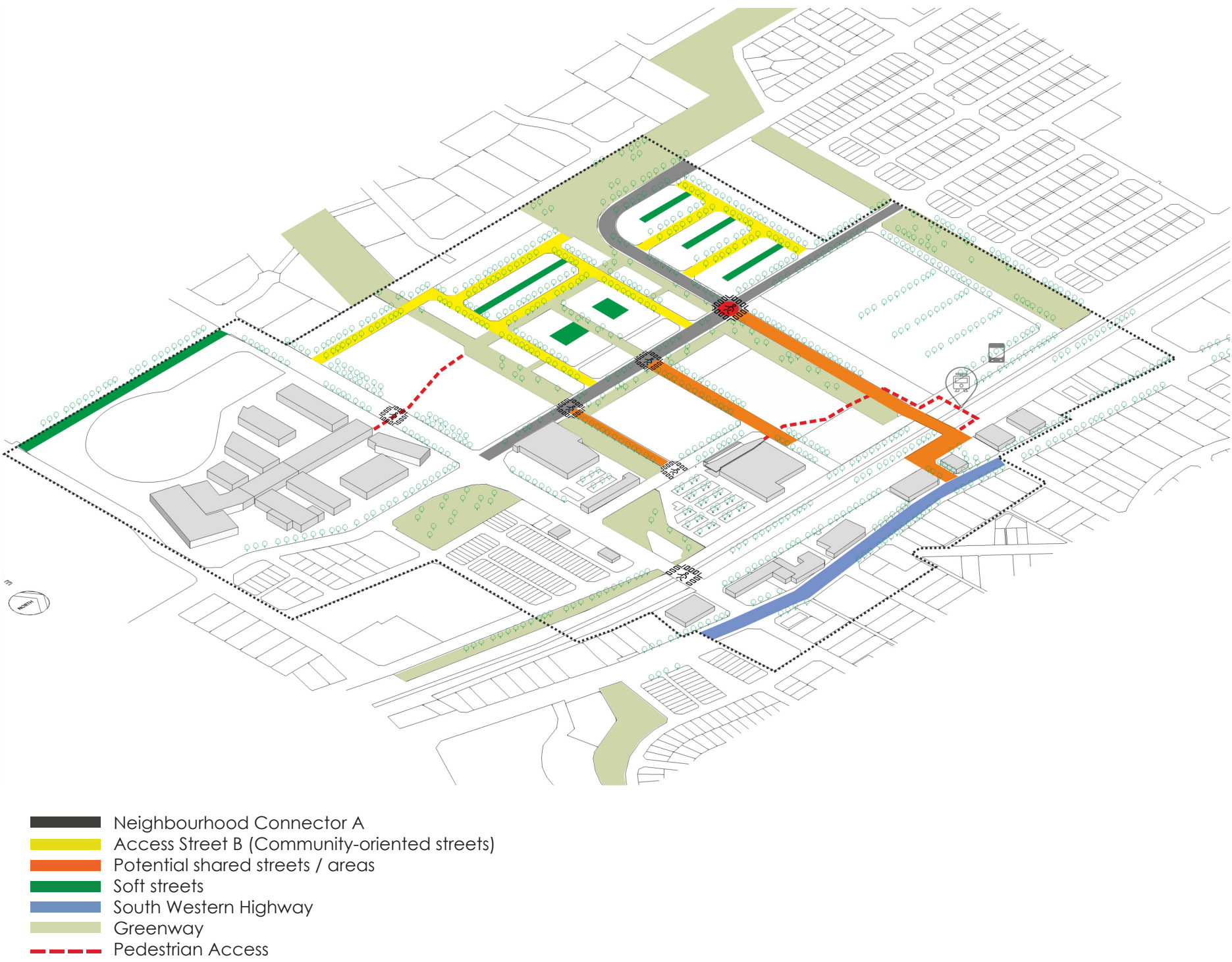


Soft landscaping and Urban Forest design



# 4.0 POLICY PROVISIONS

Diagram 2: Street network



## 4.2 DESIGN ELEMENT: STREETSCAPE

Streetscape is an important structuring element in the creation of a sense of place.

Wide roads result in spatial relationships not well scaled for the pedestrian. This scale needs to be visually reduced in order to create a vibrant, people friendly environment. This can be achieved through avenue tree planting which visually fills and softens the road reserve space, creating visual interest with seasonal change and providing shade and shelter. Also, generous verges provide for pedestrian movement, al fresco dining and greening opportunities that create people-friendly environments. As a principle these verges shall not be turfed or reticulated to encourage a water-wise treatment although trees shall be irrigated by bubblers. Subsurface drainage shall be provided to nodal areas of interest.

The provision of a cohesive bike network through the Town Centre will further support Byford as a place for people.

To increase legibility and way finding within the Town Centre, paved thresholds herald the entry points. This surface treatment will link across from the old town to the new centre to strengthen the connectivity of the two areas. A common paved threshold treatment to residential areas helps define these zones. Feature trees and / or sculpture at key points into the Town Centre are visual markers that also aid in way finding and herald arrival.



# 4.0 POLICY PROVISIONS

The public realm should accommodate a variety of uses and users. It should be designed for people of all backgrounds, ages, pedestrians, cyclists and for any social activities whether temporary or regular, during different times of the day and at night. It should be functional, accessible, safe and facilitate movements through the Town Centre.

## DESIGN OBJECTIVES

**Streets and open space are welcoming and maintain human scale.**

**The public realm structure provides high amenity and safe interface between different uses.**

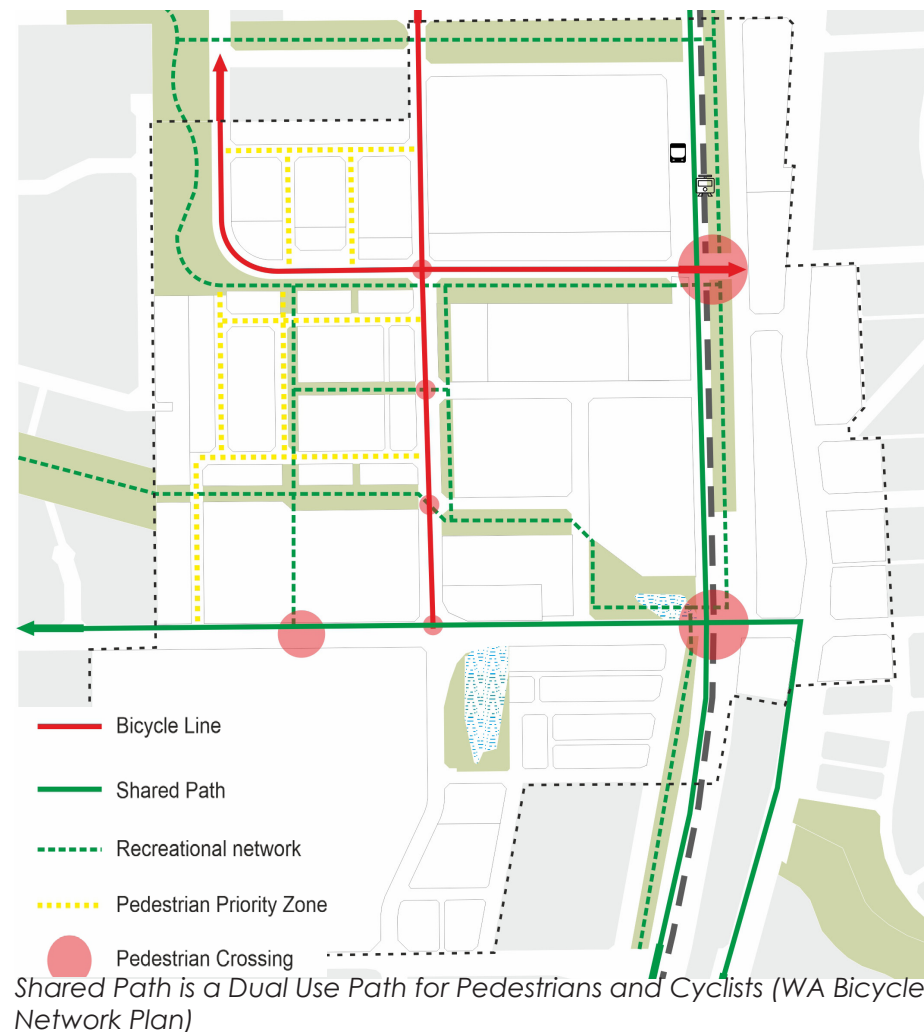
**Streets are to enable safe, convenient and comfortable travel and access for users of all ages and abilities, and prioritise walking, cycling, public transport and shared mobility, and reduces car dependency.**

**Create a Byford inspired icon recognisable to vehicular passengers and visitors**

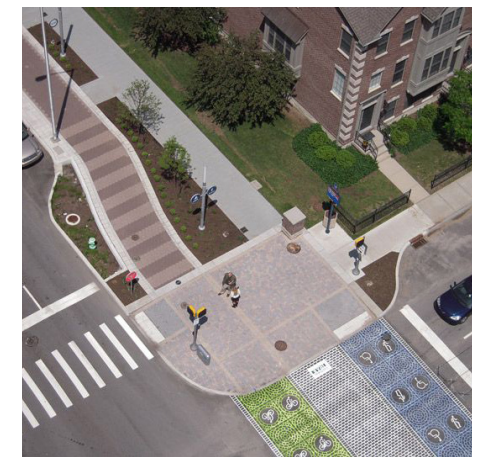
**Create clear and permeable sightlines and access ways between the new and old Town Centres**

## POLICY REQUIREMENTS

- To ensure public realm structure and land uses support each other.
- Where a railway station or public transport interchange interfaces with a public space, provide active uses at ground level at the station or interchange interface with the public space.
- Provide space within the streets for trees, landscaping and to accommodate social activities and utility infrastructure.
- Provide commercial lots with service access lanes or service courts separated from pedestrian access.
- Provide rear vehicle access to off-street parking where possible.
- Where lots border a public open space, provide an active frontage towards the POS.
- Larger sites should be designed to interconnect streets and allow pedestrian and cycle movement through the site.
- Clearly identify all pedestrian crossovers.
- Develop pedestrian focused environments through the incorporation of street trees, appropriate seating, bins, bike racks and drinking fountains and prominent well-defined crossing locations.
- Standard seating to be located at regular intervals.
- Seating arrangement to encourage interaction.
- Plan and design the public realm to provide weather protection all year round where appropriate.
- Public places meet accessibility standards and cater for all levels of mobility, age, cognitive ability and different cultural backgrounds.
- Ensure all new development suitably connects with the existing buildings, paving and vegetation.
- Integrate existing site features such as sculptures in a meaningful way to create a feature and destination of Byford Town Centre.
- Prominent entry statement in the approaches to the Town Centre.
- Embed passive surveillance and spatial legibility by reducing visual obstructions.
- Integrate with surrounding wayfinding and ensure clear signage for connections to the station and other local destinations.



Crossover



Crossover and Trees



High amenity and safe interface between different uses



Welcoming space



## 4.0 POLICY PROVISIONS

The road reserve design guidelines in Liveable Neighbourhoods have been acknowledged, the following street sections are the preferred outcome for the Byford Town Centre.

### 30 m ROAD RESERVES

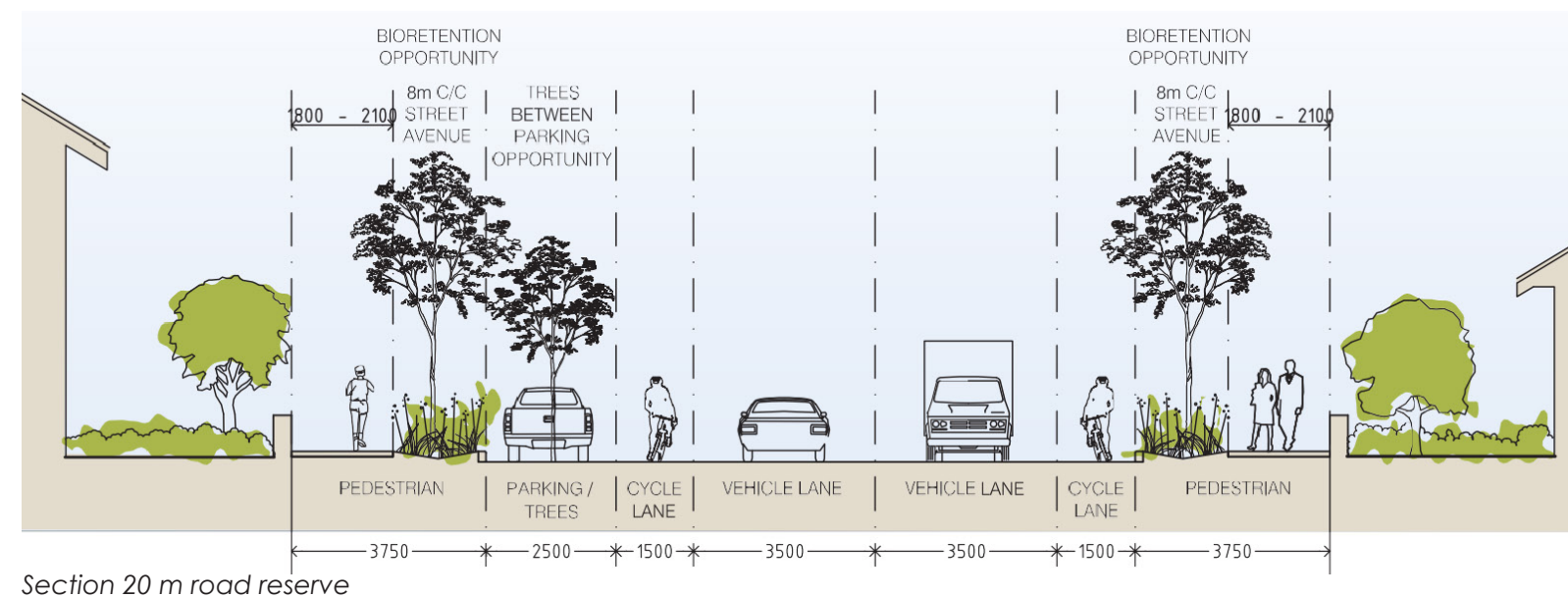
#### A. 30 m ROAD RESERVES (ABERNETHY ROAD & SANSIMEON BOULEVARD)

Final road reserve design will be subject to future detailed design prior to construction.

30m road reserves will be used to accommodate a variety of case scenarios within the Byford Town Centre to achieve safe transportation options for a number of road uses.

The traffic island/median is a minimum of 1.5m with a planted tree line at 16m centres, increasing urban tree canopy and providing a island for safe pedestrian crossings.

The road reserve incorporates shared-use pathways commuter cycle movements to promote and encourage a range of active transportation methods and create safe environments for active transportation users.



Section 20 m road reserve

#### B. 20 m ROAD RESERVE (SOLDIERS ROAD)

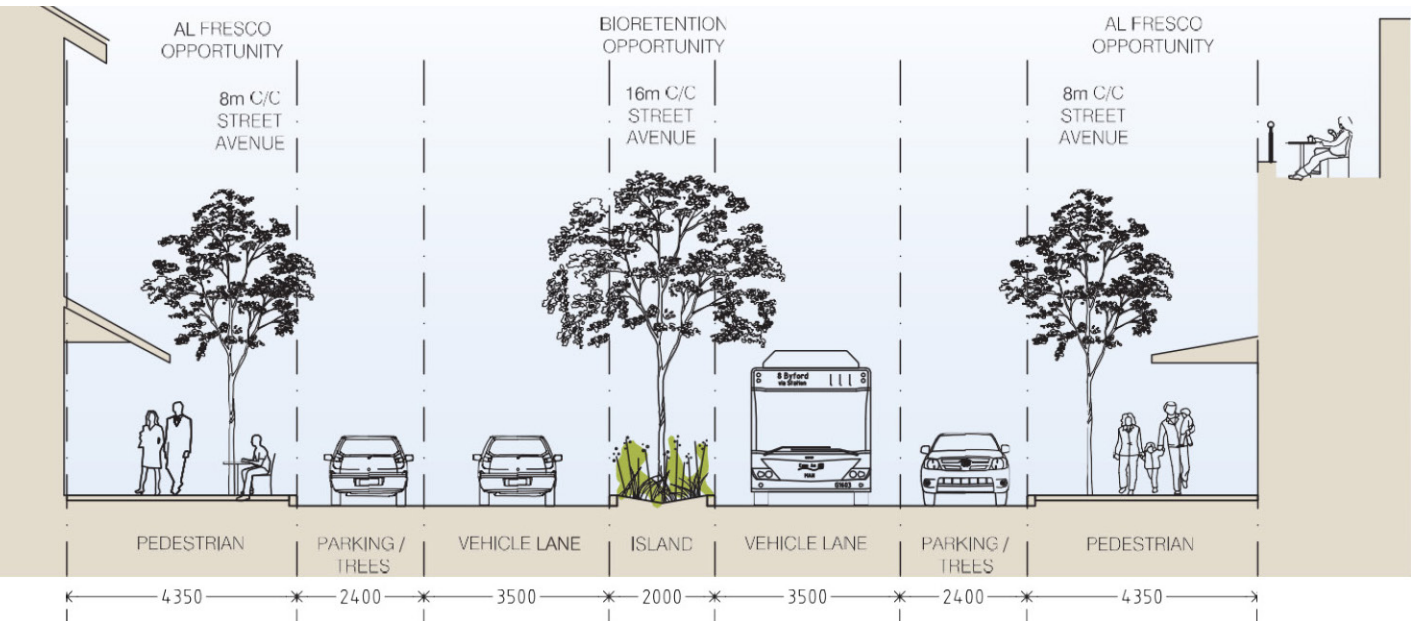
20m road reserve forms part of the bicycle path network. Verges are 3.7m wide with avenue tree planting at 8m centres, there is parking one side of the road and bicycle lanes on both sides of the road.

On verges with a 1.8m-2.1m paved footpath, the remaining verge area can be utilized for shrub planting and bio-retention systems. As a principle these verges shall not be turfed or reticulated to encourage a waterwise treatment. In addition to the 8m centre avenue planting on the verges, where desirable, a second tree line can be planted between the parking bays (at one tree every two bays) in order to create a more intimate, residential scale and to provide additional green effect. Trees planted in this zone should be protected by bollards to prevent damage from cars.

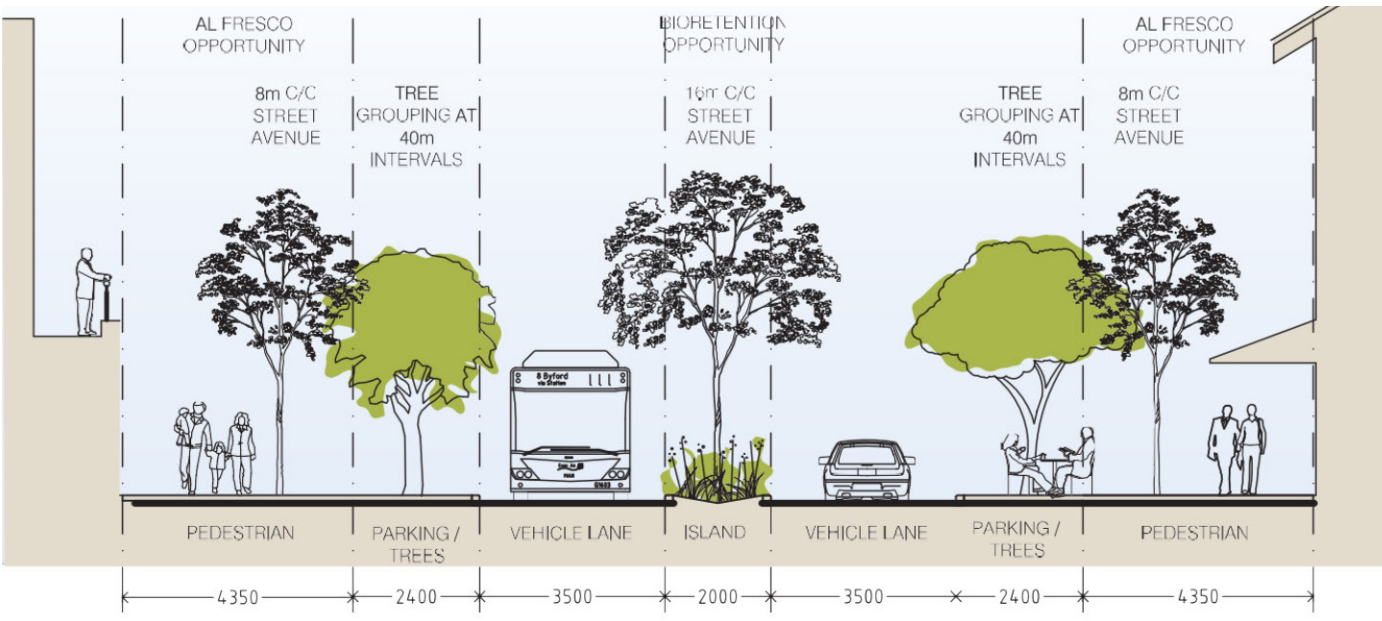
# 4.0 POLICY PROVISIONS

## D. 22.5 m ROAD RESERVES / MAIN STREET (Refer to Shared Streets/Areas)

These roads form the towns structure, they are articulated to promote and facilitate pedestrian traffic, alfresco dining and retail opportunities within a 4.35m paved verge. The median island provides a location for shrub-planting, tree planting at 16m centres and bio-retention systems. Cuts in kerbs allow for bio-retention. Permeable paving under groups of trees allow for pedestrian movement. The avenue trees on the verges are placed at approximate 8m centres having regard for building and awning design, interrupted every 40m by an informal group/cluster of “colourful” trees. At these nodes, the verge is widened into the parking strip to become 6.75m wide, creating a space that can be utilized by the adjoining commercial, retail and mixed-use buildings.



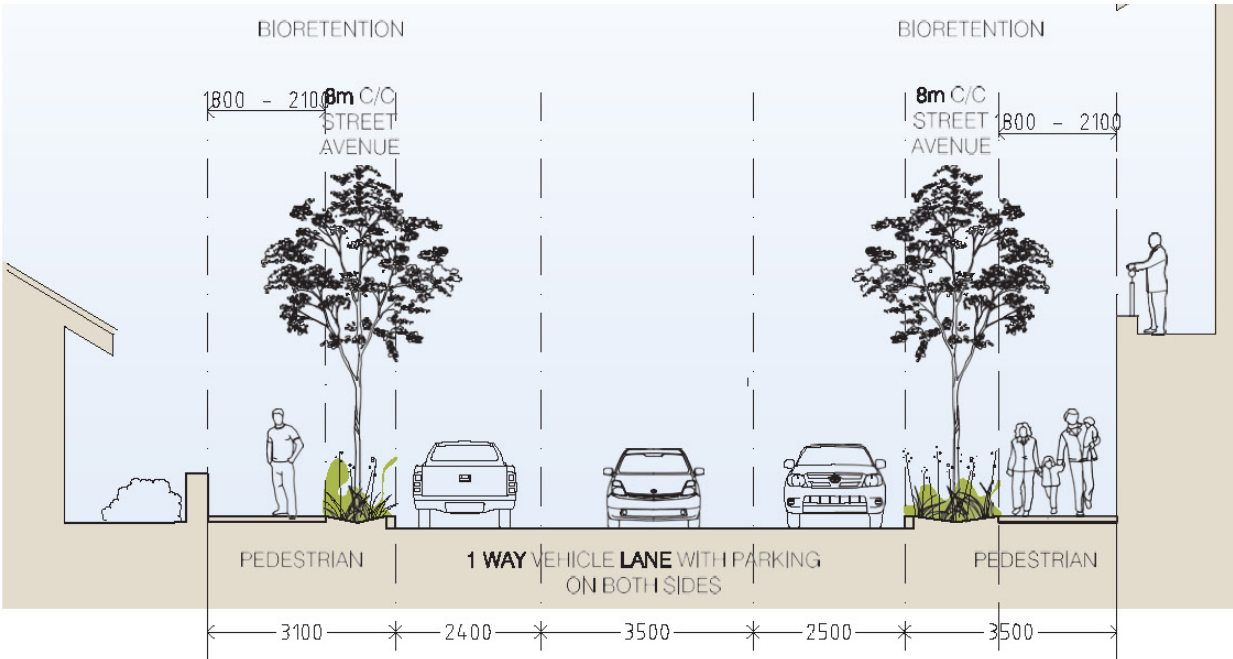
Section 22.5 m road reserves



Section 22.5 m road reserves

## E. 13-16m ROAD RESERVES (Refer to Community-Orientated Streets)

13-16m road reserves are typical to the residential zones. The verges accommodate a paved footpath of between 1.8m-2.1m, with the left-over verge space containing avenue tree-planting at 8m centres, shrub planting and bio-retention systems. As a principle these verges shall not be turfed or reticulated to encourage a water-wise treatment.



Section 13-16 m road reserves



# 4.0 POLICY PROVISIONS

Diagram 3: Shared streets and civic spaces



## 4.3 SHARED STREETS AND CIVIC SPACES

Areas designated for potential shared streets and main streets are destination streets that provide a public realm focused on pedestrians and creating an inviting street to be within.

Usually civic space is attached to main or shared streets and provide a meeting or gathering space. Each civic space is unique and offers variety in activation and interaction. Civic space is a pedestrianised space that is inviting and pleasant to be within.

It is important to create plaza in front of train station as it will become an iconic destination place.

Pedestrian strips are encouraged within a large development sites. Increased pedestrianisation will benefit new development in designated areas and provide legibility of the Town Centre.

All streets, including shared streets, will be subject to further detailed design. Where shared streets are proposed together with bus routes, consultation with PTA is required.



# 4.0 POLICY PROVISIONS

## DESIGN OBJECTIVES

### Iconic character

- Iconic street tree planting to provide amenity, visual scale and sense of arrival.
- Function as a retail, cafe, dining and tourist strip.
- Provide a vibrant and comfortable public realm supported by high quality furniture, lighting, wayfindings and public art.

### A prioritisation to pedestrians over traffic

- Slow speed shared use corridor.
- Extended footpaths for shopfront activation.
- Active frontages.
- Open flexible space.

### Promote the use of soft landscape

- To incorporate water wise and endemic species and/or non-native species where appropriate. (DESIGN WA PRECINCT)
- Proposals should seek to maximise the provision of soft landscaping including green walls, green roofs and trees to contribute to a healthy ecosystem and deal with pollution
- Promote use of soft landscape within the train station site to reduce the heat island effect and create comfortable spaces for the public

## POLICY REQUIREMENTS

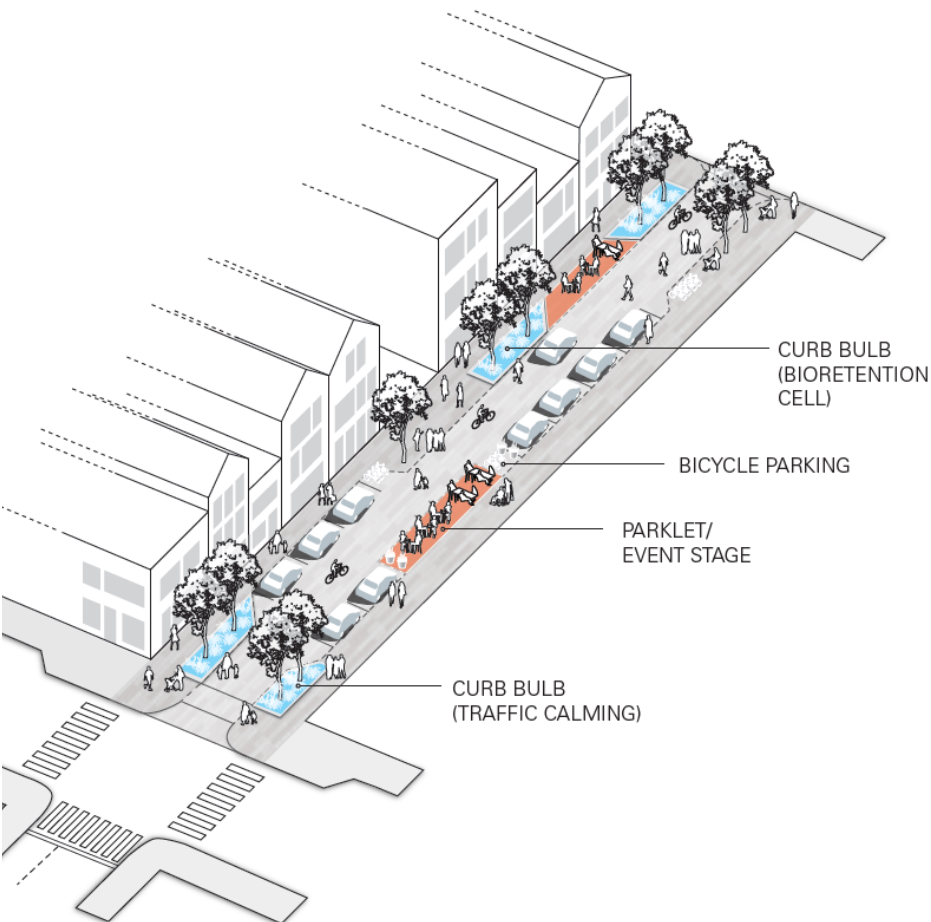


Diagram 4: Shared street explanatory diagram



Trees as natural barrier



Colour palette and urban forest



Shared street with trees and welcoming lighting



Places to gather



Local park



Pedestrian focused street

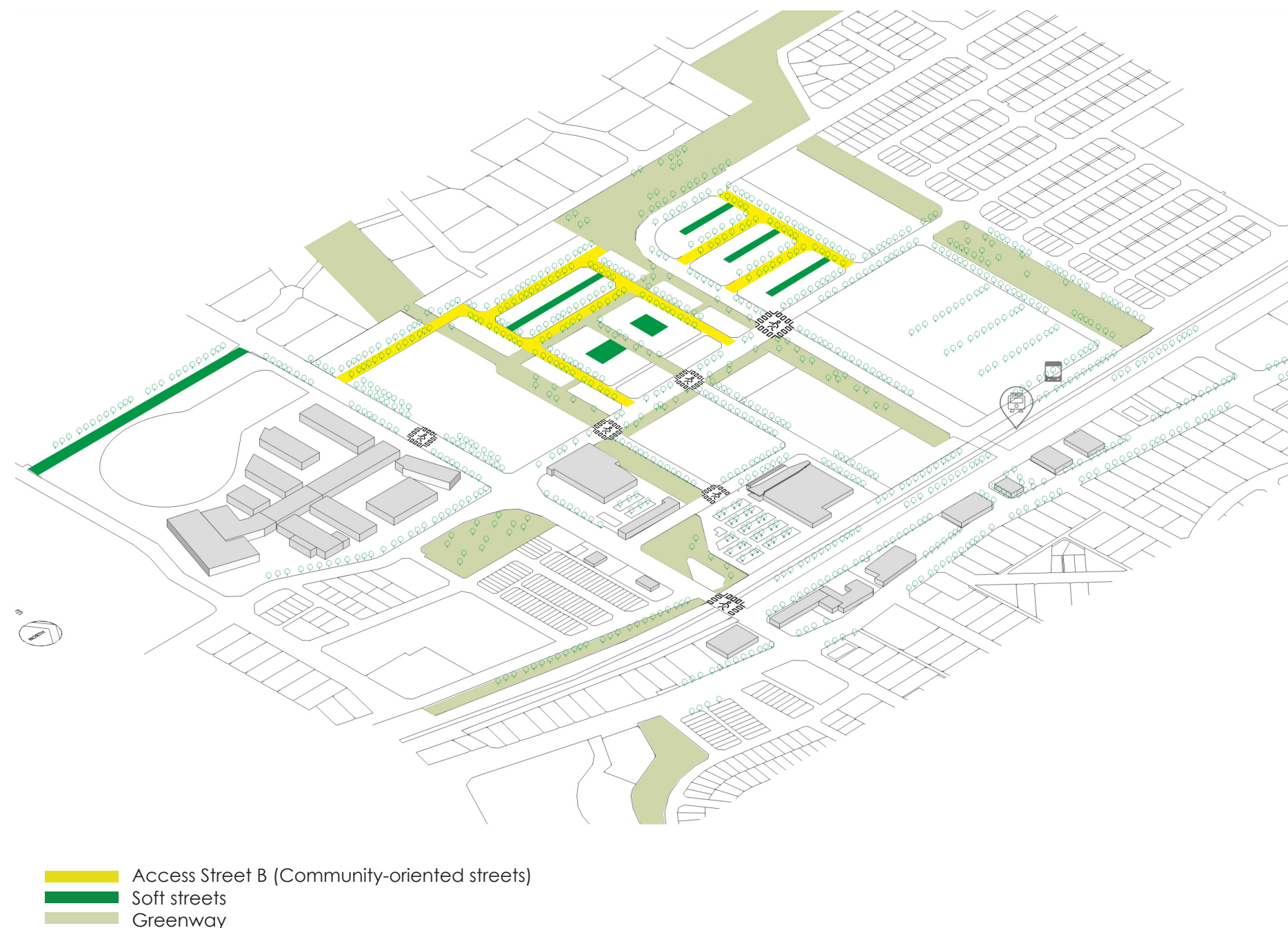


Pavement of the shared street



## 4.0 POLICY PROVISIONS

Diagram 5: Community-oriented streets



### 4.4 COMMUNITY-ORIENTED STREETS

Community-oriented streets are located in residential area and carry a low volume traffic. Residential-oriented development is free of through traffic and mostly handle local traffic only.

Local streets provide access to residential allotments and have a strong community value and ownership. To enhance the focus on residents some on-street car parking lots can be given to different community uses depending on current needs:

- Bike corral,
- Street cafe,
- Open gym,
- Transit stop,
- Bioretention cell,
- Street furniture,
- Pocket park.

Permeable pavement for access lanes within the residential development is encouraged as it contributes to local environment, recharges ground water and enhance biodiversity.

Soft street concept with permeable surface for street and car parking will contribute to the area between two schools to provide access from Mead Street and Abernethy Rd and among residential lots.



# 4.0 POLICY PROVISIONS

## DESIGN OBJECTIVES

### Support walking and cycling

- Provide continuous and high quality footpaths
- Accommodate street trees that contribute to character and provide shade.

### Slow speed traffic corridor

- Support reduced traffic speeds and volumes through traffic calming devices including raised pedestrian crossings and the use of textual surface changes.
- Pedestrian priority zones designed to accommodate service vehicle access and slower moving cyclists.
- 20 km/hr speed limit should apply through this area and apply to bicycles, service vehicles and private cars to prioritise pedestrians.

### Promote urban ecology

- Provide verge gardens and water sensitive urban design.

## POLICY REQUIREMENTS

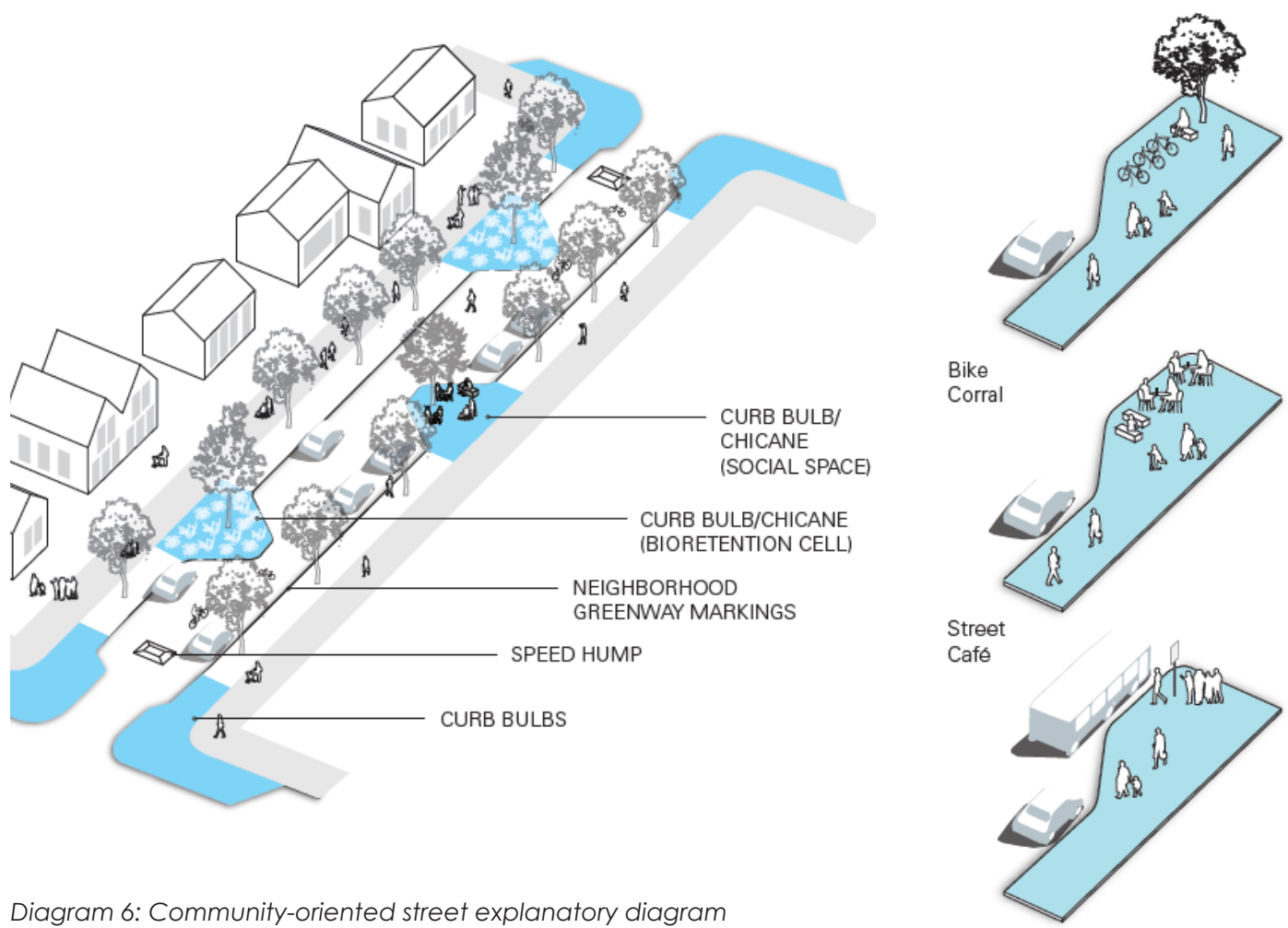


Diagram 6: Community-oriented street explanatory diagram



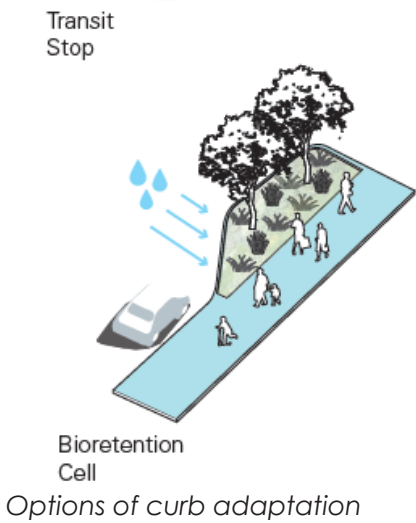
Permeable pavement in residential area



Soft street



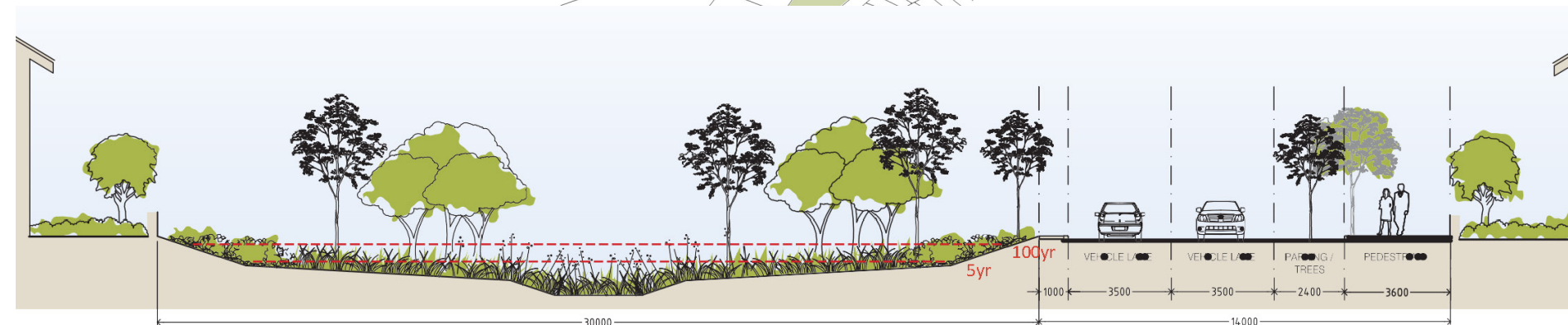
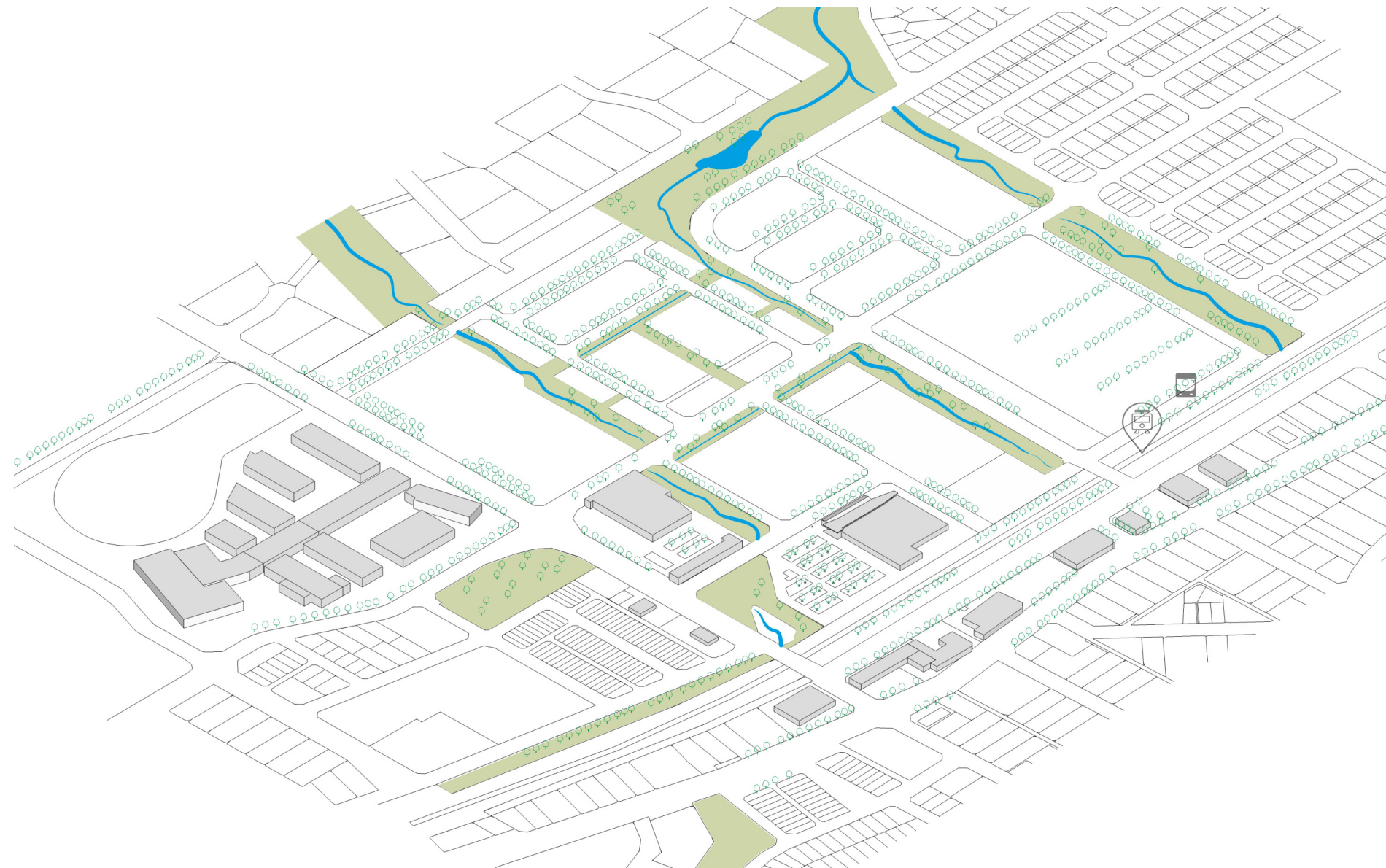
Community-oriented street visualisation





## 4.0 POLICY PROVISIONS

Diagram 7: Greenways



Section Greenway

## 4.5 DESIGN ELEMENT: GREENWAYS

The Greenway corridors running east-west align themselves with the sites natural drainage and the north-south corridor aligns itself with the main road.

The Greenways are intended to be multiple-use corridors:

- conserving existing vegetation,
- promoting indigenous revegetation,
- providing recreational opportunities,
- serving a surface drainage function.

Recreational Opportunities are to be provided through a cycle/ pedestrian path network and through recreational nodes, their precise placement to be in accordance with the local water management strategy, above the one in five year flood-line where possible.

The surface drainage comprises of a bio-retention system within the urban fabric and vegetated drainage basins and swales within the greenways. The drainage basins and swales are to be designed in such a way that they have a natural appearance and form, integrating seamlessly into the landscape. Care should be taken to avoid "engineered" designs, uniform slopes, straight segments, flat surfaces etc. Some localised areas of drainage basins and swales may require rock spalling in areas of high volume and velocity.

Before the drainage system is constructed, identification of viable indigenous vegetation should be undertaken and the vegetation replanted to suitable locations within the greenways.

Greenways should encourage interaction with nature and provide public meeting space.



# 4.0 POLICY PROVISIONS

## DESIGN OBJECTIVES

**Create activity “nodes” throughout the Greenway**

## POLICY REQUIREMENTS

- Incorporate amenities such as play equipment, shelters, appropriate seating, barbeques, drink fountains and bins.
- Design rural and nature inspired, universal access approved playgrounds, with appropriate amenities

**Greenway is open and accessible to public**

- Develop a cycle path circuit/ dual Use Paths to Cycle West standards, including appropriate signage.
- Create a pedestrian access to Warburton Ct.

**Promote the bio-retention and urban ecology principles**

- Utilise native and site specific shrubs and trees, minimising the use of manicured grass areas.
- Create Bio-retention zones, with native reed plantings.
- Retain and enhance the existing vegetation.

**Create relationships between built form and greenways**

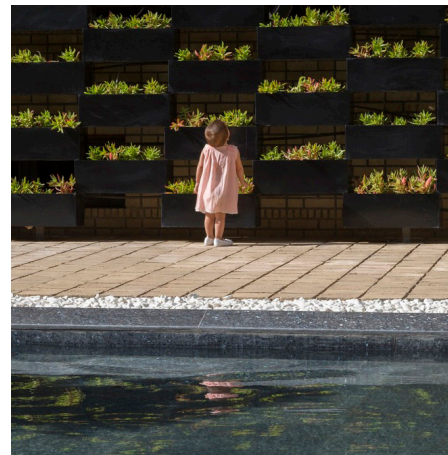
- Buildings to face onto the greenway and bio-retention swales.
- Ensure all new development suitably connects with the existing buildings, paving and vegetation.



Create interaction



Art as nature



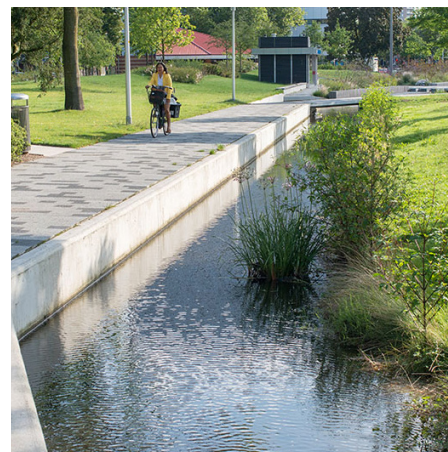
Art as nature



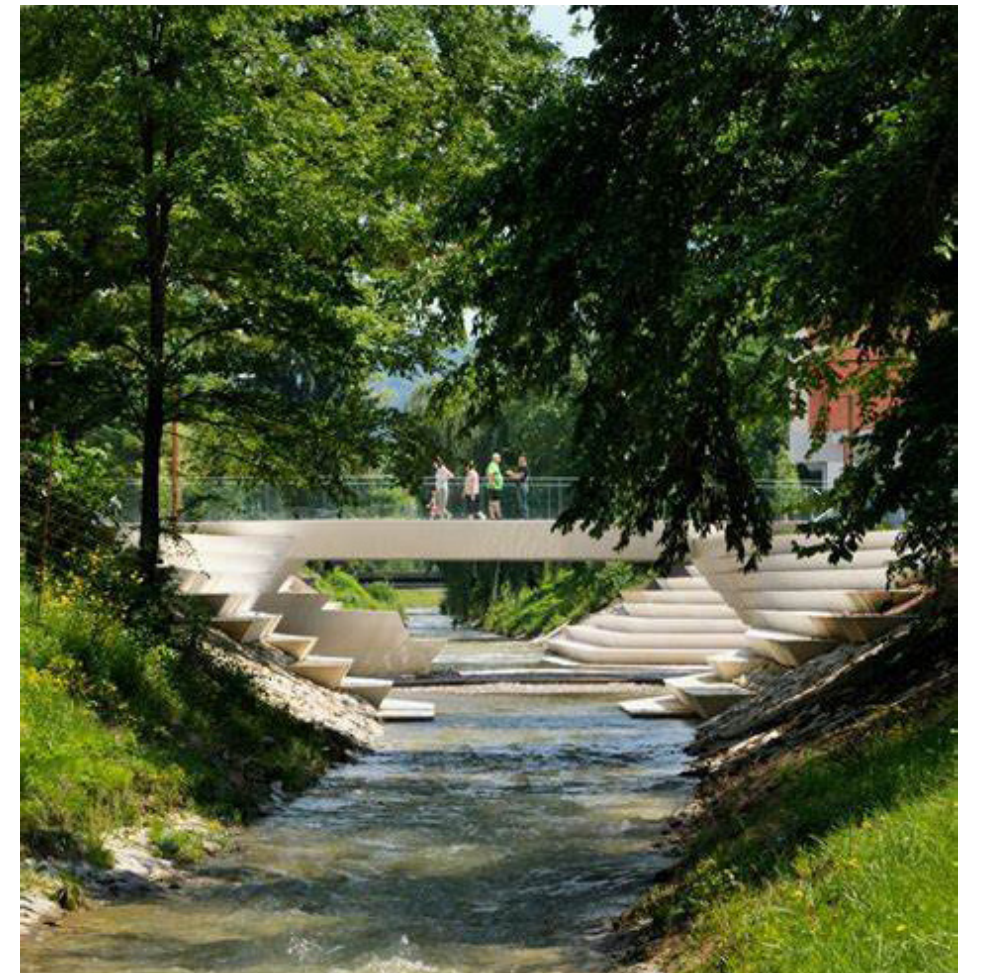
Interface of built form and greenway



Local materials in water-channel



Art as nature

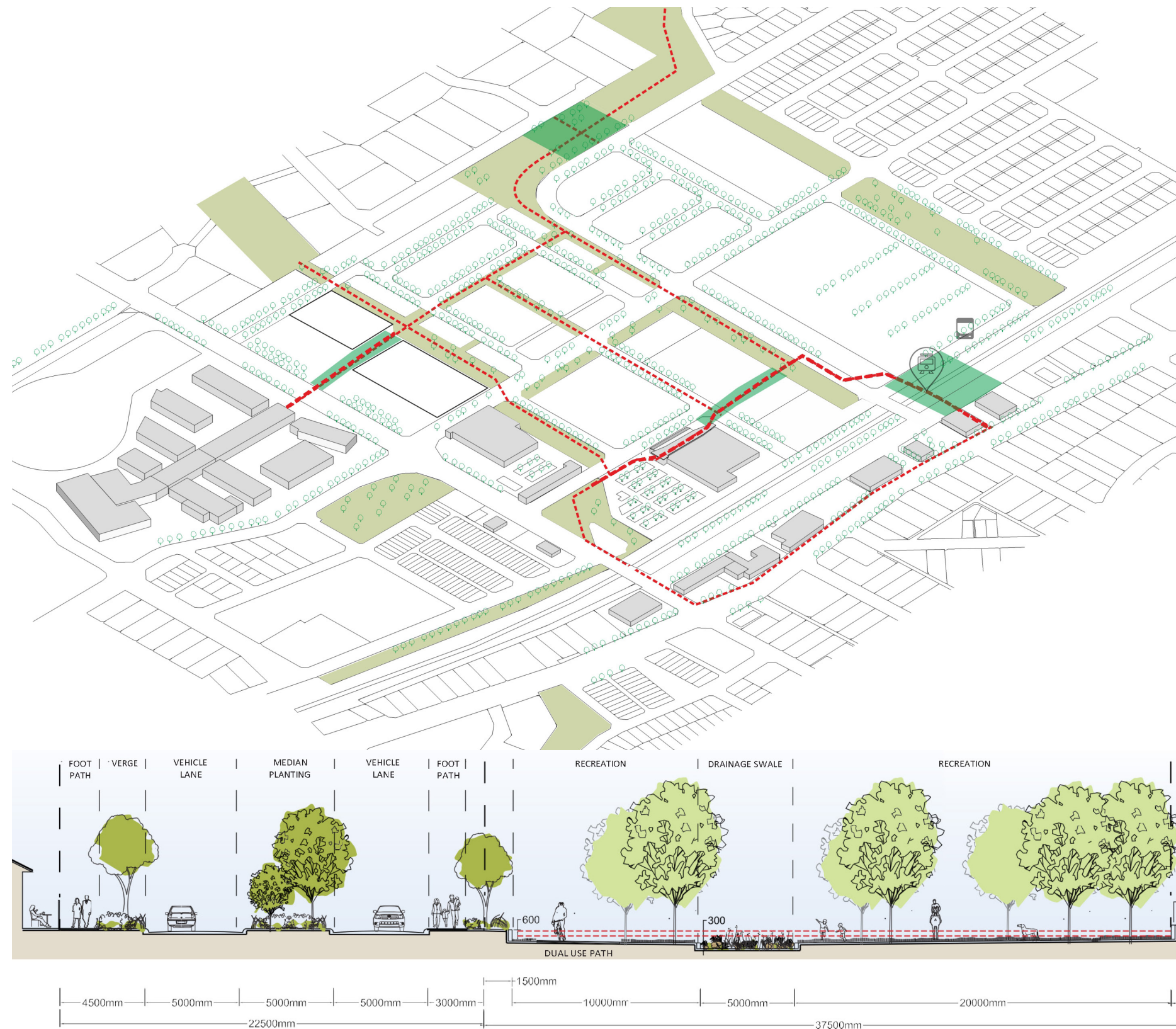


Art as nature



## 4.0 POLICY PROVISIONS

Diagram 8: Public Open Space



Section Greenway with Public Open Space

### 4.6 DESIGN ELEMENT: PUBLIC OPEN SPACE

Public open spaces should vary in size, provide different experiences for people, and be rich environments for local flora and fauna.

Careful site programming is essential to provide adequate services for natural habitat and residents. Design should reflect local landscape and heritage.

Function should follow the site character – nature, recreation or sport. Age specific activities, family inclusive spaces, long stay parks and sensory experiences should be provided in each precinct.

Sustainable and renewable materials, and local resources, should be the priority when designing playgrounds, street furniture or signage for public open spaces as they help to minimise carbon footprint.

Nature play areas, bird watching sites, areas for reflection, and walking trails through vegetation areas and along foreshores should be well connected to residential areas and well designed.

Art installations, workshops and interpretive signage can explain native plantings and create a unique atmosphere of the area. Natural sculptures can be local attractions and tourist destinations, platforms for students' and artists' creativity.

Public spaces can serve the traditional practices and ceremonies of Traditional Owners and introduce the six seasons through artistic and habitable metaphor.



# 4.0 POLICY PROVISIONS

## DESIGN OBJECTIVES

*A variety of play options within the public realm should be encouraged.*

*POS should promote healthy living*

*Natural materials and surfaces are preferred.*

*Open space to manage flooding*

## POLICY REQUIREMENTS

- Play spaces that appeal to children of all ages should be designed to provide a variety of play opportunities.
- A significant proportion of inclusive play equipment should be provided for different needs and types of disabilities/abilities.
- Outdoor gyms that test balance and strength, designed for teenagers and adults should be considered in parks.
- Multifunctional play objects integrated in the built environment are encouraged.
- Integration of street art and play is especially encouraged
- Natural features such as logs, planting and rocks should be integrated into play areas.
- Play areas should also incorporate educational elements related to local heritage and natural resources.
- Increase tree canopy cover where possible.
- Integrate water element as a part of play or passive recreation.
- Increase biodiversity.
- Balance hardscape and softscape areas.



Natural play



Inclusive equipment



Creative play



Multifunctional play objects, intergration of art and play



Intellectual play



Civic Space



Art and Nature



Pedestrian access through commercial area



Inclusive environment



## 4.0 POLICY PROVISIONS

Diagram 9: Potential locations of public art and landmark architecture



### Public art should:

- Enhance visual amenity;
- Allow expression of cultural diversity;
- Promote a sense of place, local identity and public ownership;
- Promote social engagement, public ownership and civic pride;
- Celebrate Byford.

## 4.7 PUBLIC ART

The following section underlines the importance of public art as an important component in the creation of unique, high quality spaces.

The main public art themes were identified through community engagement and research, responding to the Shire's environment, culture and history in the Public Art Strategy and Public Art Masterplan 2019-2023:

- Natural Environment
- Belong
- Playfulness

These themes should be utilised when considering public art.

Projects/developments in the vicinity of the Byford Station are encouraged to have regard for the METRONET BRE Public Art and Interpretation – Public Art Plan.



# 4.0 POLICY PROVISIONS

## PUBLIC ART PERFORMANCE CRITERIA

Public art is as an asset for the town of Byford and enhances the quality of life for residents and visitors. The primary crieria for public art are:

- 1.Public art is to maintain high aesthetic standards and should be durable and low maintenance, uplifting the quality of public spaces.
- 2.Recycling of materials or reus-ing of potential landfill waste ("Public Art from Trash") should be encouraged to bring awareness about the scares resources and boost creativity among community.
- 3.Public art should be contextually significant and specificy appropriate and meaningful to the Town of Byford.
- 4.Public Art should connect Old & New Town Centres through the same themes, materials and style of art with a consistent narrative about the local history, including the recycling of material (such as bricks from the former State Brickworks, for example).
- 5.Public art should enhance local biodiversity by creat-ing constructed sculptural habitat to tell stories for peo-ple and to provide shelter for insects, reptiles and birds.
- 6.Outdoor utility boxes, backflow enclosures, blank building walls, delivery lines and car parking should be hidden from the public or complimented by design of the utilities or landscaping.
- 7.Local artist can be involved to create murals or could be used the wrapping of enclosure to improve the aes-thetics of the area (Public Art Strategy and Public Art Masterplan 2019-2023).
- 8.All public art should comply with latest approved pol-icy guidelines.



Art as nature



Art as play among nature



Art as gathering place



Building wall art from recycled materials



Art from "trash" as awareness



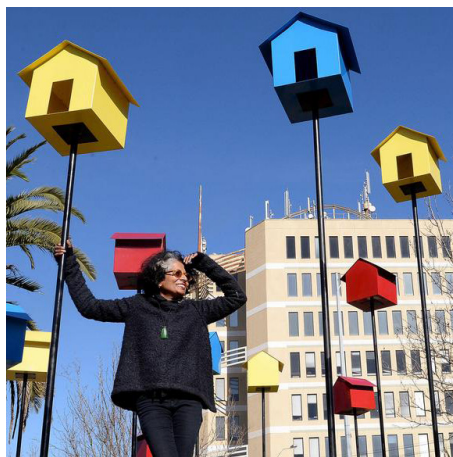
Sculptural Habitat as Landscape Marker



Art as delivery road or paving



Art as insect shelter



Art as shelter for birds

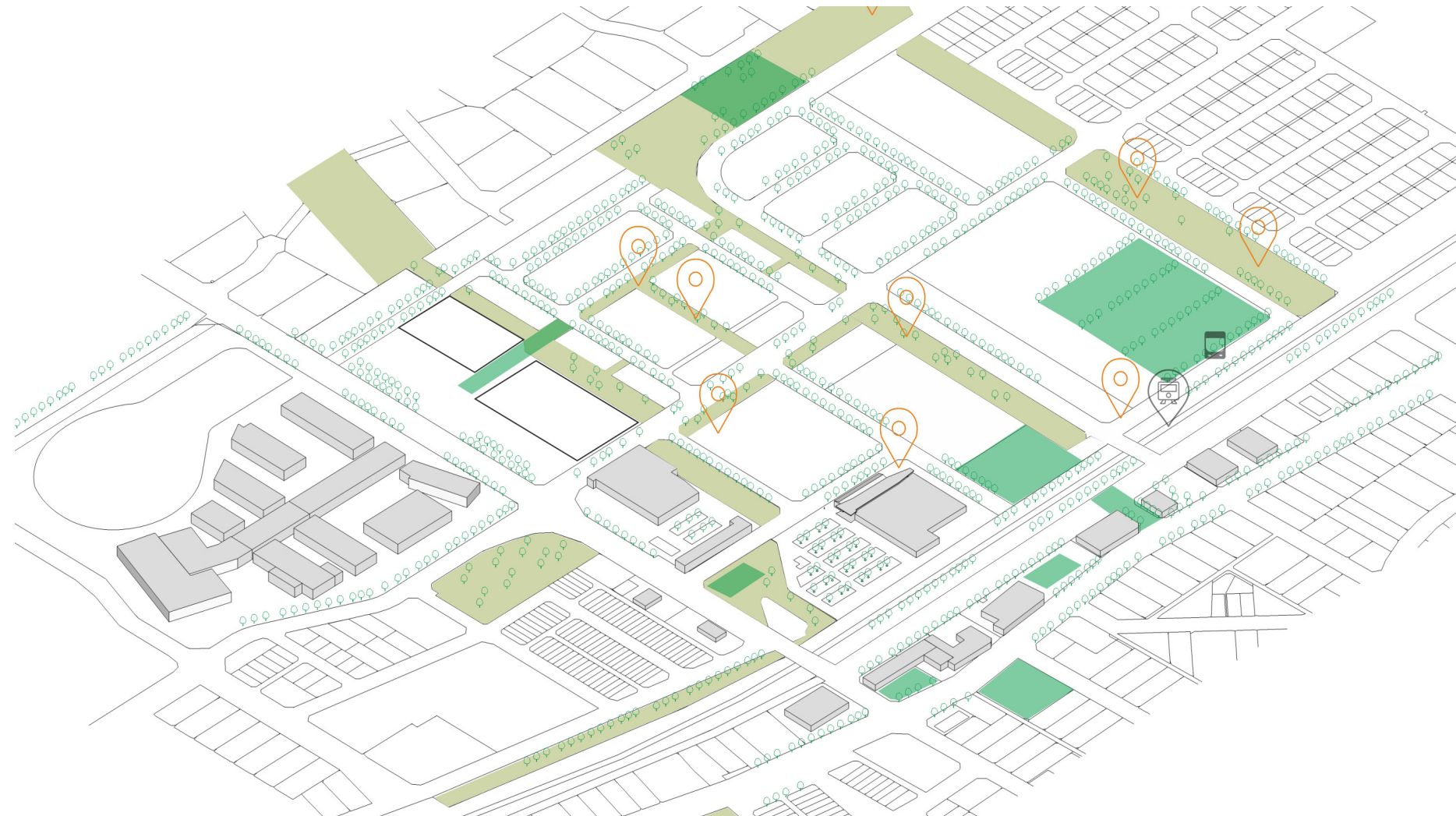


Utility box as an Art Marker



## 4.0 POLICY PROVISIONS

Diagram 10: Potential locations for activation of public realm



Flexible space



Pop-up library



Pop-up event



Space Activation

## 4.8 ACTIVATION OF PUBLIC REALM

The Public Realm Guidelines reinforce placemaking principles to create a lively neighbourhood and inviting public spaces.

Public spaces are a necessary component of town development as they:

- Facilitate recreational opportunities and social interaction;
- Promote retail and business opportunities;
- Enhance the quality of the living environment;
- Placemaking;
- 'Creative Communities'.

When it is possible and necessary to organise a temporary trial before delivering a permanent solution it should be done.

Spaces should be allowed to facilitate pop up activation to support the activation of the precinct.

Provide activity zones around and integrated with the terraces for gatherings, activation and food/beverage uses.

In order to fulfil the above performance and planning requirements, public spaces need to be carefully considered in their design and articulation. It is a given that public spaces adhere to certain planning requirements such as:

- Access and movement.
- Safety and security.
- Comfort and performance.



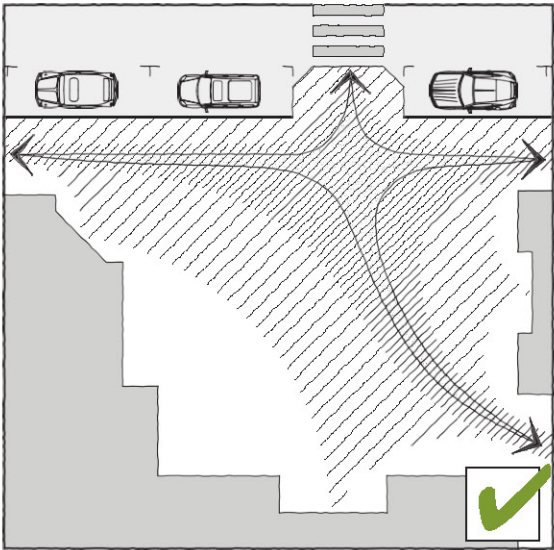
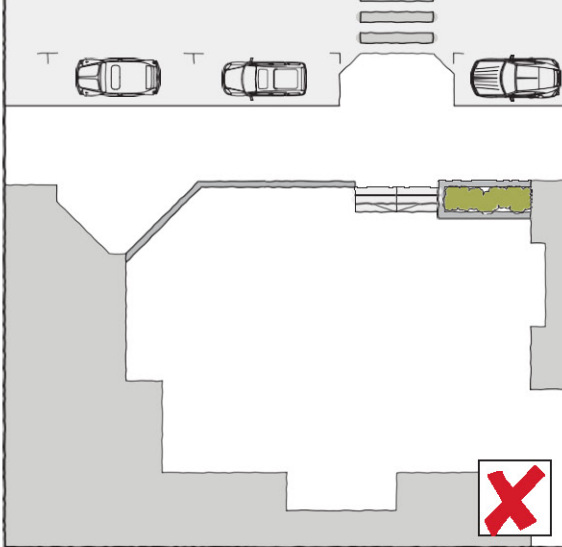
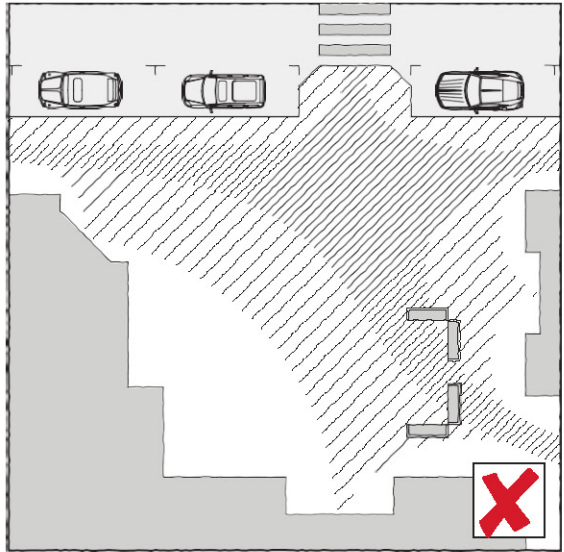
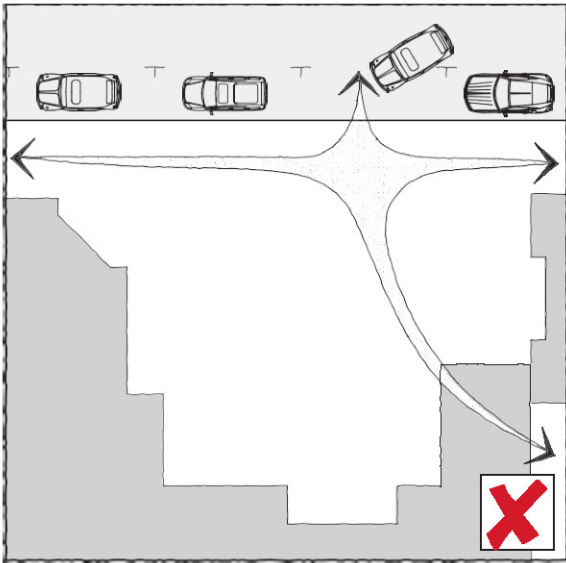
# 4.0 POLICY PROVISIONS

## 4.8.1 ACTIVATION: ACCESS AND MOVEMENT

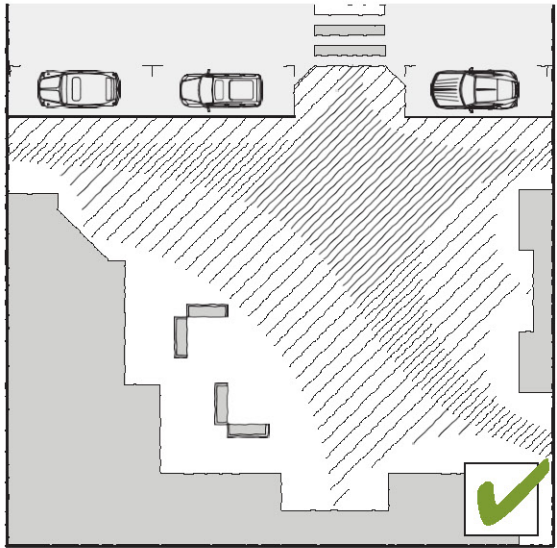
There should be a user-friendly interface between vehicles and pedestrians. Pedestrians and universal access and movement is crucial for generation moreover of vibrant, useful public spaces.

Accessible and safe pedestrian road crossings need to be designed to allow for ease of access and safe access, particularly around future bus routes and existing routes along South Western Highway and Abernethy Road.

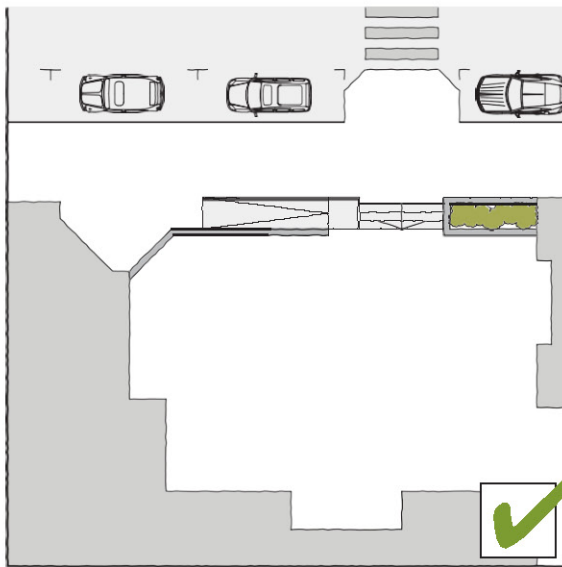
Safe pedestrian crossings must provide a high degree of accessibility for all pedestrian users of all ability and must ensure an efficient, safe and prioritised pedestrian movement network and universal access.



Pedestrian access: facilitate desirelines



Pedestrian movement: facilitate movement and flow through the correct placement of furniture and elements so that they do not obstruct, but simultaneously are not completely isolated.



Universal access: in the event of level changes, universal access should be provided in a carefully considered and integrated manner.

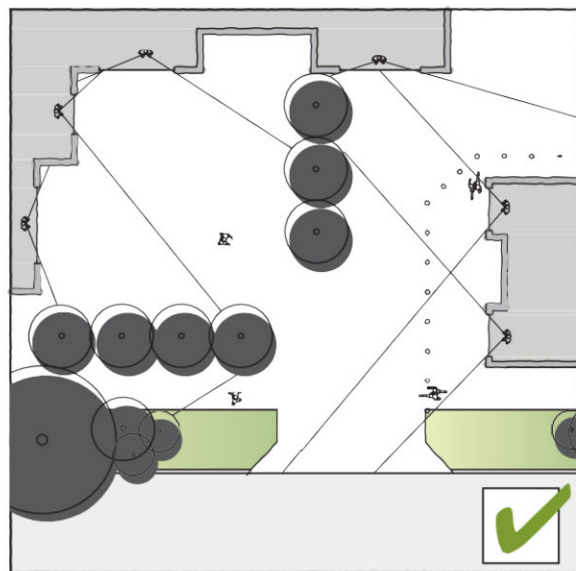
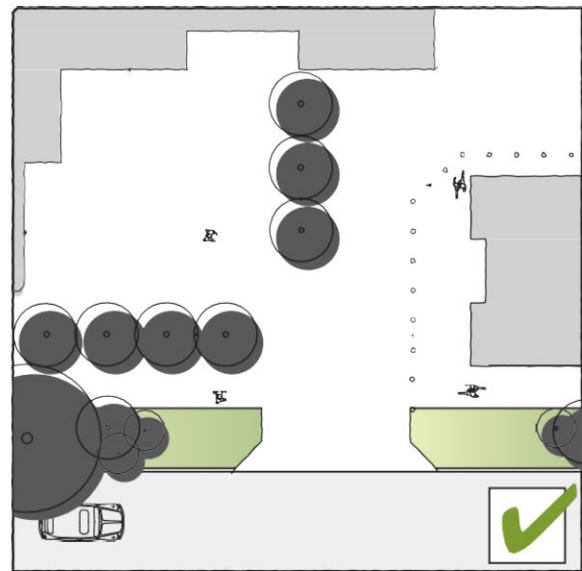
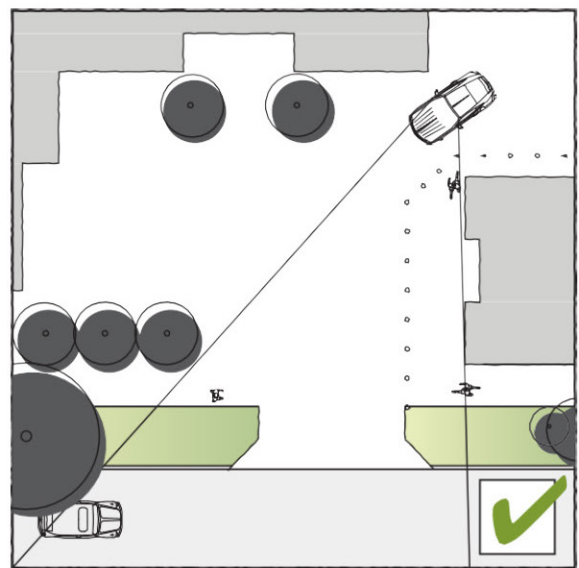
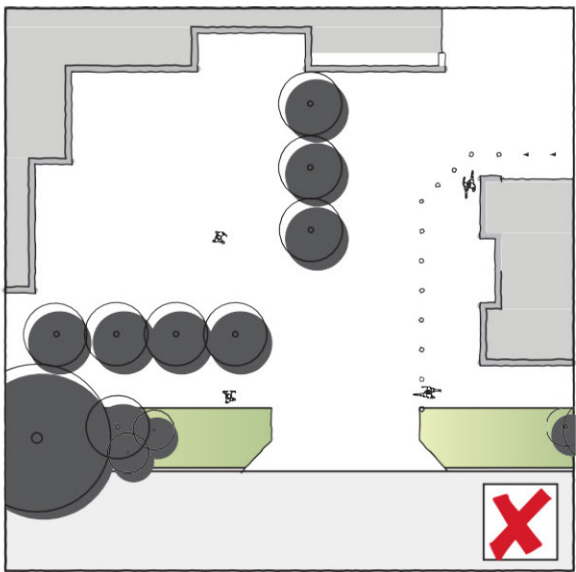
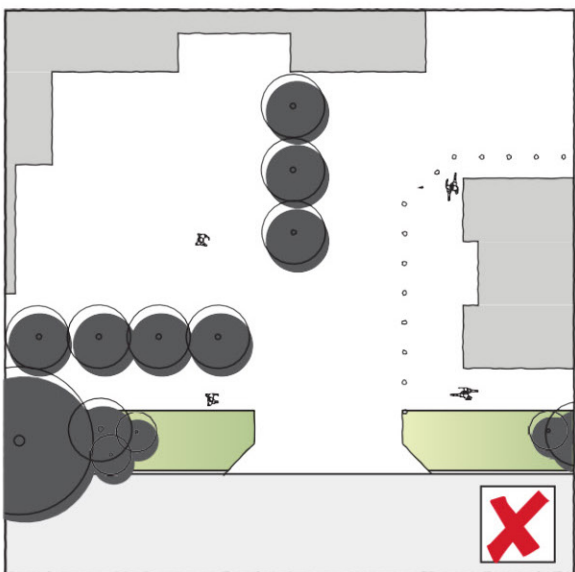
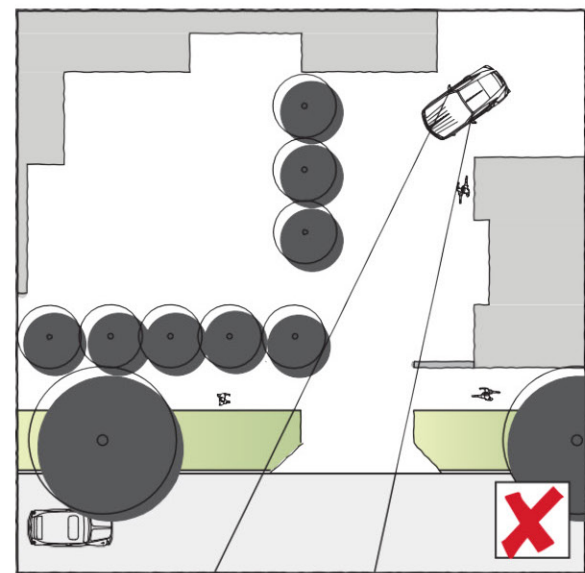


# 4.0 POLICY PROVISIONS

## 4.8.2 ACTIVATION: SECURITY AND SAFETY

Public spaces need to provide a good level of safety and security in the form of lighting, sight-lines and surveillance in order to become positively charged and utilised spaces.

Core needs to be taken through to avoid “over policing” which can lead to sterility and a lack of atmosphere



Maintain sightlines

Lighting levels

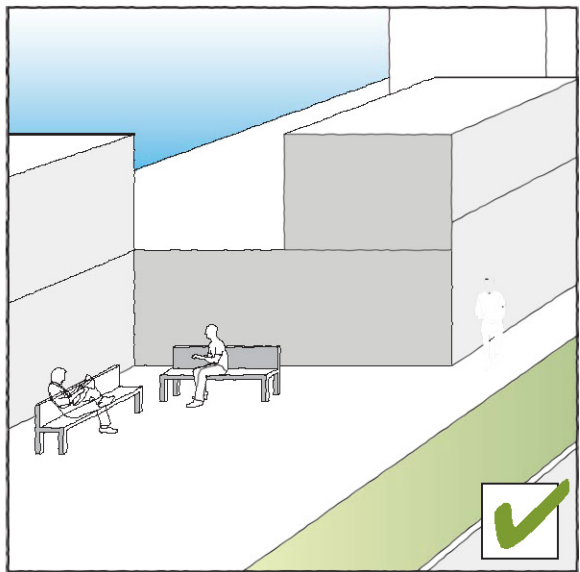
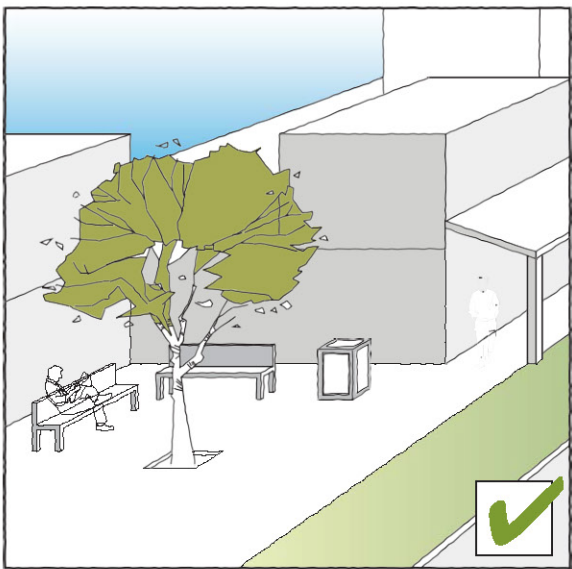
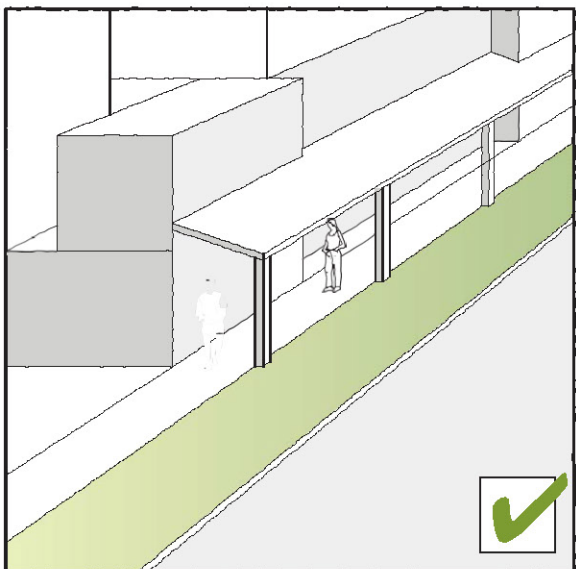
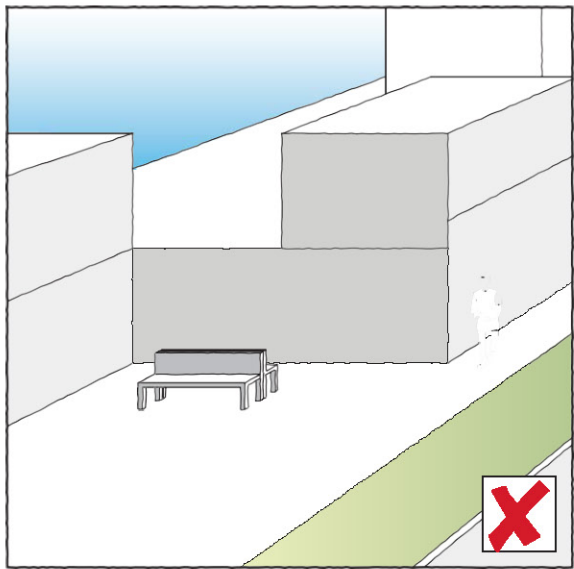
Overlooking surveillance



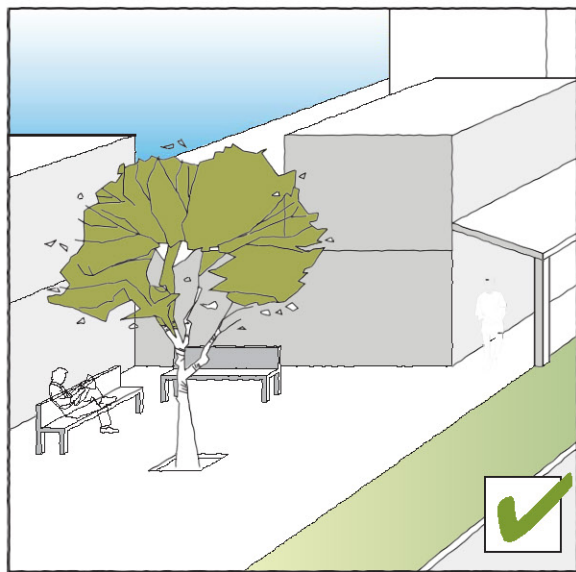
# 4.0 POLICY PROVISIONS

## 4.8.3 ACTIVATION: COMFORT AND PERFORMANCE

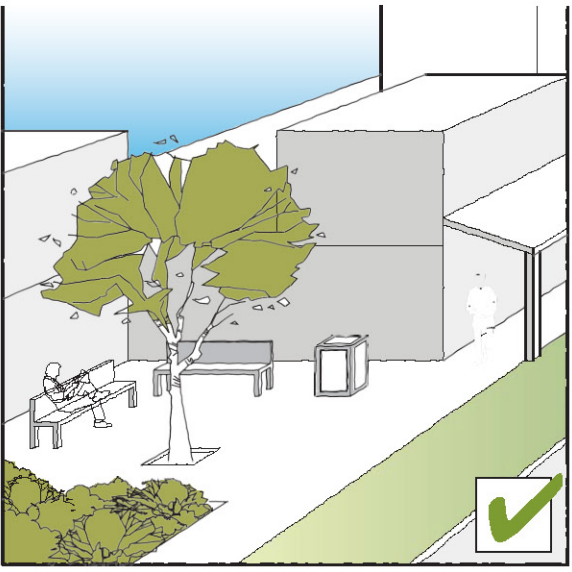
Successful public spaces are comfortable, human-scaled pedestrian environments with good grouping of furniture and elements, shelter and aesthetic appeal.



Bench placement to aid social interaction



Shelter and aesthetic appeal through tree planting and canopy



Good grouping of furniture (eg. bin placement in relation to benches and people passing by). Additional planting to create aesthetic appeal, intimacy and definition of space.



# 4.0 POLICY PROVISIONS

## 4.9 FURNITURE

### 4.9.1 SEATING

Furniture should be made of are local brick and timber (preferably reusable). The shape of furniture can vary and local community can be involved into design and building process.

The seating options out of brick and timber can contrib-ute as a “signature piece” to an identity of Byford and link old and new town centres.

The seating range consists of various options and configurations:

- simple bench with no backrest;
- bench with backrest;
- multifunctional brick bench;
- individual seats;
- picnic setting and public BBQ;
- public parklet with trees/bycicly parking.

Desirable locations within the Town centre for seating and other related furniture are:

- Sidewalks/footpaths;
- Plaza's /Squares;
- Pause/meeting places within the public realm;
- Bus Stops;
- POS adjacent to cycle/foot path;
- POS activity nodes.

Seating, bins, lighting, bike racks, water fountains should be grouped locations to form functional outdoor meeting/waiting places.



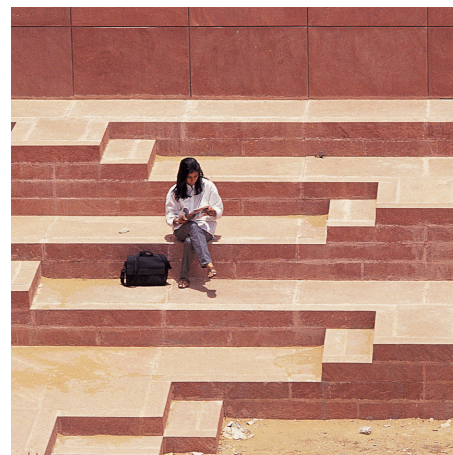
Public parklet with a tree



Brick bench with backrest



Multifunctional brick seating



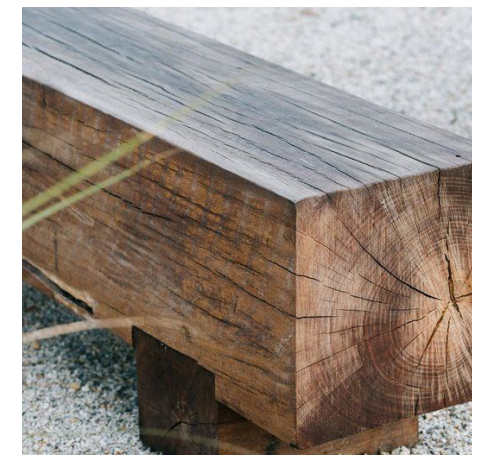
Brick seating-stairs



Public BBQ



Individual seat



Simple bench with no backrest (brick or timber)



Picnic setting (brick or timber)



Bench with backrest and bicycle parking



Simple bench with no backrest (brick or timber)



# 4.0 POLICY PROVISIONS

## 4.9.2 BIKE RACK



The classic U-type bike rack was chosen for its versatility and durability.

This type of bike rack allows to lock both the frame and the wheels of the bike for added security.

For special events, such as a farmers market, for example, the bike racks should be customisable according to the theme of event and be removable after the event.

Bike racks should be provided at all architectural landmarks.

## 4.9.3 WATER FOUNTAIN



Water fountains are to be installed at seating locations, along main bicycle routes and public open spaces, grouped with other furniture.

If drinking fountain stands alone it should have a reflective band addition.

The drinking fountain should be pet friendly.

Water fountains should be provided within 400m intervals.

## 4.9.4 BOLLARDS



Bollards are to be installed at locations where vehicle control and pedestrian priority is required.

Suggested size: 200mm Square; 900 mm above the ground

Bollards should be square and manufactured from 100% recycled materials (timber or plastic) such as The Pewsham Bollard PBD403. Alternatively, a bollard should be a fixed timber or recycled plastic with an optional reflective band addition such as The Sheldon Bollard SBD300.

## 4.9.5 RECYCLING BINS



Recycling bins are to be installed at seating and strategically important (train station/POS locations, grouped with other furniture.

Recycling bins should be part of an agreed layout for street furniture and be integrated into the design from early stages.

Recycling stations should contain three separate bins for landfill, recycle and compost

## 4.9.6 LIGHTING



Lighting should be provided as agreed to by the infrastructure directorate.

Lighting should be energy efficient and different lighting should be considered for each character area, for main roads, public open spaces, for navigation and decorative lighting for festival time.



Permeable surface



Movable festival bike rack



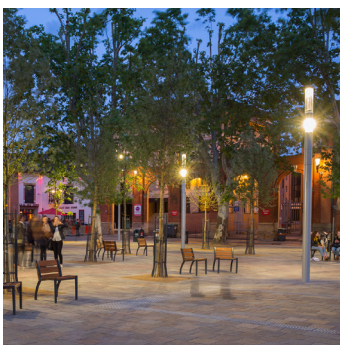
Street Furnishings



Recycled plastic bollards



Illuminated bollards



Street Furnishings



Recycled plastic bollards



# 4.0 POLICY PROVISIONS

## 4.10 HARD WORKS

### 4.10.1 PAVING

The range of paving for Byford Town Centre provides for warmth and earthiness that is reflective of the rural setting with a grey undertone inspired by the local stone of grey granites and dark grey diorite. The paving palette is durable and has the ability to “age well” in terms of staining and wear.

Red brick is also encouraged as the use of the same material in Old and New town centres can help to connect them visually and stylistically.

The proposed paving palette is robust and its ability to withstand staining and long-term wear. Any variation should adhere to these principles.

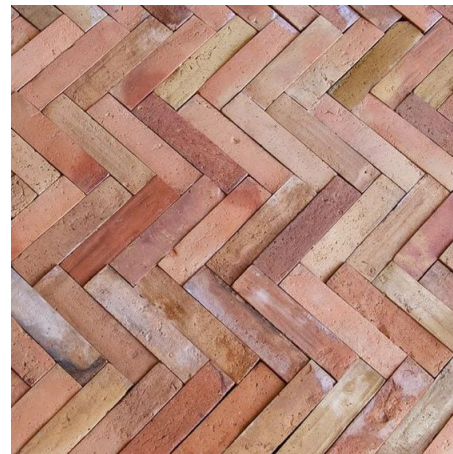
The intention is that the Town Centre Public Spaces paving or small squares and activity nodes outside the town centre be more detailed and refined, using one material as the field paver and different as detailed accents, banding or edging.

Footpaths in the Town Centre are to be red brick or grey paving with unit paving or insitu concrete (warm grey tones or white) and detailed accents, banding or edging.

Footpaths in Residential areas are to be insitu concrete (warm grey tones or white) field paving or red brick and grey detailed accents, banding or edging .

Cycle lanes are to be red asphalt. Where cycle lanes are part of the road way and in areas of high conflict such as intersections with left turning lanes, green asphalt will be used to highlight that the cycle lane continues through the intersection.

Should the Shire not wish for bus stops to have the PTA's default paving design requirements, the Shire may request a bus stop to be paved to match the existing environment with the mutual agreement of the PTA.



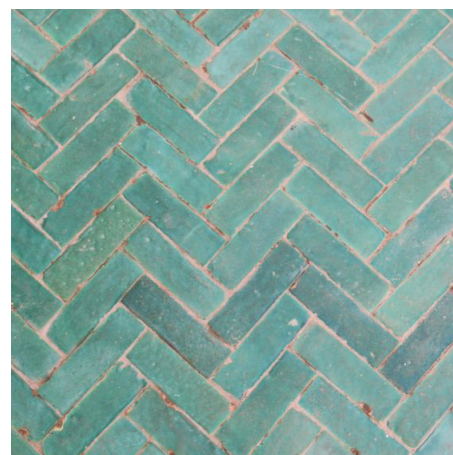
Brick



Pedestrian lane in brick



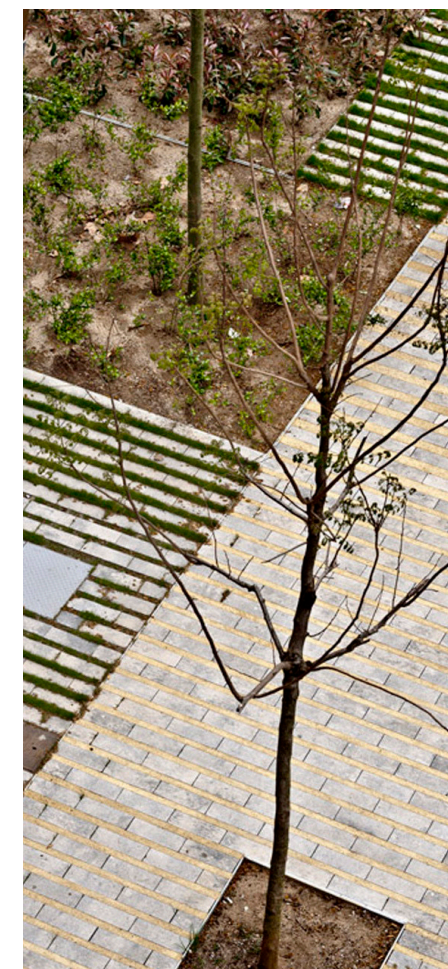
Combination of brick building and pavement



Coloured brick



Concrete / exposed aggregate unit paver



Permeable surface under the tree



Pavement design



Permeable option



Limestone



Permeable car parking



# 4.0 POLICY PROVISIONS

## 4.10.2 INTERSECTIONS

Intersections should provide a distinctive, intimate paving pattern to define key intersections

- Pedestrian crossing
- Key footpath intersections
- Incidental community gathering spaces
- Alfresco spaces

**Materials**

Unit paving or red brick in distinctive pattern



Elevated crossover



Intersection in red brick

## 4.10.3 CYCLE PATHS

Cycle paths should provide a practical dual use path (DUP) and meet bike west standards.

**Materials**

Red Asphalt with concrete edge beam within Town Centre precinct.

Where cycle lanes are part of the road way and in areas of high conflict, green asphalt will be used.



Dual Use Path design



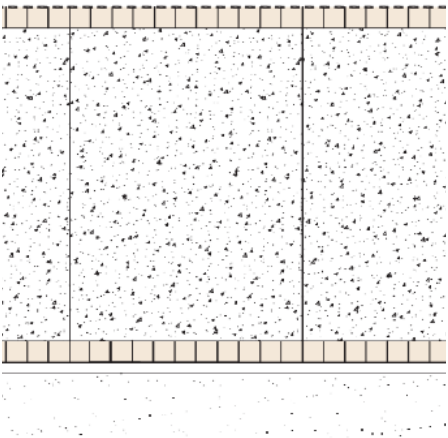
Dual use path in red brick

## 4.10.4 FOOTPATHS

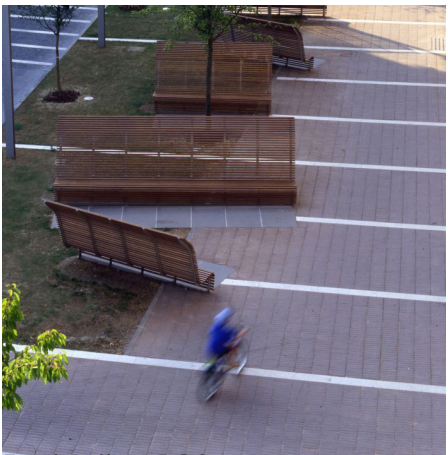
- Allow for unit paving to lot boundary and back of kerb.
- Allow for unit paving to ensure pits/conduits/cabling meet servicing requirements to avoid necessity for cutting paving

Provide pram ramps and tactile indicators at required pedestrian crossing points. Pram ramps shall comply to Australian standards.

Provide tactile indicators at required pedestrian crossing points in accordance to Australian standards.



Footpath

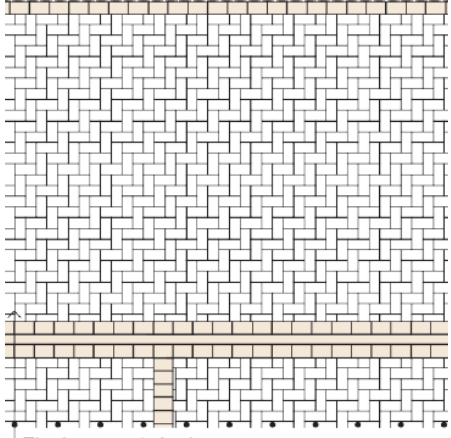


Footpath & POS

## 4.10.5 TRAFFICABLE LANEWAYS

Predominately trafficable unit paving with flush concrete kerbs asphalt in Residential zones. As this is a shared space between cars and pedestrians, bollards, flush concrete kerbs and tactiles indicators shall be used to define significant and safe pedestrian walkways and crossings.

- Allow for trafficable paving to lot boundary, front and back of kerb.
- Allow for trafficable paving to ensure pits/conduits/cabling meet servicing requirements to avoid necessity for cutting paving.



Trafficable Laneway



Shared Space

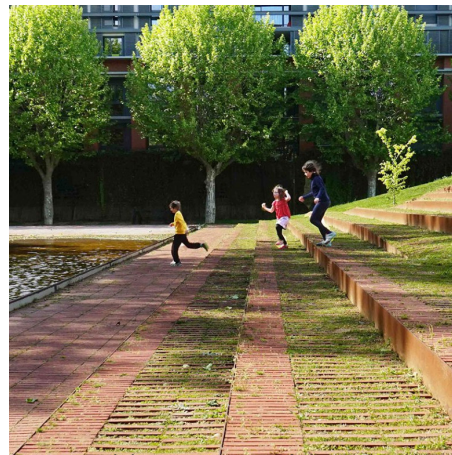
## 4.10.6 PUBLIC SPACES

To provide bold feature paving to articulate significant public spaces. To reinforce sense of intimacy the paving will be a bold pattern made up of small unit pavers.

- Allow for unit paving to ensure pits/conduits/cabling meet servicing requirements to avoid necessity for cutting paving
- Be permeable



Public space



Permeable pavement



# 4.0 POLICY PROVISIONS

## 4.11. PUBLIC FACILITIES AND INFRASTRUCTURE

### 4.11.1 BUS PORT

Bus shelters should be similar to the Single sided WA inspired range bus shelters. This bus shelter is shown under the “Urban” range from the Bus Shelters Buyers Guide. Where possible the shelters should be integrated with other street furniture such as skateboard ramps or play equipment



Skateboard ramp / Denmark



Bus Station Swings / Canada

### 4.11.2 PUBLIC TRANSPORT STATIONS

The Metronet Byford Station should reflect the character of Byford and utilise 3.0 Design Source information to establish a suitable connection with the history and current community of Byford. Adequate and integrated lighting is a crucial aspect of design and should be a priority design feature.



Solar Powered Lighting Bus Station / Netherlands



Solar Powered Lighting System

### 4.11.3 BIKE PORT

Bike ports should be provided at prominent intermodal sites including the Metronet station and Byford library.



TriMet Bike Shelter / Portland, OR



TriMet Bike Shelter / Portland, OR

### 4.11.4 BIKE SHELTER

Bike shelters should not only be functional but also need to promote the active use of bicycles to access the town centre and activate the prominent activity areas. They should be provided at all prominent intersections of cycle paths.



Locable Bike Shelter



Open Bike Shelter

### 4.11.5 PUBLIC TOILETS

Public toilets should be provided near the Public Transport Station and should reflect the character of Byford.



Public Toilets in the Tête d'Or Park  
Jacky Suchail Architects



Public Toilets in the Tête d'Or Park  
Jacky Suchail Architects



# 5.0 PLANTING PALETTE

## 5.1 TREES

Street trees have been selected for their form, height and seasonality change. Tree spacing relates to the scale and use of the street and requirements for viewing signage. As a general rule, wider road reserves are planted with larger tree species. Colourful tree species are used in groups along the 22.5m road reserve within the Town Centre. Deciduous Species have been used on the East – West 22.5m road reserve within the Town Centre to introduce passive solar design. Deciduous trees are planted to the activity nodes to allow for passive solar design where people will be congregating.

The Trees shown are preferred and will be reviewed on a case by case basis.

## 5.2 TREE SCHEDULE AND LOCATIONS

Location in Town Centre	Tree Species	Common Name	Recommended size at installation
30m road reserve			
	Eucalyptus accedens	Powderbark Wandoo	45L
	Eucalyptus gomphocephala	Tuart	45L
22.5m road reserve			
	Pyrus ussuriensis	Ornamental Pear	200L
	Eucalyptus accedens	Powderbark Wandoo	45L
Avenue (E-W)			
	Eucalyptus accedens	Powderbark Wandoo	45L
	Corymbia ficifolia	Red Flowering Gum	45L
20m road reserve			
	Agonis flexuosa	Peppermint	45L
	Eucalyptus torquata	Coral Gum	45L
13-16m road reserve			
	Eucalyptus vitrix	Little Ghost Gum	45L
	Eucalyptus torquata	Coral Gum	45L
Highlight trees			
	Erythrina indica	Indian Coral Tree	200L
	Jacaranda mimosifolia	Jacaranda	200L
Roundabouts			
	Fraxinus x Raywoodii	Claret Ash	
	Eucalyptus accedens	Powderbark Wandoo	45L
Town Square			
	Jacaranda mimosifolia	Jacaranda	200L
	Erythrina indica	Indian Coral Tree	200L
	Liquidamber styraciflua	Sweetgum	
	Sapium sebiferum	Chinese Tallow Tree	
	Ulmus parviflora	Chinese Elm	
Parkland			
	Banksia attenuata	Candle Stick Banksia	45L
	Nuytsia floribunda with host tree	Native Christmas tree	45L
Public Open Space			
	Acacia acuminata		
	Eucalyptus rudis	Flooded Gum	45L
	Corymbia calophylla to shrub beds	Mari	45L
	Melaleuca preissiana	Moonah	45L
	Melaleuca raphiophylla	Swamp Paperbark	45L



Acacia acuminata - Jam



Agonis flexuosa - Native Peppermint



Allocasuarina fraseriana - Sheoak

The planting has been informed predominantly by the local shires proposed planting list of indigenous West Australian plants. In key locations deciduous trees have been selected to facilitate passive solar design.



## 5.0 PLANTING PALETTE



*Banksia attenuata* - Candle Stick Banksia



*Corymbia calophylla* - Marri



*Eucalyptus accedens* - Powderbark Wandoo



*Eucalyptus torquata* - Coral Gum



*Nuytsia floribunda* - Native Christmas Tree



*Banksia menziesii* - Firewood Banksia



*Corymbia ficifolia* - Red Flowering Gum



*Eucalyptus gomphocephala* - Tuart



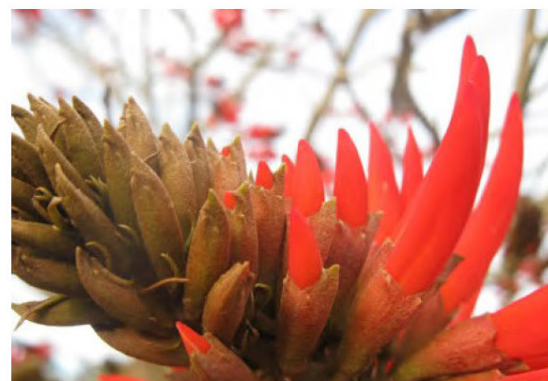
*Eucalyptus vitrix* - Little Ghost Gum



*Sapium sebiferum* - Chinese Tallow Tree



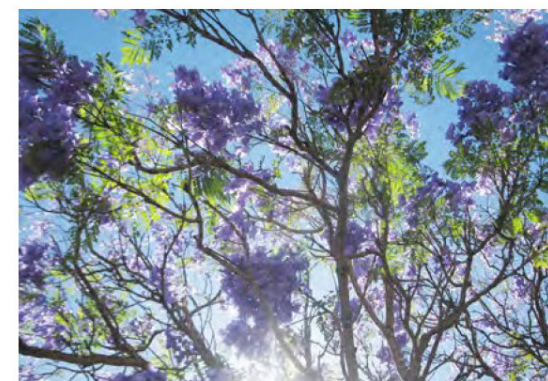
*Banksia grandis* - Bull Banksia



*Erythrina indica* - Indian Coral Tree



*Eucalyptus rudis* - Flooded Gum



*Jacaranda mimosifolia* - Jacaranda



*Pyrus ussuriensis* - Ornamental Pear



# 5.0 PLANTING PALETTE

## 5.3 SCREEN PLANTING

Plants shall be water wise and selected from the proposed planting list of indigenous Western Australian species. Height restrictions will apply to adhere to Main Roads and CPTD standards.

The Screening planting shown illustrate the design intent and will be reviewed on a case by case basis.



*Acacia alata* - Winged Wattle (-2m)



*Adenanthos cygnorum* - Woolly Bush (-3m)



*Banksia sessilis*



*Conospermum stoechadis* - Common Smokebush (-2m)



*Acacia microbotrya* - Manna Wattle (-3m)



*Allocasuarina humilis* - Dwarf Sheoak (-2m)



*Callistemon phoeniceus* - Lesser Bottlebrush (-3m)



*Grevillea endlicheriana* - Spindly Grevillea (-2m)



*Acacia pulchella* - Prickly Moses (-2m)



*Astartea fascicularis* (-2m)



*Calothamnus rupestris* - Mouse Ears (-3m)



*Hakea undulata*

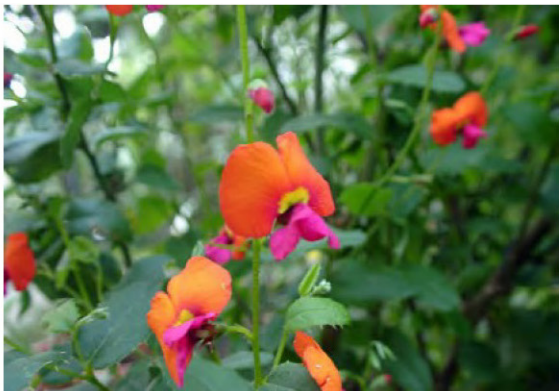


# 5.0 PLANTING PALETTE

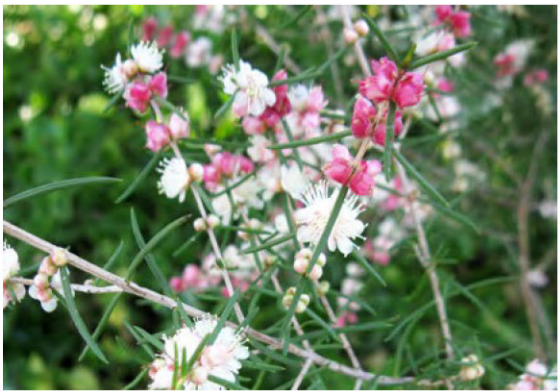
## 5.4 SHRUBS

Plants shall be water wise and selected from the local shires proposed planting list of indigenous West Australian Species.

The Shrub planting shown illustrate the design intent and will be reviewed on a case by case basis.



*Chorizema cordatum* - (-1.5m)



*Hypocalymma angustifolium* - White Myrtle (-1m)



*Xanthorrhoea preissii* - Grass Tree (-5m)



*Conostylis candicans*



*Hypocalymmarobustum* - Swan River Myrtle (-1m)



*Verticordia densiflora* - Compacted Feather Flower (-1m)



*Grevillea obtusifolia* - Gin Gin Gem (-1m)



*Kingia australis* - Kingia (-8m)



*Verticordia plumosa* - Plumed Feather Flower (-1m)



## 5.0 PLANTING PALETTE



*Acacia drummondii* - Drummond's Wattle (-1m)



*Baeckeacamphorosmae*- Camphor Myrtle(-0.5m)



*Beaufortia purpurea*- (-1m)



*Calothamnus sanguineus* - Silky Leaved Bloodflower (-1.5m)



*Acacia lasiocarpa* - Dune Moses (-1m)



*Banksia dallanneyi* - Couch Honeypot (-.4m)



*Beaufortia squarrosa* - Sand Bottlebrush (-1.5m)



*Calytrix angulata* - Yellow Star Flower (-1m)



*Acacia wildenowiana* - Grass Wattle (-1m)



*Banksia nivea* - Honeypot Banksia (-1m)



*Calothamnusquadrifidus* - 'Bronze Blaze' (-1.5m)



*Calytrix flavescens* - Summer Star Flower (-1m)



# 5.0 PLANTING PALETTE

## 5.5 WETLAND

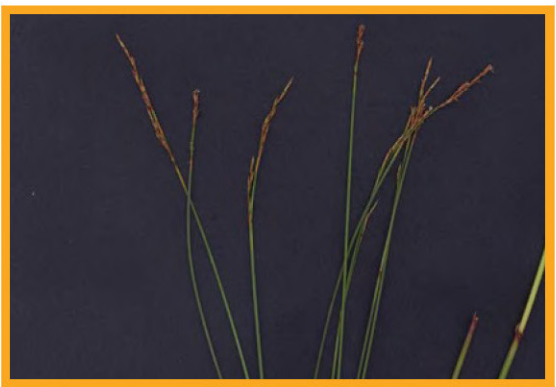
Wetland species shall be selected from the local shires proposed planting list of indigenous West Australian Species.

Species highlighted in orange are suitable for areas adjacent to, or within permanent water bodies. The other species are suitable for areas that are seasonally waterlogged or inundated for short periods.

The Wetland species shown illustrate the design intent.



Anigozanthos viridus - Green Kangaroo Paw (-1m)



Baumea juncea - Bare Twig Rush (-1m)



Chorizandra enodis - Black Bristlebrush (-1m)



Anigozanthos manglesii - Mangles Kangaroo Paw (-1m)



Ficinia nodosa - Knotted Club Rush (-0.5m)



Dianella revoluta - Blueberry Lily (-0.5m)



Juncus kraussii - Sea Rush (-1.2m)



# 5.0 PLANTING PALETTE

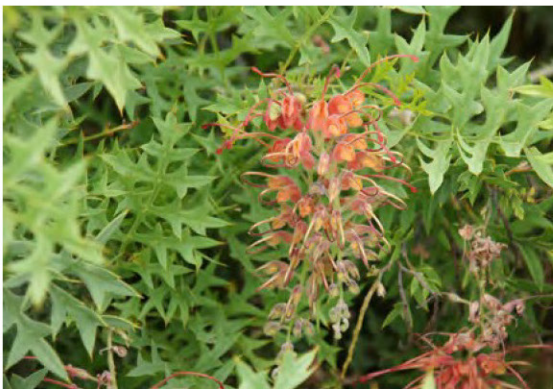
## 5.6 GROUNDCOVERS / CLIMBERS

Groundcovers/ climbers shall be selected from the local shires proposed planting list of indigenous West Australian Species.

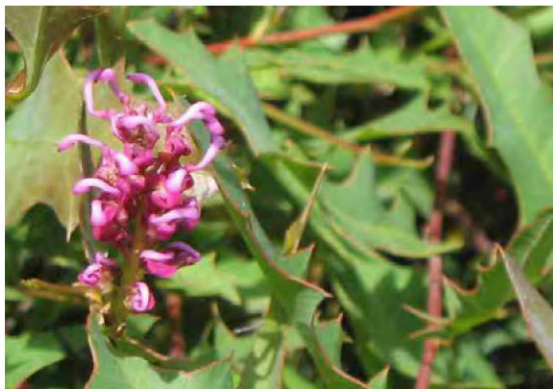
The plant species shown illustrate the design intent.



Acacia saligna 'Prostrate' - Golden Wreath Wattle



Grevillea bipinnatifida - 'Prostrate' Fuschia Grevillea



Grevillea quercifolia - Oak Leaf Grevillea



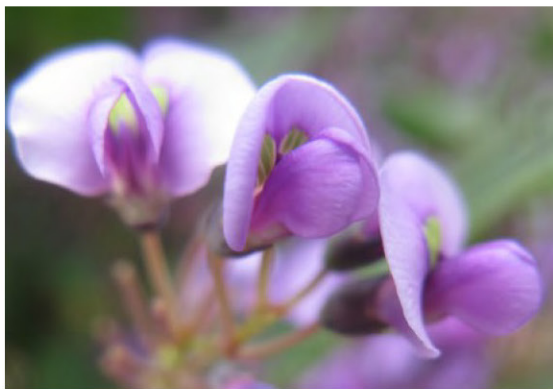
Kennedia coccinea - Coral Vine



Acacia lanuginophylla



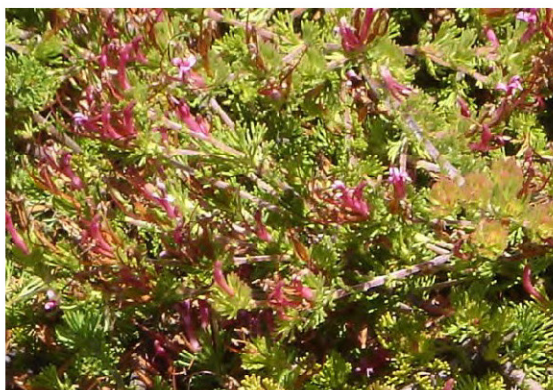
Grevillea nudiflora



Hardenbergia comptoniana - Native Wisteria



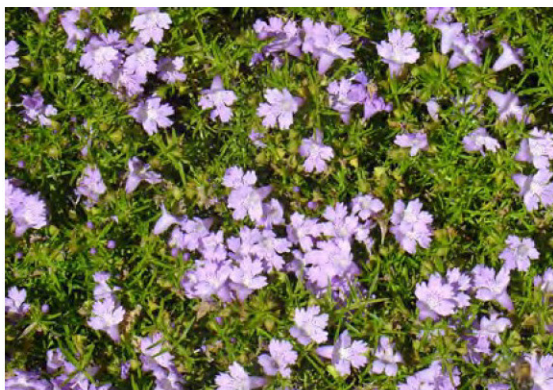
Kennedia prostrata - Running Postman



Adenanthos miesnerii - Prostrate Woolly Bush



Grevillea preissii - 'Gilt Dragon'



Hemiandra pungens - Snake Bush



Lechenaultia biloba



Office Use Only				
Relevant Delegations				
Council Adoption	Date		Resolution #	
Reviewed / Modified	Date		Resolution #	
Reviewed / Modified	Date		Resolution #	



