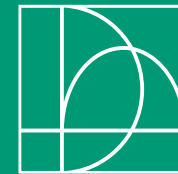


Surf Coast

Highway



Urban design guidelines

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July 2006

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Introduction

This document contains the Surf Coast Highway Design Guidelines, produced by David Lock Associates, Gillespies (Australia) and TTM traffic engineering, in conjunction with the Surf Coast Shire.

The Surf Coast Highway Design Guidelines establish a shared vision of appropriate development along the Surf Coast Highway. It seeks to encourage development that can foster a sense of arrival into Torquay, the Surf Coast Shire and the Great Ocean Road that more accurately reflects the quality and distinctive identity of those places which all share the Highway as an arrival point. This can promote local pride, provide qualities that benefit the community and enhance economic vitality. This vision is based on a thorough analysis of the areas physical characteristics and the “social landscape” – the values, concerns and aspirations that the respective communities attach to different parts of their shared environments. This project forms part of the Surf Coast Shire’s long-term commitment to developing Torquay as both a gateway and a destination for visitors and residents alike.

July 2006

Diagram 1 –Surf Coast Highway Precincts



Legend

- Precinct 1 – Landmark
- Precinct 2 – Early Torquay
- Precinct 3 – Surf Centre
- Precinct 4 – Transition
- Precinct 5 – Residential

Subdivision/lot consolidation and the relationships of buildings

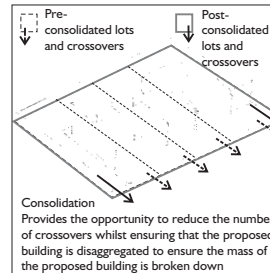
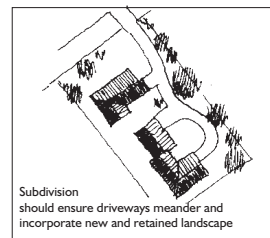
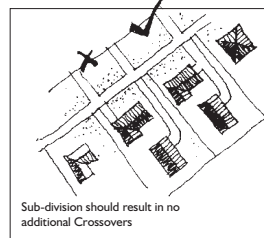
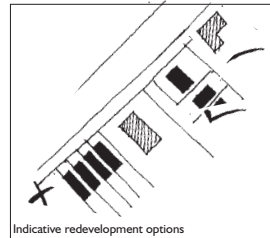
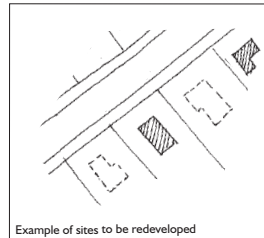
The Surf Coast Highway is abutted by lots of many different sizes, which may be subject to pressure for redevelopment that involves consolidation or subdivision. The form of development of these lots will be closely linked with the form of subdivision or consolidation undertaken, which ultimately will have a significant impact on the visual quality of the highway. Accordingly it is important to consider the detailed design matters in any subdivision proposal. Development is to be guided by the following subdivision and consolidation principles to assist in enhancing the character of the Surf Coast Highway and maintaining its value as a gateway to the area.

Residential subdivision should:

- Ensure the frontage width of lots abutting the street are consistent with the typical widths of existing lot frontages in the street.
- Combine driveways and crossovers wherever possible
- Construct driveways from permeable, less "engineered" surfaces wherever possible (such as compacted gravel rather than concrete) and design them to meander rather than being straight and featureless.
- Incorporate new and existing planting throughout site, but particularly along driveways and front boundaries
- Ensure the pattern of development (buildings and gaps) is respected.

Integrated commercial development, which may involve property consolidation should:

- Ensure staff and overflow parking and servicing is located behind buildings wherever possible
- Ensure parking is shared between lots where possible
- Ensure crossovers are minimised and at the very least reduced from the pre-consolidated number.
- Ensure the front of the building is disaggregated to break up the mass and impact of larger buildings to reflect the rhythm of the area.



Plant selection

When selecting plants the two most important things to consider are the appropriateness of the plant to the area and the potential contribution it may make to the development. The most appropriate plants are those that are indigenous from locally sourced stock and the contribution they make is significantly influenced by their height and spread. A list of indigenous plants and their height and spread can be found on the enclosed insert. Professional assistance should be sought in order to ensure the long term survival of the landscaping and to minimise maintenance requirements, particularly watering.

Good Design along the Surf Coast Highway

Introduction

The Surf Coast Highway is the most important entry to Torquay. In particular the length of highway between Grossmans Road and Bell Street is likely to greatly influence the first impressions people gain of Torquay and the Surf Coast Shire. The factors that influence any impression include not only the public elements of streetscape design and landscaping, but also the abutting private elements of building style, design, colour, landscaping and land use, including car parking.

Good urban design can help make a positive impression on visitors and enhance the viability of Highway businesses by achieving a high quality environment that together with adequate parking will capture passing custom and provide residents with a special place to live and work. The community already know and value the special qualities of Torquay and it is the role of these design guidelines to ensure the Surf Coast Highway and its environs respects, retains and enhances these qualities.

These guidelines comprise two parts:

- Specific generic design principles that can be applied along the length of the Highway. These are illustrated on the reverse of this leaflet. A key element of these principles is the integration of development and landscaping.
- Design guidelines for each of the 5 precincts making up the Surf Coast Highway study area between Grossmans Road and Bell Street. There is a separate leaflet covering each of the 5 precincts, each commencing with a vision statement and design objectives around which the design guidelines have been prepared.

Design Principles

The design ideas contained in this leaflet have been prepared to support the principles of Surf Coast Style and complement the specific guidelines that have been prepared for each precinct. Applicants are advised to speak to a Council officer to check whether these guidelines or others apply to your site. Councils planning department can be contacted on 5261 0600



Generic Design Principles

Ensuring your development provides an attractive, distinctive edge to the Highway that contributes to the character of Torquay requires that its form, landscaping and placement on the lot are carefully considered. Some design principles for achieving this are outlined here and form the basis of the guidelines for each precinct.

● Break up the perceived bulk of larger buildings

Generally, the less articulated a building shape the greater its perceived bulk and therefore its visual impact. Buildings with variations in their footprint, eaves and/or rooflines will be perceived as being less bulky and less intrusive as well as more visually interesting.

Articulating commercial buildings is particularly important in residential areas where new development should reflect the scale and style of residential development

● Ensure buildings address the street

The side of a building adjoining a street will have the greatest impact on the character and quality of the public realm.

Traditionally buildings were oriented to present their entrances and their 'best' facade in that direction. This adds interest and vitality to the street fronts and makes the footpaths feel safer because the buildings then offer better passive surveillance of the street. New development should respect this and ensure the main doors and windows of new buildings face towards the street.

Verandahs are also an appropriate way of addressing the street and are encouraged. Verandahs should extend along the entire frontage of the building unless the facade is articulated, in which case the greater part of the facade should be covered by a verandah. On commercial buildings with no setback to the street verandahs should generally extend across the full width of the footpath.

● Optimise the contribution of landscaping

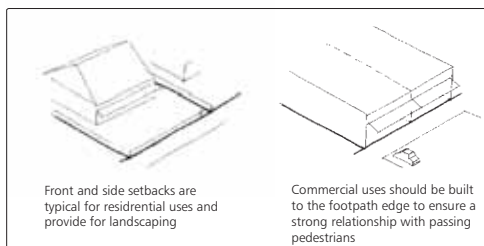
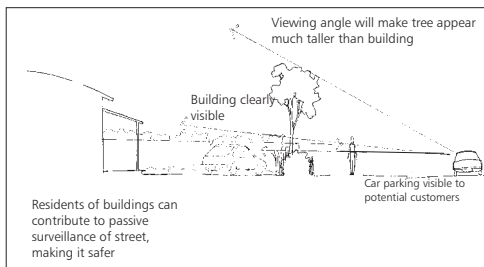
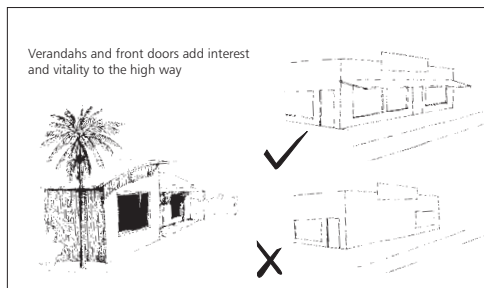
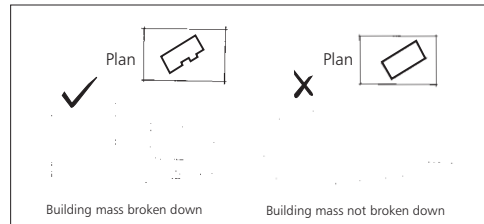
The green skyline of trees is a very attractive characteristic of Torquay. However along parts of the Highway the landscape is patchy and allows the frontages of large commercial buildings and car parking to dominate and detract from the character of the town. Landscaping in new development can contribute to the towns character by reinforcing the green skyline of trees above the buildings and diminishing the impact of car parking without completely screening it. It can also help to tie the different parts of the town together with a coherent and attractive character.

● Reflect characteristic setbacks of different uses from the road

The character of the area stems in part from the pattern of residential development set back from both front and side boundaries and development in commercial areas such as shops and cafes which are generally built to the edge of the public realm. Sometimes this is behind a landscaped car park and sometimes it is directly adjacent the footpath. Retaining these characteristics creates opportunities for significant and attractive landscaping in residential areas and allow the function and services of the commercial area to be easily read by passers by.

● Design to incorporate Surf Coast Style Principles

New development along the highway provides the opportunity to introduce or reinforce design themes that express the connection of the area to the coast and reinforce a distinctive and attractive surf coast identity. Surf Coast Planning Scheme contains a policy called Surf Coast Style that outlines the responsibilities of each development to contribute to this character and promote architecturally innovative design solutions that ensure the natural setting of the area is complemented by high quality built forms. All development must comply with the Surf Coast Style Policy.



● Minimise the impact of car parking

Adequate car parking is an essential element of any successful town, however too much parking in a prominent location can severely detract from a towns appeal. Consequently, a balance needs to be found to ensure that parking is visible to the extent that it can be easily identified and located, while at the same time harmonising with the attractive landscape features of the development and streetscape.

In order to achieve this in areas of higher development intensity, around Surf City, business sites should be designed to facilitate the consolidation of car parking areas to reduce the number of vehicle crossovers and encourage the siting of accessible car parking at the rear of the lots. Rear parking without shared access tends to be less accessible and therefore less effective and inefficient in land use. Appropriately located staff parking should be provided to discourage all day parking in the easily accessible spaces, such as the customer parking provided along the highway.

For individual parking areas, vehicle crossings should be kept to the minimum width and where appropriate should be constructed of permeable material such as gravel or granitic sand which is visually softer, and environmentally preferred over concrete.

Garages and carports for residential uses should generally be located where they cannot be seen from the highway and always setback behind the front of the building.

● Minimise adverse effects of advertising and servicing

Advertising is essential for businesses to advertise their services and products. However it should not overwhelm the character of the highway or business precincts. In the right context advertising can contribute to the distinct character of the area (eg. Surf City). Advertising should be considered at the design stage of a new development so that it can be integrated with the building and complement the building style and design. Themed graphic visuals, innovative designs and subtle lighting are encouraged. Projecting hoardings, freestanding signs and product advertising are generally inappropriate.

As with advertising, servicing (such as air conditioning units, storage areas, including rubbish storage) are also to be considered at the design stage of a new development to ensure they are screened from public view, and are not visible on the building facade or its silhouette.

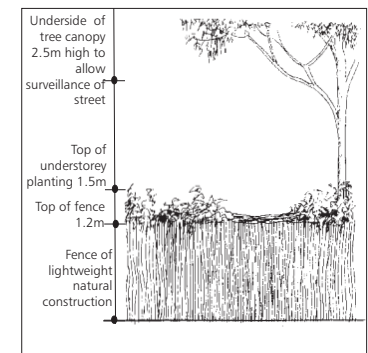
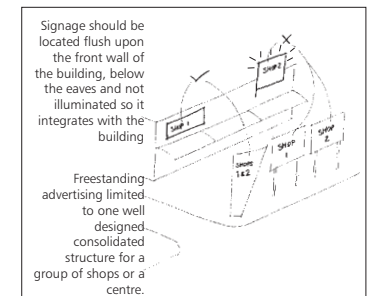
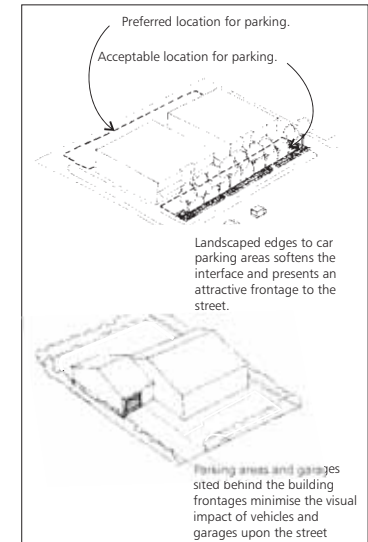
● Ensure fences and property boundaries contribute to Torquay's character

Fences define the edge of the highway and can be a significant contributor to its visual character. To promote a welcoming impression and to help integrate front boundaries with the streetscape, fencing should be kept low* and supplemented with planting that still allows for passive surveillance of the public realm from the building.

Fencing should be lightweight and constructed of natural materials such as brush and be designed to integrate with any adjacent fencing style that meets these principles to provide a cohesive appearance.

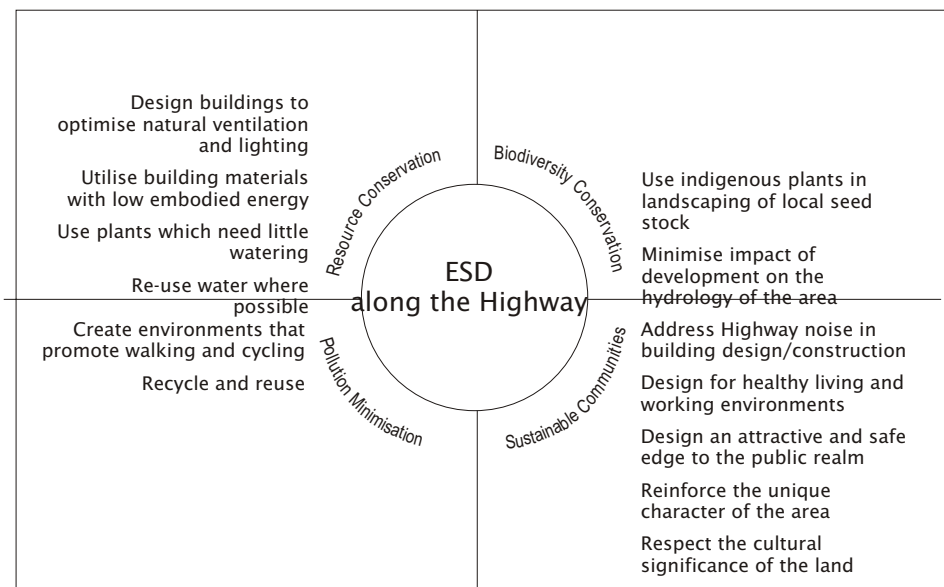
For commercial uses where it is important that parking can be seen from the road, low dense planting of up to a metre high and canopy trees as previously described are often the most appropriate way of defining a boundary.

* High fencing is often thought to reduce noise from the highway within dwellings however this will not be effective unless the wall has considerable mass and extends along the side boundaries as well. For these reasons and because high walls offer little to the streetscape either in terms of passive surveillance of the street or character high fencing is inappropriate. Noise reduction is much better achieved through detailed building design measures such as double glazing.



Environmentally Sustainable Design

Every new development has an effect on the Surf Coasts highly valued environment. To ensure that this effect does not incrementally destroy the very qualities that make Surf Coast special, every development must be designed with a consideration of its impacts on the environment. In the study area this requires that each new development must be designed to achieve the objectives described below.



Public Art

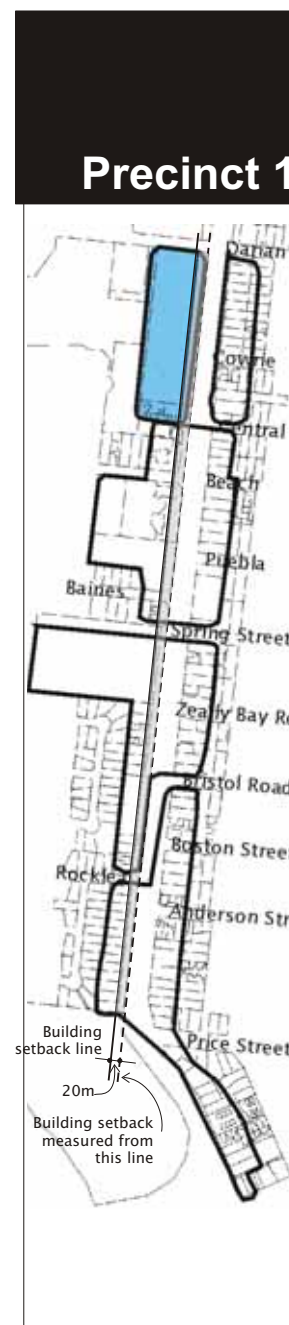
Applicants for development in this area should consider opportunities to incorporate public art installations either as part of a building or freestanding at a high profile location.

Information to accompany applications for permit

An application must be accompanied by an assessment of the proposal based on these guidelines.

Decision Guidelines

Before deciding on any application the responsible authority must consider whether the proposal meets the design objectives of these guidelines.



Existing Character

Highly prominent open space and smaller area of housing that does little to provide an attractive sense of arrival in Torquay.

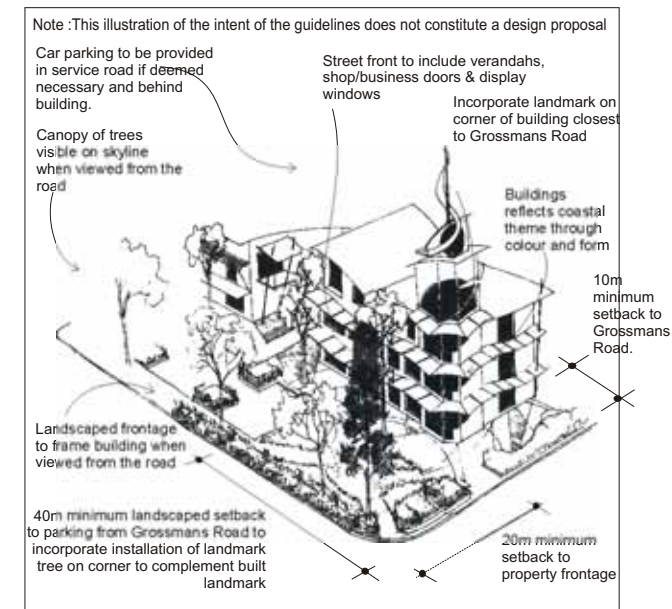
Vision

The presentation of this site encapsulates the culture of Torquay, both in building design excellence and high quality landscaping. The architecture and significant amount of landscaping integrate to present an outstanding entrance statement, conveying the natural and cultural elements of the area including the surf, the coast, the indigenous vegetation, and the lifestyle, leisure and values of a sustainable coastal community. This unique design sits well with the focus on tourist related uses within this precinct, with opportunities for various forms of integrated accommodation.

Design Objectives

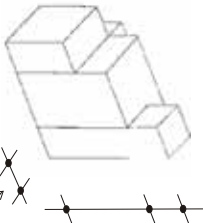
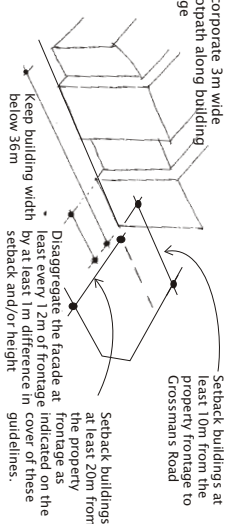
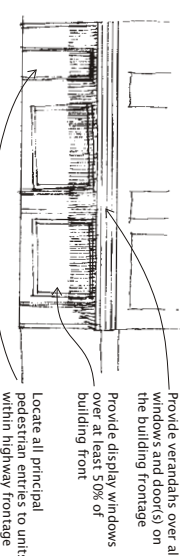
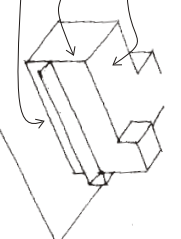
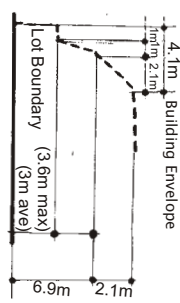
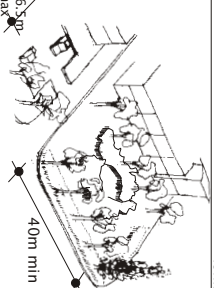
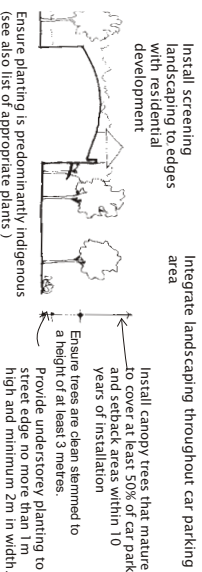
The design objectives that underpin these guidelines are:

- To ensure new development provides a unique and attractive entrance statement to Torquay,
- To ensure landscaping forms a major component of the site and is integrated with the built form,
- To promote the incorporation of art and signage in the building design, style and landscaping to contribute to the identity of the precinct,
- To ensure a high standard of amenity for occupants of the buildings, neighbouring residents and the public,
- To ensure adequate parking can be accommodated without detriment to its built and landscape qualities.
- To ensure development complies with the 20m building setback line



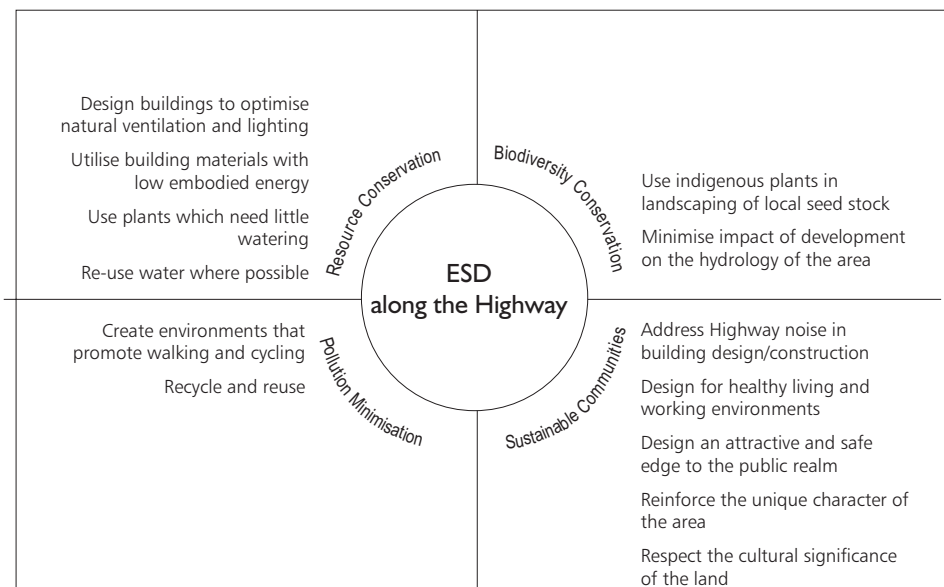
Character Area 1

This form is intended to help designers achieve a high standard of design and explain how their proposal contributes to the character of the area. It provides a checklist of design requirements that need to be satisfactorily addressed in order for Council to assess a development application. Additional pages may be used if necessary and any supporting drawings or photographs may be included. Please note that these guidelines explain the requirements of the Planning Scheme which relate to DDO7, and are complementary to Council's other requirements. The schematic diagrams are examples only. Planning permit applications will be assessed against the standards to be met, and the good practice for achieving the standard.

Standard to be met		Good Practice for achieving the Standard		Does your proposal conform with the good practices? If it does not, please explain how else it achieves the requirements of this standard
<p>Height</p> <p>Ensure buildings can accommodate a landmark statement on the corner of Crossmans Road whilst not overwhelming the contribution made by existing and proposed landscape or competing with Surf City for visual dominance</p>	 <p>Consider developing a fourth storey section adjacent to the corner of Crossmans Road if it makes a unique and dynamic statement. Generally develop no more than 3 storeys high to a maximum of 12m. A mix of 2 & 3 storeys should be used. Ensure horizontal extent of 4 storey section is no more 6m.</p>	Y/N		
<p>Building Setbacks and Disaggregation</p> <p>Ensure building mass is broken with significant landscaping between building elements and the road. Emphasize the importance of the Crossmans' road corner.</p>	 <p>Incorporate 3m wide footpath along building edge</p> <p>Setback buildings at least 10m from the property frontage to Crossmans' Road</p> <p>Disaggregate the facade at least every 12m of frontage by at least 1m difference in setback and/or height.</p> <p>Setback buildings at least 20m from the property frontage (see DDO7 for more detail)</p> <p>Keep building width below 36m</p>	Y/N		
<p>Building Frontage</p> <p>Ensure buildings provide an interesting, active and attractive frontage to the Highway and a comfortable level of pedestrian amenity</p>	 <p>Provide verandahs over all windows and doors) on the building frontage</p> <p>Provide display windows over at least 50% of building front</p> <p>Locate all principal pedestrian entries to units within highway frontage</p>	Y/N		
<p>Colours, Materials and Ecological Design</p> <p>Ensure buildings and landscape reflect the town's coastal setting</p> <p>Ensure surface materials complements planting, reinforces Torquay's vegetated character</p> <p>Buildings should be designed to incorporate energy and water saving measures, and renewable energy technology.</p>	<p>Refer to Surf Coast Style manual, particularly:</p> <ul style="list-style-type: none"> - Construct roofs out of a non-reflective material - Avoid external use of brick or brick like materials - Consider the use of brighter "coastal" colours, such as white and combinations of colours such as blue and yellow or green and pale grey/cream - Ensure surface materials are at least 50% permeable under the expected drip/line of trees when mature. 	Y/N		
<p>Special Considerations</p> <p>Adjoining Residential Uses.</p> <p>Ensure buildings are not detrimental to the amenity of adjoining residential properties</p>	<p>Adjacent Residential Development</p>  <p>Design building envelopes to maintain at least 2 hours of daylight between 9am and 3pm on June 21 in at least 50% (or 40 square metres with a minimum dimension of at least 2.5 metres, whichever is the lesser area) of the principal area of ground level private open space of adjacent private properties.</p> <p>Possible measures to reduce overshadowing impacts include changes in wall setbacks, and height, roof variation and building forms that incorporate attic rooms.</p> <p>Loading zones should not be visible from the street</p> <p>Setback parking at least 40m from property boundary to Crossmans Road</p> <p>Avoid egress points closer than 40m, subject to egress type and VicRoads approval.</p>	Y/N		
<p>Parking</p> <p>Ensure parking does not dominate the setting for the buildings.</p> <p>Parking rates for non-residential uses are provided at Clause 52.06-6.</p> <p>Provision must be made for safe pedestrian and bicycle facilities in commercial development</p>	 <p>Avoid parking zones wider than 16.5m in front setback.</p> <p>Install tree canopy to cover at least 50% of parking area. (see Planting below)</p>	Y/N		
<p>Advertising and Services</p> <p>Ensure advertising or building services do not detract from the visual qualities of the area</p> <p>Ensure innovative and stimulating signage that integrates and complements the building design</p>	<p>Avoid building services (air conditioning units, gas storage bottles etc) are visible on the building facade or its silhouette</p> <p>Avoid signs that are internally illuminated or that project from the building</p> <p>Avoid freestanding advertising other than a single co-ordinated sign at crossings for all tenants served by that access</p>	Y/N		
<p>Landscaping and WSUD</p> <p>Ensure landscaping is clearly visible along the buildings and vegetated foreground in front of the buildings of appropriate indigenous character that frames and softens the building when viewed from the Highway (see public art overlay)</p> <p>Buildings and parking areas should be designed in accordance with currently accepted best practice in Water Sensitive Urban Design (WSUD)</p>	 <p>Install screening landscaping to edges with residential development</p> <p>Integrate landscaping throughout car parking area</p> <p>Install canopy trees that mature to cover at least 50% of car park and setback areas within 10 years of installation</p> <p>Ensure trees are clean stemmed to a height of at least 3 metres.</p> <p>Provide understory planting to screen development from highway sightlines (minimum 2m in width, see also list of appropriate plants)</p>	Y/N		

Environmentally Sustainable Design

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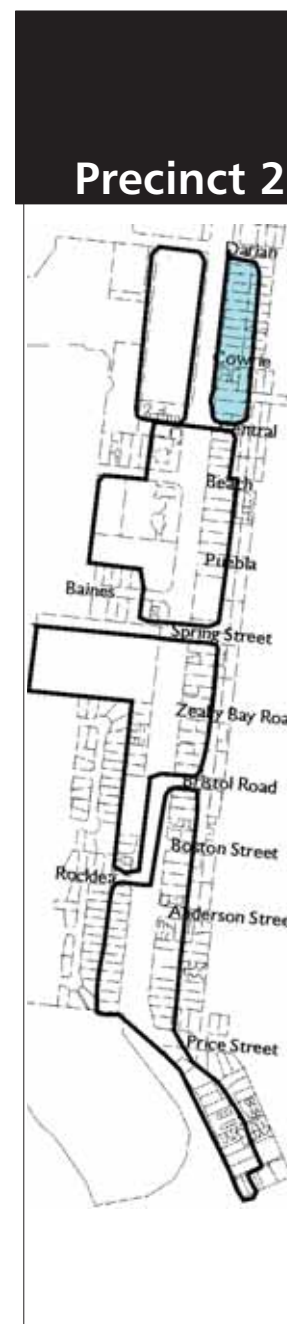


Information to accompany applications for permit

An application must be accompanied by an assessment of the proposal based on these guidelines.

Decision Guidelines

Before deciding on any application the responsible authority must consider whether the proposal meets the design objectives of these guidelines.



Existing Character

Residential and commercial uses with some attractive mature landscaping that turn their back to the road behind divergent and often unattractive high fences. The single storey residential building style and low density with reasonable setbacks from front and side boundaries is characteristic of Torquay's early development.

Vision

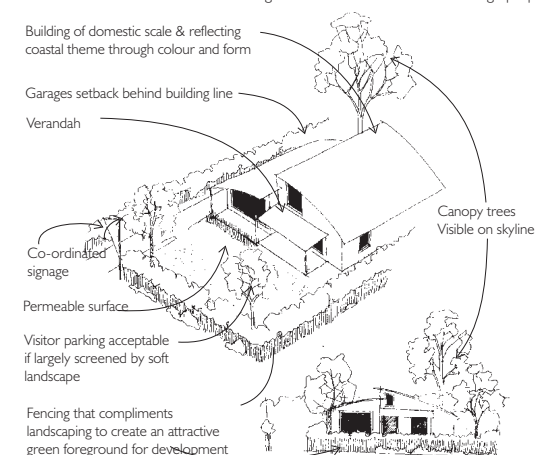
Not quite a walk in the past, but this strip maintains strong elements of Torquay's early history and hence complements (through contrast) the strong cultural statement of the opposite precinct. The conversion of land uses from residential to health and well being, including tourist accommodation, leisure and recreational establishments has continued whilst maintaining the original domestic scale. Landscaping is largely indigenous and of high quality, complementing the streetscape and opposite precinct.

Design Objectives

The design objectives that underpin these guidelines are:

- To ensure new development reinforces the character of early Torquay domestic scale buildings within a landscape setting,
- To provide an attractive, well landscaped and visually interesting edge to the highway that complements the strong entry statement made in Precinct 1,
- To open up the frontages through the removal of high fencing as land uses convert to commercial type uses, and supplementing this with indigenous planting,
- To achieve environmentally sensitive design,
- To ensure a high standard of amenity for occupants of the buildings, neighbouring residents and the public,
- To ensure adequate parking can be accommodated without detriment to its built and landscape qualities.

Note : This illustration of the intent of the guidelines does not constitute a design proposal



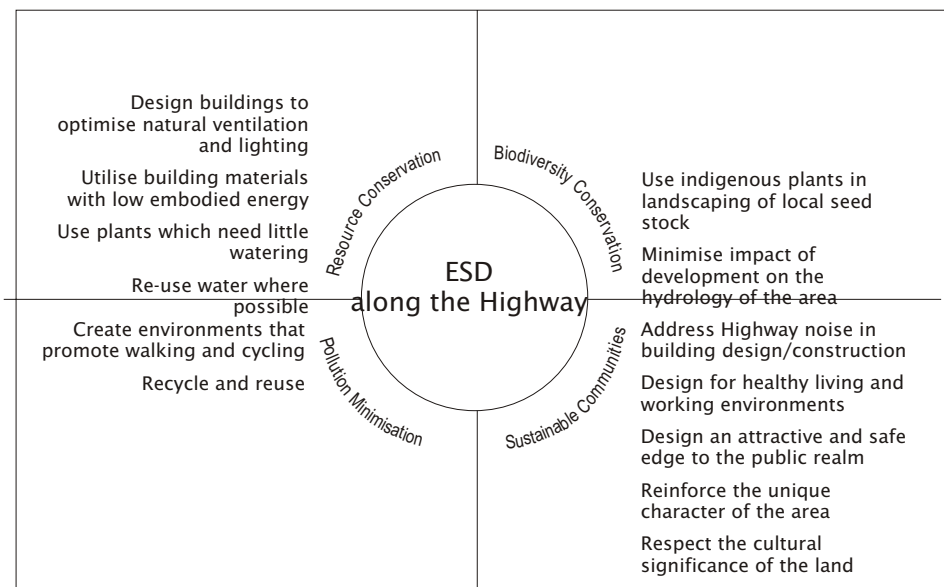
Character Area 2

This form is intended to help designers achieve a high standard of design and explain how their proposal contributes to the character of the area. It provides a checklist of design requirements that need to be satisfactorily addressed in order for Council to assess a development application. Additional pages may be used if necessary and any supporting drawings or photographs may be included. These guidelines should be read in conjunction with Council's publication "Good Design along the Surf Coast Highway". Please note that these guidelines explain the requirements of the Planning Scheme which relate to DDO7 and are complementary to Council's other requirements. The schematic diagrams are examples only. Planning permit applications will be assessed against the standards to be met, and the good practice for achieving the standard.

Standard to be met	Good Practice for achieving the Standard	Does your proposal conform with the good practice? If it does not, please explain how else it achieves the requirements of this standard
Height Ensure new buildings respect the area's residential scale and do not overwhelm the existing and proposed landscape		Y/N
Building Setbacks and Disaggregation Ensure buildings are sited to provide adequate room for landscape between the road and the building and between buildings and ensure that their visual bulk is consistent with the characteristic housing in the area.		Y/N
Building Frontage Ensure buildings provide an interesting and attractive frontage to the Highway and minimise resource consumption necessary to comfortably occupy buildings		Y/N
Colours, Materials and Ecological Design Ensure buildings and landscape reflect the town's coastal setting Ensure surface materials complements planting, reinforces Torquay's vegetated character, and incorporates best practice Water Sensitive Urban Design WSUD principles Buildings should be designed to achieve at least a 5 star energy rating and based on principles of best practice ecological design	Refer to Surf Coast Style manual, particularly: - Construct roofs out of a non-reflective material - Avoid Brick or brick like materials - Consider the use of brighter "coastal" colours such as white and combinations of colours such as blue and yellow or green and pale grey/cream - Ensure surface materials are at least 50% permeable	Y/N
Parking Ensure parking does not dominate the setting for the buildings. Parking rates for non-residential uses in this area are contained in the accompanying parking standards document. Provision must be made for safe pedestrian and bicycle facilities in commercial buildings		Y/N
Advertising and Services Ensure advertising or building services do not detract from the proposed landscape and built qualities of the area		Y/N
Planting Ensure planting provides a canopy visible over the buildings and a vegetated foreground in front of the buildings of appropriate indigenous character that frames and softens the building when viewed from the Highway		Y/N
Fencing Ensure fences provide a coherent character to the edge of the road reserve, do not obscure the building entirely when viewed from the footpath and reinforce Torquay's landscape character.		Y/N

Environmentally Sustainable Design

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Public Art

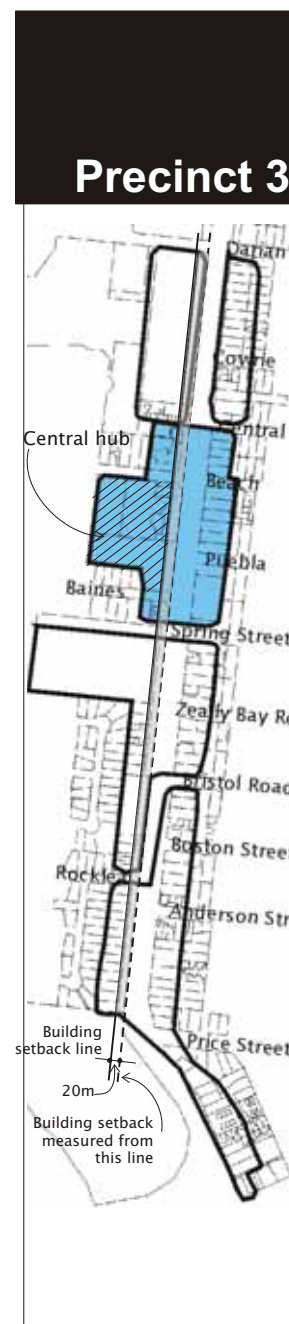
Applicants for development in this area should consider opportunities to incorporate public art installations either as part of a building or freestanding at a high profile location.

Information to accompany applications for permit

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Decision Guidelines

Before deciding on any application the responsible authority must consider whether the proposal meets the design objectives of these guidelines.



Existing Character

The Surf City and adjacent Ripcurl buildings provide a memorable and distinctive icons that contribute to the identity and character of Torquay and the wider Shire. The surrounding businesses often contribute to the area's surf culture, however they contribute little to its built or landscaped character.

Vision

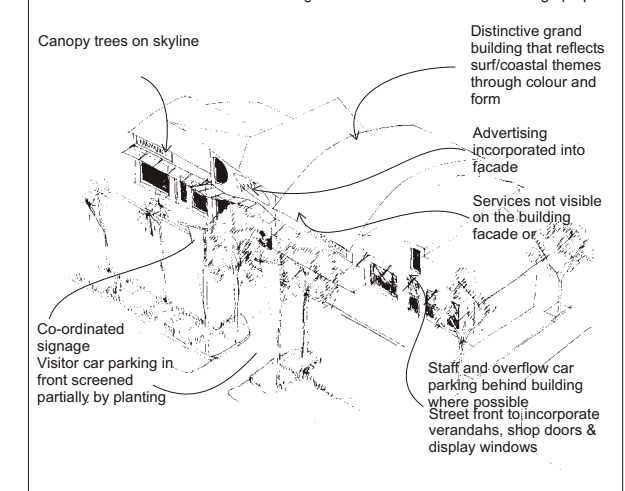
This is the hub of surf retailing and the surfing industry. Building form particularly in the central hub is a dominant feature arising from architecture that reflects the 'surfing' culture. Advertising is integrated into the building design and plays an important visual role, particularly at night with backlit images and colourful lighting. The area is vibrant night and day with people shopping, socialising, dining and wining. Perimeter development to the central hub provides an appropriate edge to the adjoining residential uses and is architecturally varied but united in expressing its relationship to the sea through Surf Coast style. Buildings are less dominant through design, placement and use of quality landscaping, while retaining and enhancing the vitality and viability of the tourist based commercial uses.

Design Objectives

The design objectives that underpin these guidelines are:

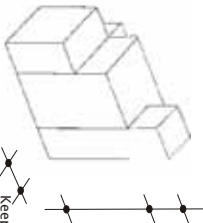
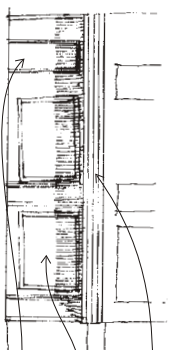
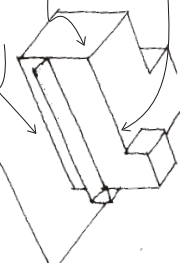
- To enhance and reinforce the 'surf' vernacular style of architecture,
- To enhance the role of the area as a memorable and distinctive icon for the whole Surf Coast Shire,
- To provide for flamboyant advertising that integrates with the buildings in terms of design, colour and images,
- To promote opportunities for public art to contribute to the identity,
- To achieve environmentally sensitive design,
- To ensure a high standard of amenity for occupants of the buildings, neighbouring residents and the public,
- To ensure adequate parking can be accommodated without detriment to its built and landscape qualities.

To ensure development complies with the 20m building setback line.
Note: This illustration of the intent of the guidelines does not constitute a design proposal



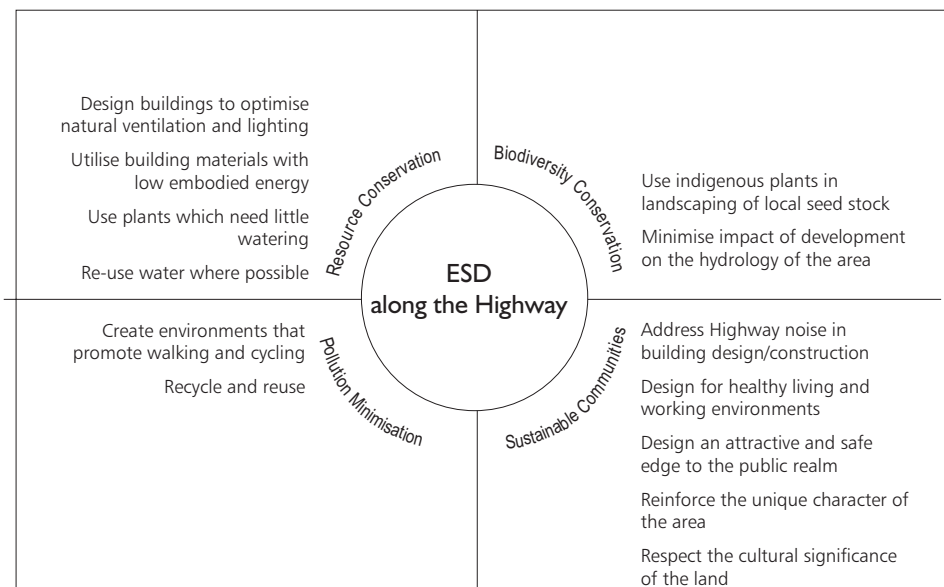
Character Area 3

This form is intended to help designers achieve a high standard of design and explain how their proposal contributes to the character of the area. It provides a checklist of design requirements that need to be satisfactorily addressed in order for Council to assess a development application. Additional pages may be used if necessary and any supporting drawings or photographs may be included. Please note that these guidelines explain the requirements of the Planning Scheme which relate to DDO7, and are complementary to Council's other requirements. The schematic diagrams are examples only. Planning permit applications will be assessed against the standards to be met, and the good practice for achieving the standard.

Standard to be met		Good Practice for achieving the Standard	Does your proposal conform with the good practices? If it does not, please explain how else it achieves the requirements of this standard
Height	Ensure buildings can accommodate the characteristic variations in height and roofline of this area whilst not overwhelming the contribution made by existing and proposed landscape	 <p>On the west of the Highway, build a fourth storey only on Highway facade where the Highway intersects with a secondary road and it makes a unique and dynamic statement that contributes to the identity of the development</p> <p>Except as specified above, build no more than 3 storeys high to a maximum height of 12m. Third storey must be recessed on the east of the Highway in accordance with DDO7.</p> <p>Keep horizontal extent of 3 storey section to 6m.</p>	Y/N
	Building Setbacks and Disaggregation Ensure buildings to the west of the highway on corner sites are setback to provide adequate room for significant landscaping between the road and the building, and their perceived mass is broken to provide visual interest and avoid a monolithic appearance.	<p>Provide a 3m wide footpath in front of buildings</p> <p>Ensure buildings reflect the 20m minimum western setback line as indicated on the cover of these guidelines</p> <p>Disaggregate the facade at least every 12m of frontage by at least 1m difference in setback and/or height</p> <p>Keep building width below 36m</p> <p>Provide verandah over all windows and doors on the building frontage</p> <p>Provide display windows over at least 50% of building front</p> <p>Locate all principal pedestrian entries to units with a Highway frontage</p>	Y/N
Building Frontage Ensure the buildings provide an interesting, active and attractive frontage to the Highway and a comfortable level of pedestrian amenity			Y/N
	Colours, Materials and Ecological Design Ensure buildings and landscape reflect the town's coastal setting	<p>Refer to Surf Coast Style manual, particularly:</p> <ul style="list-style-type: none"> - Construct Roofs out of a non-reflective material - Avoid external use of brick or brick like materials - Consider the use of brighter "coastal" colours, such as white and combinations of colours such as blue and yellow or green and pale grey/cream - Ensure surface materials are permeable under the expected dripline of trees when mature 	Y/N
Special Considerations Adjoining Residential Uses. Ensure buildings are not detrimental to the amenity of adjoining housing		<p>4.1m Building Envelope</p> <p>4.1m</p> <p>2.1m</p> <p>6.9m</p> <p>3m min</p> <p>20m min</p> <p>36m max</p> <p>12m max</p> <p>Keep building width below 36m</p> <p>Provide display windows over at least 50% of building front</p> <p>Locate all principal pedestrian entries to units with a Highway frontage</p>	Y/N
	Parking Ensure parking does not dominate the setting for the buildings. Parking rates for non-residential uses are found at 52.06-6. Provision must be made for safe pedestrian and bicycle facilities in commercial development.	<p>Encourage staff parking and overflow parking to rear</p> <p>Avoid parking zone in front of building wider than 16.5m</p> <p>16.5m max</p> <p>40m</p> <p>West of Highway</p> <p>East of Highway</p> <p>Encourage all off street parking to rear</p> <p>Avoid signs that are internally illuminated or that project from the building</p> <p>Avoid freestanding advertising other than a single co-ordinated sign at crossovers for all tenants served by that access</p> <p>Incorporate signage into the design of the building facade</p>	Y/N
Advertising and Services Ensure advertising or building services do not dominate the area or detract from the proposed landscape and built qualities of the area		<p>Avoid building services such as air conditioning units or gas storage bottles that are visible on the</p> <p>Buildings and parking areas should be designed in accordance with currently accepted best practice in Water Sensitive Urban Design</p> <p>Ensure trees are clean stemmed to at least 3m</p> <p>Provide understory planting to street edge no more than 1m high, min 2m wide</p>	Y/N
	Landscaping Ensure planting provides a canopy visible over the buildings and a vegetated foreground in front of the buildings of appropriate indigenous character that frames and softens the building when viewed from the Highway (see public art overleaf)	<p>Install screening landscaping to edges with residential development</p> <p>Buildings and parking areas should be designed in accordance with currently accepted best practice in Water Sensitive Urban Design</p> <p>Ensure trees are clean stemmed to at least 3m</p> <p>Provide understory planting to street edge no more than 1m high, min 2m wide</p>	Y/N

Environmentally Sustainable Design

Every new development has an effect on the Surf Coasts highly valued environment. To ensure that this effect does not incrementally destroy the very qualities that make Surf Coast special, every development must be designed with a consideration of its impacts on the environment. In the study area this requires that each new development must be designed to achieve the objectives described below.



Information to accompany applications for permit

An application must be accompanied by an assessment of the proposal based on these guidelines.

Decision Guidelines

Before deciding on any application the responsible authority must consider whether the proposal meets the design objectives of these guidelines.

Precinct 4 (Commercial Uses)



Existing Character

A diverse variety of uses, including a caravan park, church/car park, communications installation, restaurant, backpackers, dwellings, vacant commercial land and local shops, and associated variety of building styles and street presentations.

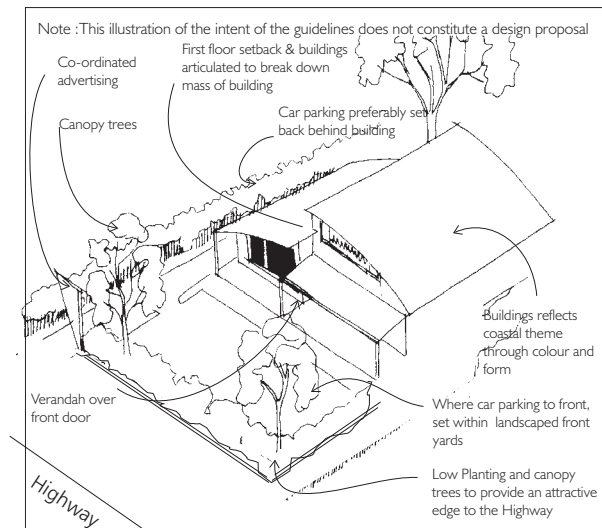
Vision

This precinct provides a transition zone between residential uses and the Surf City core. The precinct itself comprises a mix of uses, including residential, health and well being uses, tourist accommodation, leisure and recreational establishments at a medium level density of development. The diverse surf coast style building design is complemented with high quality landscaping, integrating with the abutting highway landscape theme.

Design Objectives

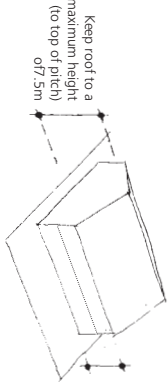
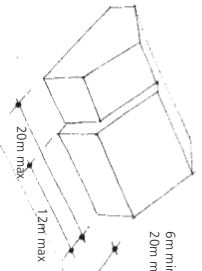
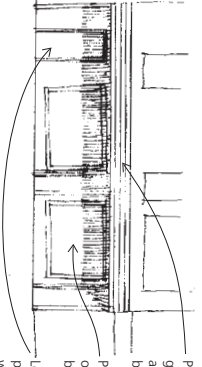
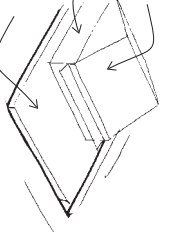
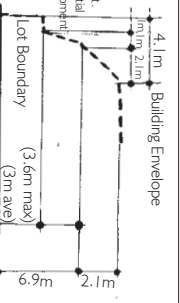
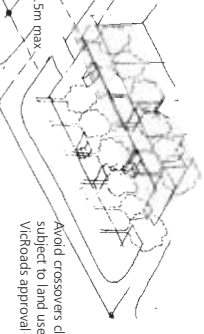
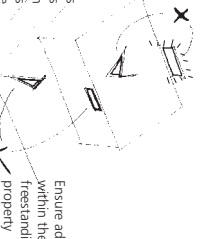
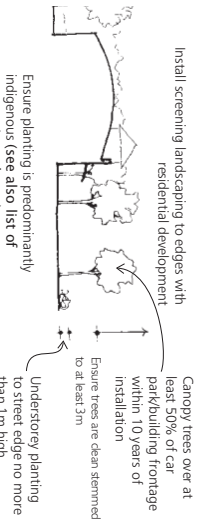
The design objectives for commercial development that underpin these guidelines are:

- To ensure all new commercial development responds sensitively and contributes to Surf Coast character having regard to the largely domestic scale of the area,
- To reinforce the natural landscape character of the Surf Coast,
- To provide an appropriate address to the highway through the removal of high fencing and installing visually significant indigenous vegetation,
- To achieve environmentally sensitive design,
- To ensure a high standard of amenity for occupants of the buildings, neighbouring residents and the public,
- To ensure adequate parking can be accommodated without detriment to its built and landscape qualities.
- To ensure development complies with the 20m building setback line on west side



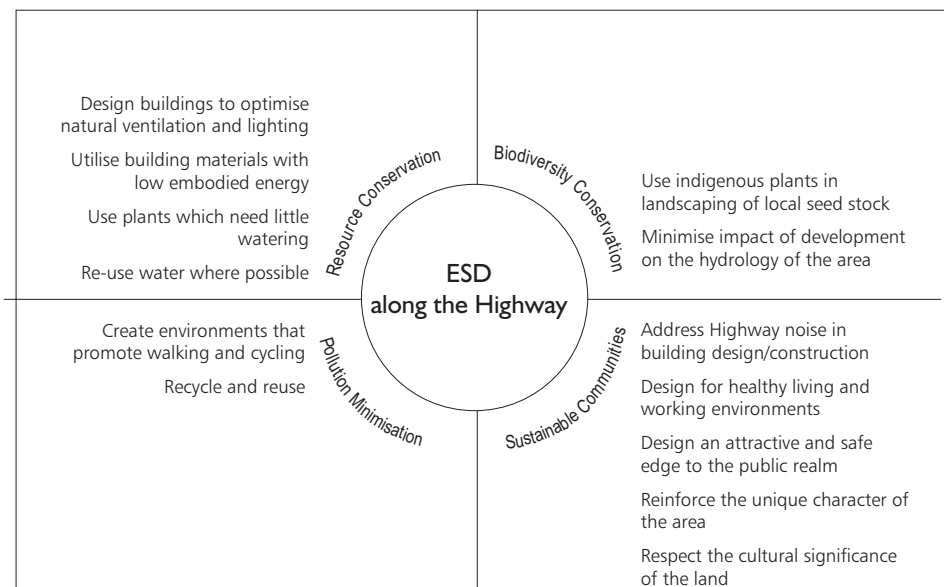
Character Area 4 (Commercial Uses only)

This form is intended to help designers achieve a high standard of design and explain how their proposal contributes to the character of the area. It provides a checklist of design requirements that need to be satisfactorily addressed in order for Council to assess a development application. Additional pages may be used if necessary and any supporting drawings or photographs may be included. These guidelines should be read in conjunction with Council's publication "Good Design along the Surf Coast Highway". Please note that these guidelines explain the requirements of the Planning Scheme which relate to DDO7 and are complementary to Council's other requirements. The schematic diagrams are examples only. Planning permit applications will be assessed against the standards to be met, and the good practice for achieving the standard.

Standard to be met	Good Practice for achieving the Standard	Does your proposal conform with the good practice? If it does not, please explain how else it achieves the requirements of this standard
<p>Height</p> <p>Ensure buildings are consistent with the areas predominant domestic scale and do not overwhelm the contribution made by existing landscape, or compete with Surf City for visual dominance</p>	 <p>Keep front facade to 2 storeys high</p> <p>Only build facade over 7m where it makes a unique and dynamic statement and emphasises the significance of a particular location such as the entry or a corner</p>	Y/N
<p>Building Setbacks and Disaggregation</p> <p>Ensure buildings are sited where they can accommodate the required landscaping and address the street front directly, and their visual bulk is broken down to provide visual interest and avoid a monolithic appearance</p>	 <p>Ensure buildings on the west of the Highway reflect the 20m minimum setback line as indicated on the cover of these guidelines.</p> <p>Ensure buildings to the East of the Highway, set buildings back at least 6m to allow for landscaping</p> <p>Disaggregate the facade at least every 12m of frontage by at least 1m difference in setback and/or height</p> <p>Keep building width below 20m</p>	Y/N
<p>Building Frontage</p> <p>Ensure buildings provide an interesting, active and attractive frontage to the Highway and provides a comfortable level of pedestrian amenity</p>	 <p>Provide verandah over all ground floor windows and doors on the building frontage</p> <p>Provide display windows over at least 50% of building front</p> <p>Locate all principal pedestrian entries to units within Highway frontage</p>	Y/N
<p>Colours, Materials and Ecological Design</p> <p>Ensure buildings and landscape reflect the town's coastal setting</p> <p>Ensure surface materials complements planting, reinforces Torquay's vegetated character</p> <p>Buildings should be designed to achieve at least a 5 star energy rating and based on principles of best practice ecological design</p>	<p>Refer to Surf Coast Design manual, particularly:</p> <ul style="list-style-type: none"> - Construct Roofs out of a non-reflective material - Avoid brick or brick like materials - Consider the use of brighter "coastal" colours, such as white and combinations of colours such as blue and yellow or green and pale grey/cream - Ensure surface materials are at least 50% permeable  <p>Design building envelope to maintain at least 2 hours of daylight between 9am and 3pm on June 21st at least 50% (or 40 square metres with a minimum dimension of at least 2.5 metres whichever is the lesser area) of the principal area of ground level private open space of adjacent private properties. Measures to reduce overshadowing impacts include changes in wall setbacks and height, roof variation and building forms that incorporate attic rooms</p>	Y/N
<p>Special Considerations</p> <p>Adjoining Residential Uses.</p> <p>Ensure the building is not detrimental to the amenity of adjoining residential properties</p>	 <p>4.1m Building Envelope</p> <p>2.1m</p> <p>6.9m</p> <p>2.1m</p> <p>Lot Boundary (3.6m max) (3m ave)</p> <p>Adjacent Residential Development</p> <p>Design building envelope to maintain at least 2 hours of daylight between 9am and 3pm on June 21st at least 50% (or 40 square metres with a minimum dimension of at least 2.5 metres whichever is the lesser area) of the principal area of ground level private open space of adjacent private properties. Measures to reduce overshadowing impacts include changes in wall setbacks and height, roof variation and building forms that incorporate attic rooms</p> <p>Reduce impact of parking/noise with appropriate acoustic fence and landscaping.</p>	Y/N
<p>Parking</p> <p>Ensure parking does not dominate the setting for the buildings.</p> <p>Parking rates for non-residential uses in this area are contained in the accompanying parking standards document.</p> <p>Provision must be made for safe pedestrian and bicycle facilities</p>	<p>Avoid parking zone wider than 16.5m in front of the building</p> <p>Install tree canopy to cover at least 50% of parking area (see Planning 16.5m max below)</p> <p>Avoid crossovers closer than 40m subject to land use type and VicRoads approval</p> 	Y/N
<p>Advertising and Services</p> <p>Ensure advertising or building services do not dominate the area or detract from the proposed landscape and built qualities of the area</p>	<p>Ensure advertising is not internally illuminated, located above the eaves or does not project from the building</p> <p>Avoid building services such as air conditioning units or gas storage bottles that are visible on the building facade or its silhouette</p> <p>Ensure advertising is contained within the building and/or a single freestanding advert within the property</p> 	Y/N
<p>Landscaping and WSUD</p> <p>Ensure planting provides a canopy visible over the buildings and a vegetated foreground in front of the buildings of appropriate indigenous character that frames and softens the building when viewed from the Highway (see public art overlay)</p> <p>Buildings and parking areas should be designed in accordance with currently accepted best practice in Water Sensitive Urban Design (WSUD)</p>	<p>Install screening landscaping to edges with residential development</p> <p>Canopy trees over at least 50% of car park/building frontage within 10 years of installation</p> <p>Ensure trees are clean stemmed to at least 3m</p> <p>Understorey planting to street edge no more than 1m high</p> <p>Ensure planting is predominantly indigenous (see also list of appropriate plants)</p> 	Y/N

Environmentally Sustainable Design

Every new development has an effect on the Surf Coasts highly valued environment. To ensure that this effect does not incrementally destroy the very qualities that make Surf Coast special, every development must be designed with a consideration of its impacts on the environment. In the study area this requires that each new development must be designed to achieve the objectives described below.



Information to accompany applications for permit

An application must be accompanied by an assessment of the proposal based on these guidelines.

Decision Guidelines

Before deciding on any application the responsible authority must consider whether the proposal meets the design objectives of these guidelines.

Precinct 4 (Residential Uses)



Existing Character

A diverse variety of uses, including a caravan park, church/car park, communications installation, restaurant, backpackers, dwellings, vacant commercial land and local shops, and associated variety of building styles and street presentations.

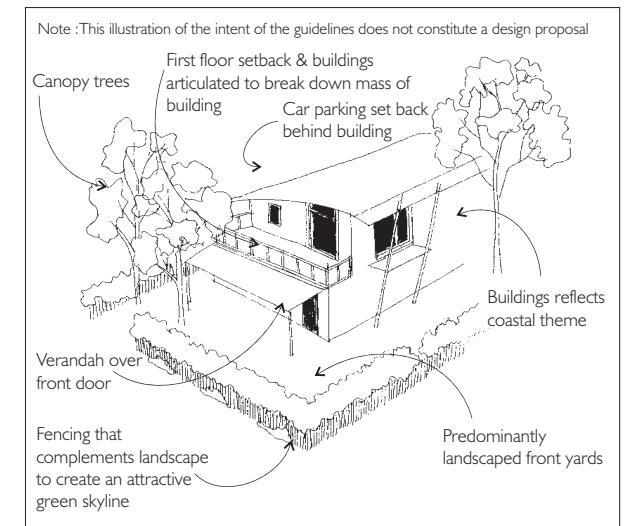
Vision

This precinct provides a transition zone between residential uses and the Surf City core. The precinct itself comprises a mix of uses, including residential, health and well being uses, tourist accommodation, leisure and recreational establishments at a medium level density of development. The diverse Surf Coast style building design is complemented with high quality landscaping, integrating with the abutting highway landscape theme.

Design Objectives

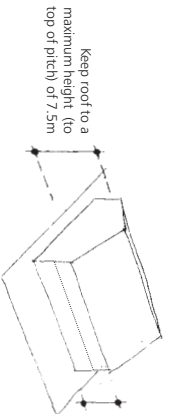
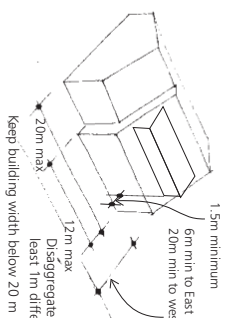
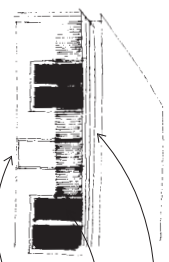
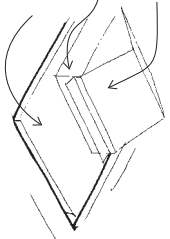
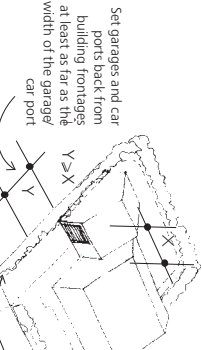
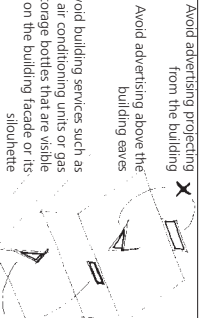
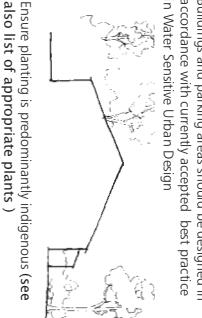
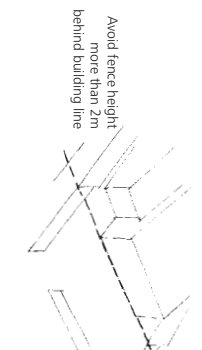
The design objectives for residential development that underpin these guidelines are:

- To ensure all new residential development responds sensitively and contributes to Surf Coast Style character, having regard to the largely domestic scale and variety of the precinct,
- To reinforce the natural landscape character of the Surf Coast,
- To provide an appropriate address to the highway through the removal of high fencing and installing visually significant indigenous vegetation,
- To achieve environmentally sensitive design,
- To ensure a high standard of amenity for occupants of the buildings, neighbouring residents and the public,
- To ensure parking can be accommodated without detriment to its built and landscape qualities.
- To ensure development complies with the 20m building setback line on



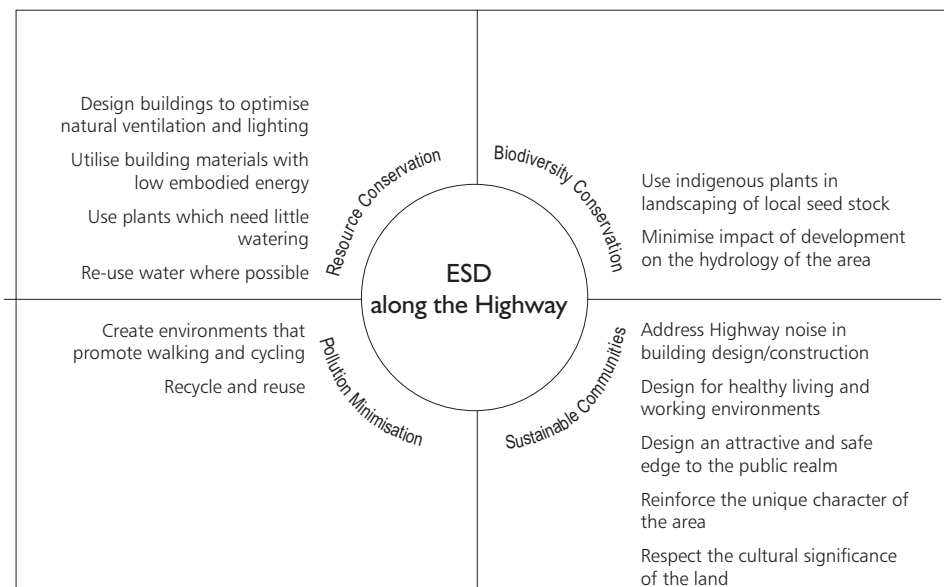
Character Area 4 (Residential/ Visitor Accomodation Uses only)

This form is intended to help designers achieve a high standard of design and explain how their proposal contributes to the character of the area. It provides a checklist of design requirements that need to be satisfactorily addressed in order for Council to assess a development application. Additional pages may be used if necessary and any supporting drawings or photographs may be included. These guidelines should be read in conjunction with Council's publication "Good Design along the Surf Coast Highway". Please note that these guidelines explain the requirements of the Planning Scheme which relate to DDO7, and are complementary to Council's other requirements. The schematic diagrams are examples only. Planning permit applications will be assessed against the standards to be met, and the good practice for achieving the standard.

Standard to be met	Good Practice for achieving the Standard	Does your proposal conform with the good practice? If it does not, please explain how else it achieves the requirements of this standard
Height Ensure new buildings are of residential scale and do not overwhelm the existing and proposed landscape	 <p>Keep front facade to maximum of 2 storeys high</p> <p>Only build facade over 7m where it makes a unique and dynamic statement and emphasises the significance of a particular location such as the entry or a corner</p>	Y/N
Building setbacks and Disaggregation Ensure buildings are sited to provide adequate room for landscape between the road and the building and between buildings and to ensure their visual bulk is consistent with characteristic housing in the area	 <p>1.5m minimum 6m min to East 20m min to West 12m max 20m max Keep building width below 20 m</p> <p>Ensure buildings on the west of the Highway reflect the 20m minimum setback line as indicated on the cover of these guidelines.</p> <p>Buildings on the east of the highway to be set buildings back at least 6m from the road. On both sides of the road buildings should be set back a further 1.5m at first floor level</p> <p>Disaggregate the facade at least every 12m of frontage by at least 1m difference in setback and/or height</p>	Y/N
Building Frontage Ensure buildings provide an interesting an attractive frontage to the Highway	 <p>Provide verandah over all ground floor windows and doors on the building frontage</p> <p>Ensure windows and doorways occupy at least 20% of the facade</p> <p>Locate front door facing toward Highway</p>	Y/N
Colours, Materials and Ecological Design Ensure buildings and landscape reflect the town's coastal setting Ensure surface materials complements planting, reinforces Torquay's vegetated character Buildings should be designed to achieve at least a 5 star energy rating and based on principles of best practice ecological design	<p>Refer to Surf Coast Design manual, particularly:</p> <ul style="list-style-type: none">- Construct Roofs out of a non-reflective material- Avoid Brick or brick like materials- Consider the use of brighter "coastal" colours, such as white and combinations of colours such as blue and yellow or green and pale grey/cream- Ensure surface materials are at least 50% permeable 	Y/N
Parking Ensure parking does not dominate the setting for the buildings	 <p>Set garages and car ports back from building frontages at least as far as the width of the garage/ car port</p> <p>Avoid more than one crossover per property</p> <p>Avoid parking here except visitor parking for commercial uses</p>	Y/N
Advertising and Services Ensure advertising or building services do not dominate the area or detract from the proposed landscape and built qualities of the area	 <p>Avoid advertising projecting from the building</p> <p>Avoid advertising above the building eaves</p> <p>Avoid building services such as air conditioning units or gas storage bottles that are visible on the building facade or its silhouette</p> <p>Ensure advertising is contained within the building and/or a single freestanding advert within the property of no more than 2 m by 1 m</p>	Y/N
Planting Ensure planting provides a canopy visible over the buildings and a green foreground in front of the buildings of indigenous character that does not significantly obscure the building when viewed from the Highway. Provides a screen between adjacent commercial uses	 <p>Buildings and parking areas should be designed in accordance with currently accepted best practice in Water Sensitive Urban Design</p> <p>Provide indigenous canopy trees to cover at least 50% of the front boundary within 10 years of installation</p> <p>Ensure trees are clear stemmed to a height of at least 3m</p> <p>1.8 m maximum height of understorey planting and/ or fence to front boundary</p>	Y/N
Fencing Ensure fences provide a coherent character to the edge of the road reserve, do not obscure the building entirely when viewed from the footpath and reinforce Torquay's landscape character.	 <p>Avoid fence height more than 2m behind building line</p> <p>Fence height to be no more than 1.3 m in front of the building line</p> <p>Construct fences from lightweight natural material and combine with planting</p>	Y/N

Environmentally Sustainable Design

Every new development has an effect on the Surf Coasts highly valued environment. To ensure that this effect does not incrementally destroy the very qualities that make Surf Coast special, every development must be designed with a consideration of its impacts on the environment. In the study area this requires that each new development must be designed to achieve the objectives described below.

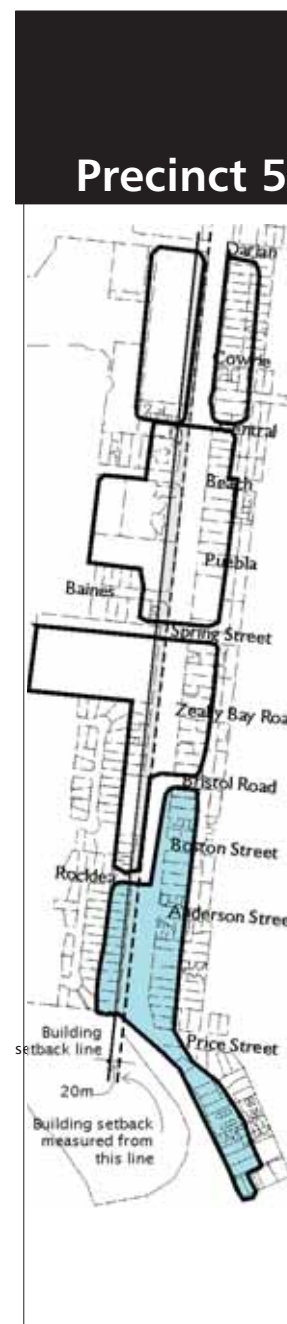


Information to accompany applications for permit

An application must be accompanied by an assessment of the proposal based on these guidelines.

Decision Guidelines

Before deciding on any application the responsible authority must consider whether the proposal meets the design objectives of these guidelines.



Existing Character

Residential character with some attractive mature landscaping that often turns its back to the road behind divergent and often unattractive high fences. The western side presents a prominent roofscape as a setting for views from the highway.

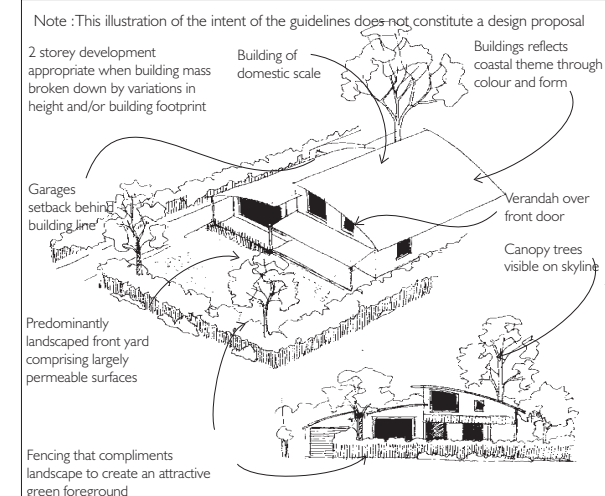
Vision

The predominant residential use remains intact. Redevelopment of individual sites has sought to avoid stark contrasts in style, colour etc. The southern approach to this precinct presents as an integrated, complementary domestic scale of development framed by landscaping that retains view lines over the golfcourse and toward the coast. The surf coast style is simple and clean, reminiscent of the character of Torquay's history.

Design Objectives

The design objectives that underpin these guidelines are:

- To enhance and reinforce the precinct's prominent position through simple but attractive, complementary Surf Coast style of architecture that has a sense of uniformity, within a landscaped setting,
- To maintain the precinct's domestic scale,
- To ensure the provision of traffic access and parking maintains safety and the efficient movement of traffic along the Surf Coast Highway,
- To achieve environmentally sensitive design,
- To ensure a high standard of amenity for occupants of the buildings, neighbouring residents and the public,
- To ensure adequate parking can be accommodated without detriment to its built and landscape qualities.
- To ensure development complies with the 20m building setback line on west side



Character Area 5

This form is intended to help designers achieve a high standard of design and explain how their proposal contributes to the character of the area. It provides a checklist of design requirements that need to be satisfactorily addressed in order for Council to assess a development application. Additional pages may be used if necessary and any supporting drawings or photographs may be included. These guidelines should be read in conjunction with Council's publication "Good Design along the Surf Coast Highway". Please note that these guidelines explain the requirements of the Planning Scheme which relate to DDO7, and are complementary to Council's other requirements. The schematic diagrams are examples only. Planning permit applications will be assessed against the standards to be met, and the good practice for achieving the standard.

Standard to be met	Good Practice for achieving the Standard	Does your proposal conform with the good practice? If it does not, please explain how else it achieves the requirements of this standard
Height Ensure new buildings respect the area's residential scale and do not overwhelm the contribution made by the existing and proposed landscape to the areas character	<p>Keep front facade to a general maximum of 1 storey</p> <p>Only build to 2 storeys where the upper floor occupies no more than half the frontage or is accommodated within the roof form</p>	Y/N
Building Setbacks and Disaggregation Ensure buildings are sited to provide adequate room for landscape between the road and the building and between buildings and ensure that their visual bulk is consistent with the characteristic housing in the area.	<p>Disaggregate the facade at least every 12m of frontage by at least 1m difference in setback and/or height</p> <p>Ensure buildings on the west of the Highway reflect the 20m minimum setback line as indicated on the cover of these guidelines. Ensure buildings to the East of the Highway, set buildings back at least 6m to allow for landscaping</p> <p>Keep overall building width to below 20m</p>	Y/N
Building Frontage Ensure buildings provide an interesting and attractive frontage to the Highway	<p>Provide verandah over all ground floor windows and door(s) on the building frontage</p> <p>Ensure windows and doorways occupy at least 20% of the facade</p> <p>Front door facing toward Highway</p>	Y/N
Colours, Materials and Ecological Design Ensure buildings and landscape reflect the town's coastal setting Ensure surface materials complements planting, reinforces Torquay's vegetated character Buildings should be designed to achieve at least a 5 star energy rating and based on principles of best practice ecological design	<p>Construct Roofs out of a non-reflective material</p> <p>Avoid Brick or brick like materials</p> <p>Consider the use of brighter "coastal" colours, such as white and combinations of colours such as blue and yellow or green and pale grey/cream</p> <p>Ensure surface materials are at least 50% permeable</p>	Y/N
Parking Ensure parking does not dominate the setting for the buildings	<p>Set garages and car ports back from building frontages at least as far as the width of the garage or carport</p> <p>Avoid parking here except for visitor parking for commercial uses</p> <p>Avoid more than one crossover per property</p>	Y/N
Advertising and Services Ensure advertising or building services do not detract from the proposed landscape and built qualities of the area	<p>Ensure advertising is not located above the eaves or does not project from the building</p> <p>Avoid building services such as air conditioning units or gas storage bottles that are visible on the building facade or its silhouette</p> <p>Ensure advertising is contained within the building and/or a single freestanding advert within the property of no more than 2 m by 1 m with a maximum height of 2.5m</p>	Y/N
Planting Ensure planting provides a canopy visible over the buildings and a green foreground in front of the buildings of appropriate indigenous character that does not significantly obscure the building when viewed from the Highway	<p>Buildings and parking areas should be designed in accordance with currently accepted best practice in Water Sensitive Urban Design</p> <p>Indigenous canopy trees to cover at least 50% of the front boundary within 10 years of installation</p> <p>Ensure trees are clear stemmed to a height of at least 5m</p> <p>1.8 m maximum height of understorey planting and/ or fence to front boundary</p>	Y/N
Fencing Ensure fences provide a coherent character to the edge of the road reserve, and reinforce Torquay's landscape character. Landscaping should be used to achieve further screening and privacy.	<p>Fence height to be no more than 1.8m in front of the building line</p> <p>Construct disaggregated fences from lightweight natural material and combine with planting</p>	Y/N

Appropriate plants along the Surf Coast Highway

BOTANICAL NAME	COMMON NAME	INDICATIVE HEIGHT	INDICATIVE SPREAD
TREES			
Acacia melanoxylon	Blackwood	5-30m	4-15m
Allocasuarina verticillata	Drooping Sheoak	4-10m	3-6m
Banksia marginata	Silver Banksia	5-10m	3-5m
Eucalyptus leucoxydon *	Yellow Gum	10-20m	6-20m
Eucalyptus tricarpa*	Red Ironbark	15-20m	5-8m
Eucalyptus viminalis *	Manna Gum	10-50m	8-15m
LARGE SHRUBS			
Acacia pycnantha	Golden Wattle	3-10m	2-5m
Acacia suaveolens	Sweet Wattle	1-3m	2-5m
Acacia verniciflua	Varnish Wattle	3-5m	3-5m
Bursaria spinosa	Sweet Bursaria	2-6m	2-3m
Leucopogon parviflorus	Coast Beard-heath	1-4m	2-3m
Melaleuca lanceolata	Moonah	1-8m	3-6m
Ozothamnus ferrigneus	Tree Everlasting	2-6m	1-3m
Solanum laciniatum	Kangaroo Apple	1-3m	1-3m
MEDIUM SHRUBS			
Acacia acinacea	Gold Dust Wattle	0.5-2.5m	2-4m
Alyxia buxifolia	Sea Box	1-2m	1-3m
Correa alba	White Correa	0.5-2m	1-3m
Correa reflexa	Common Correa	0.3-2m	1-2m
Goodenia ovata	Hop Goodenia	1-2.5m	1-3m
Myoporum sp	Boobialla	0.5-1m	3-4m
Olearia lirata	Snow Daisy Bush	2-5m	2-3m
Ozothamnus rosmarinifolius	Rosemary Everlasting	1.5-3m	1-2m
Ozothamnus turbinatus	Coast Everlasting	1-3m	1.5m
Platylobium sp.	Flat Pea	0.3-1m	1-1.5m
Pomaderris oraria	Coast Pomaderris	1-1.5m	1-1.5
Rhagodia candolleana	Seaberry Saltbush	2m	1-2.5m
Tetragonia implexicoma	Bower Spinach	0.3-3m	2m

The following plant list has been collated to guide people to a variety of indigenous plants that are suitable for use in the local urban landscape. It should be noted that some plants are more suited to particular site requirements. It is advisable to contact your local nursery for more information and get advice choosing plants which will grow well on your site. The trees listed have been chosen for their suitability to be used in urban environments and streetscapes. However, large trees should always be sited in locations to minimise the risk to people and property. Please seek professional advice if you are unsure.

* Indicates trees with a clear stem where preserving view lines is important.

BOTANICAL NAME		COMMON NAME	INDICATIVE HEIGHT	INDICATIVE SPREAD
SMALL SHRUBS				
Astroloma humifusum		Cranberry Heath	0.1-0.5m	1-1.5m
Brunonia australis		Blue Pincushion	0.1-0.5m	0.1-0.15m
Convolvulus erubescens		Pink Bindweed	0.1-0.3m	0.5m
Goodenia ovata		Hop Goodenia	1-2.5m	1-3m
Hibbertia riparia		Erect Guinea Flower	0.3-1m	0.6m
Hibbertia sericea		Silky Guinea Flower	0.3-1m	0.6m
Dillwynia sp.		Parrot Pea		
Lasiopetalum baueri		Slender Velvet Bush	1-1.5m	1m
Pultenaea sp.		Bush-pea		
Olearia ramulosa		Twiggy Daisy Bush	0.5-2.5m	1m
Scaevola sp.		Fire-weed		
Stylidium graminifolium		Trigger Plant	0.2-0.6m	0.2-0.3m
Wahlenbergia communis		Tufted Bluebell	0.15-0.5m	0.15m
Wahlenbergia gracilis		Sprawling Bluebell	0.1-0.5m	
Wahlenbergia stricta		Tufted Bluebell	0.4-0.9m	0.3-0.4m
CLIMBERS				
Billiardiera sp.		Apple Berry		
Clemantis microphylla		Small Leafed Clemantis		
Glycine clandestina		Twining Glycina		
Muehlenbeckia adpressa		Climbing Lignum		
GRASSES / LILYS				
Anthropodium strictum		Chocolate Lilly		
Danthonia sp.		Wallaby Grass		
Dianella revoluta		Black-anther Flax-lilly		
Dichelachne sp.		Plume Grass		
Lomandra longifolia		Spiny-headed Mat-rush		
Microlaena stipoides		Weeping Grass		
Poa labillardieri		Tussock Grass		
Stipa sp.		Spear Grass		
Themeda trianda		Kangaroo Grass		
GROUND COVERS				
Carpobrotus rossii		Karkalla		2-3m
Chrysocephalum apiculatum		Common Everlasting		1-2m
Kennedia prostrata		Running Postman		1-2.5m
Veronica gracilis		Slender Speedwell		1m

Indigenous vegetation is vegetation that occurs naturally in the area. When purchasing plants ensure they have been sourced from local seed stock

Notes:
·Plant sizes are indicative only and ultimate size will vary according to specific microclimatic conditions.



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