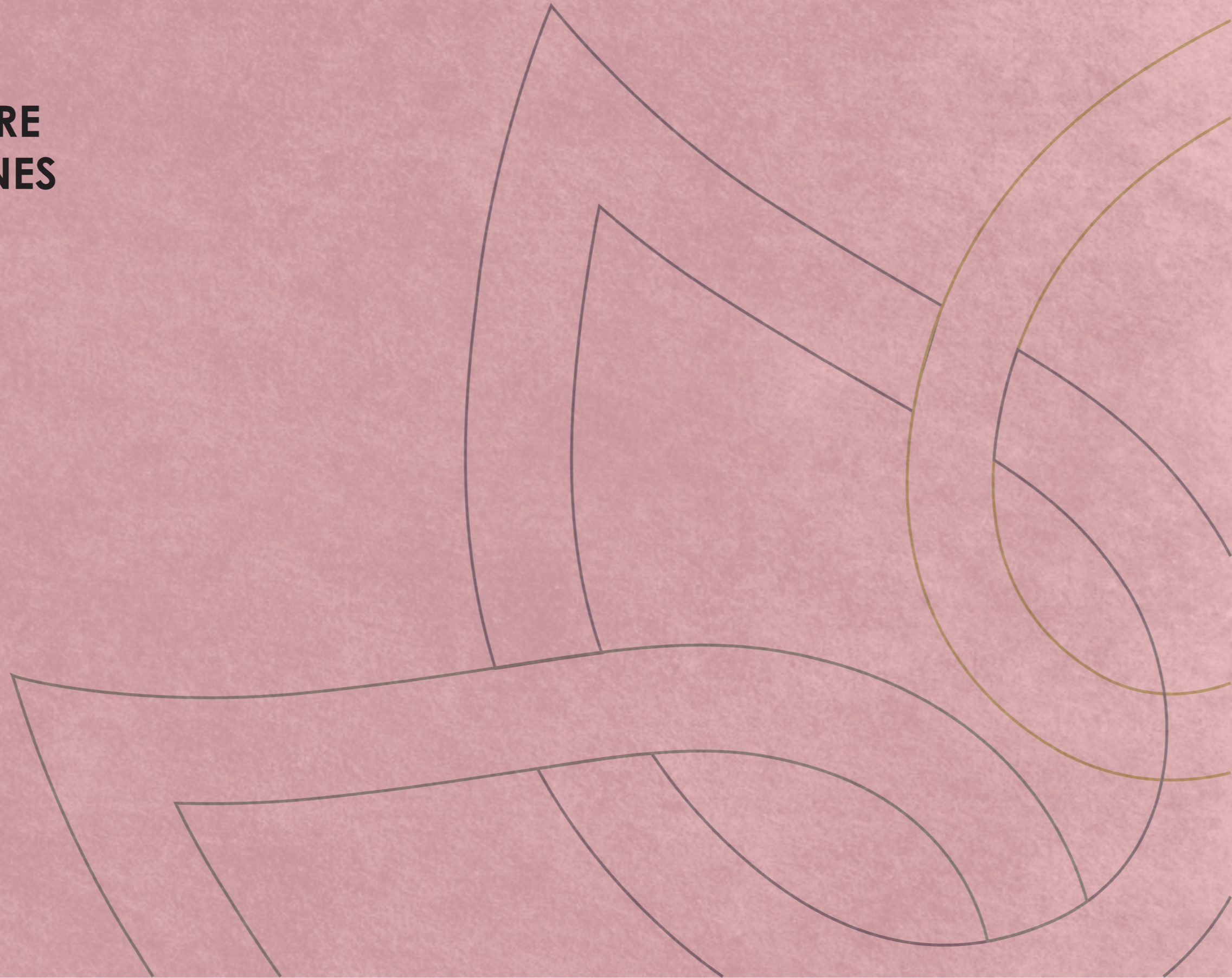




# **BYFORD TOWN CENTRE BUILT FORM GUIDELINES**

**LOCAL PLANNING POLICY 3.8**  
**April 2023**





## Local Planning Policy 3.8 Byford Town Centre Built Form Guidelines

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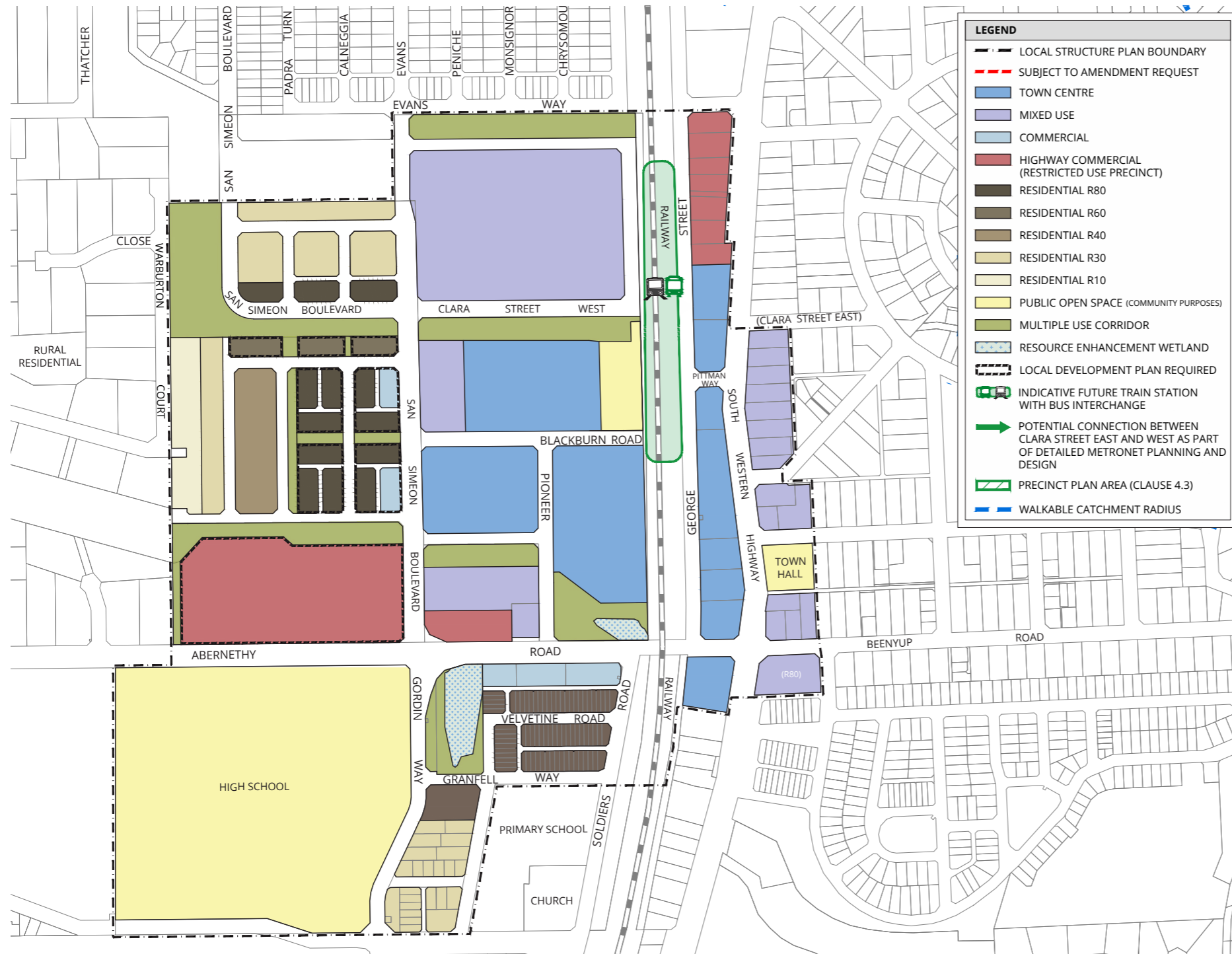
Responsible Directorate	Development Services
Responsible Business Unit/s	Strategic Planning
Responsible Officer	Manager Strategic Planning
Affected Business Units	Strategic Planning Subdivision and Environment Statutory Planning and Compliance Community Services

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# 1.0 INTRODUCTION

Figure 1: Byford Town Centre Local Structure Plan



## 1.1 BACKGROUND

The Byford Town Centre Built Form Guidelines have been prepared and adopted as a Local Planning Policy (LPP 3.8) 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 Built Form Guidelines (LPP 3.8) and Local Development Plans for the Byford Town Centre LSP area.

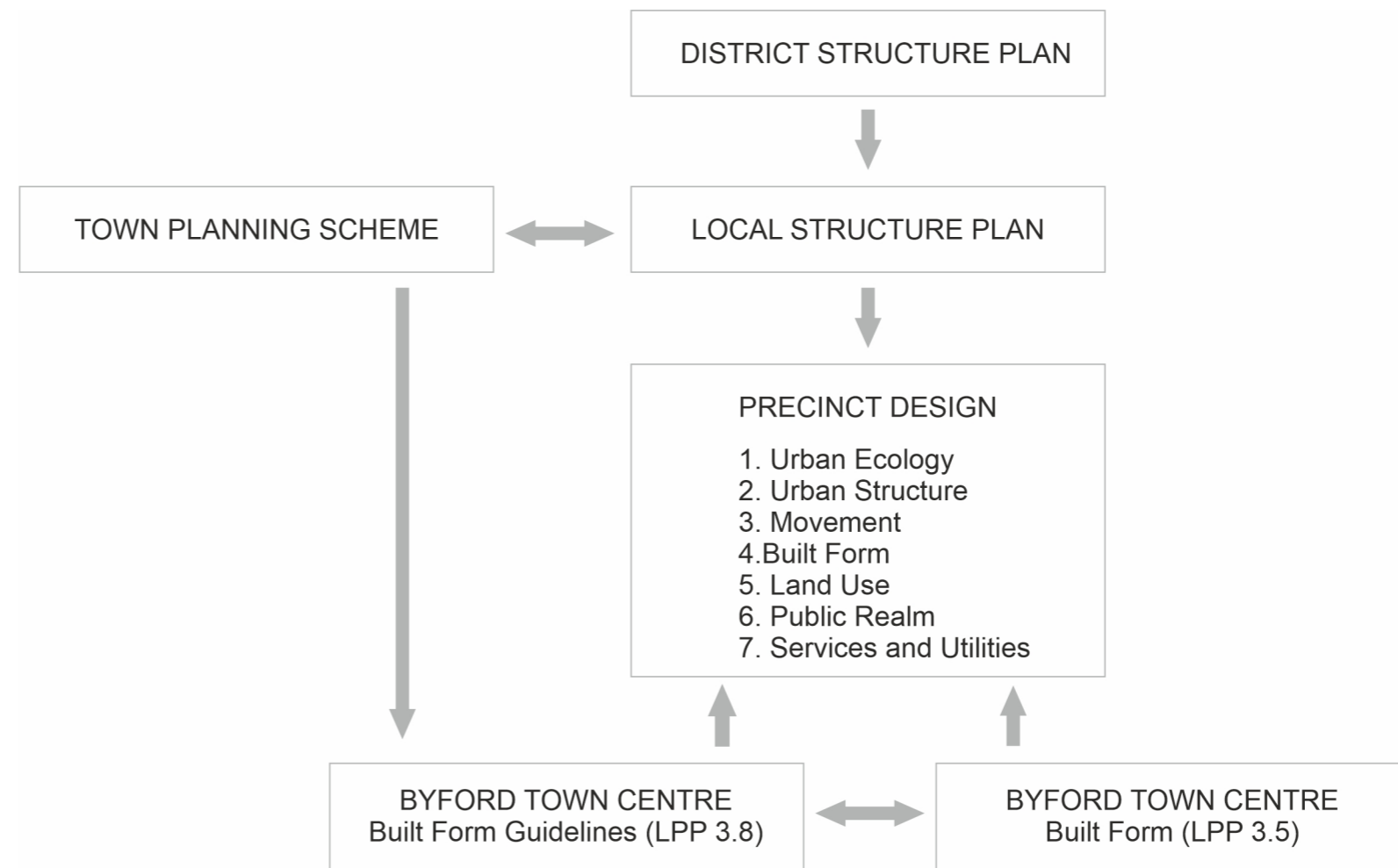
This policy constitutes the Built Form Guidelines for the Town Centre and is to be read and applied in conjunction with the Scheme, The Byford Town Centre LSP, the Byford Town Centre Public Realm Guidelines (LPP 3.5) local planning policy and other local planning policies which are deemed relevant.

## 1.3 PURPOSE / OBJECTIVE

This Policy has been prepared to facilitate and coordinate desired built form and development 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 built form within new development. Local Planning Policy 3.8 - Byford Town Centre Built Form Guidelines provides requirements for the built form which will be applied through new development as well as determining the character of renewal work.

This local planning policy is intended to facilitate and coordinate desired built form 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 5.0. 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 2.0. 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.

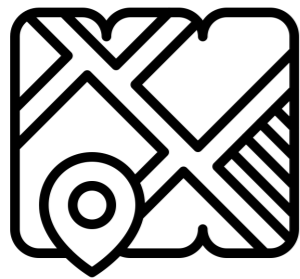
The pre-application procedure is as follows:

- 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 prior to development application;
- Submit application for assessment.

## 2.0 VISION AND PRINCIPLES

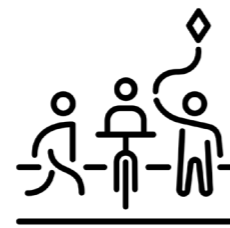
### 2.1 VISION AND PRINCIPLES

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



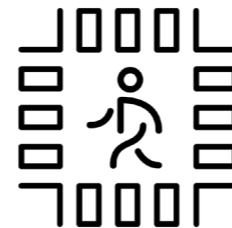
#### 2.1.1 A Vibrant and Integrated District Centre

- 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.



#### 2.1.2 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.



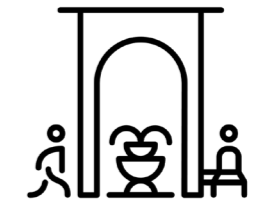
#### 2.1.3 A Safe Pedestrian and Transit Oriented Place

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



#### 2.1.4 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.



#### 2.1.5 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.

## 2.0 VISION AND PRINCIPLES

### 2.2 Built Form Concept

The local rural character of the Byford Town Centre is reflected in its community and natural environment. The Byford Town Centre Built Form Guidelines are important for creating vibrant and integrated district centre with identifiable character and distinct sense of place. Different built forms help to create a unique character for each area. The use of the same materials, colours, similar shapes and human scale of architecture help to connect each precincts in seamless integrated town centre.

The visual impression of the Byford Town Centre reflects unique sense of place identity through the sympathetic built forms and links to natural and cultural landscapes. The urban core within the Town Centre area is a high quality mixed use environment accommodating ground level retail providing opportunity for multi-unit residential dwellings. The residential architecture is community-oriented and diverse, covering R-codes from R10 to R80.

Vegetation and streams are central to public realm and built forms complement the natural environment reflecting the local rural character. Water plays an important role for the area and building are oriented towards living streams creating playful and recreational opportunities.

Public spaces are framed by welcoming architecture and well connected by pedestrians links and network of open space corridors. Pedestrian-orientated environment and public space are facilitated and the impact of vehicle traffic and car parking within the Town Centre is minimised.

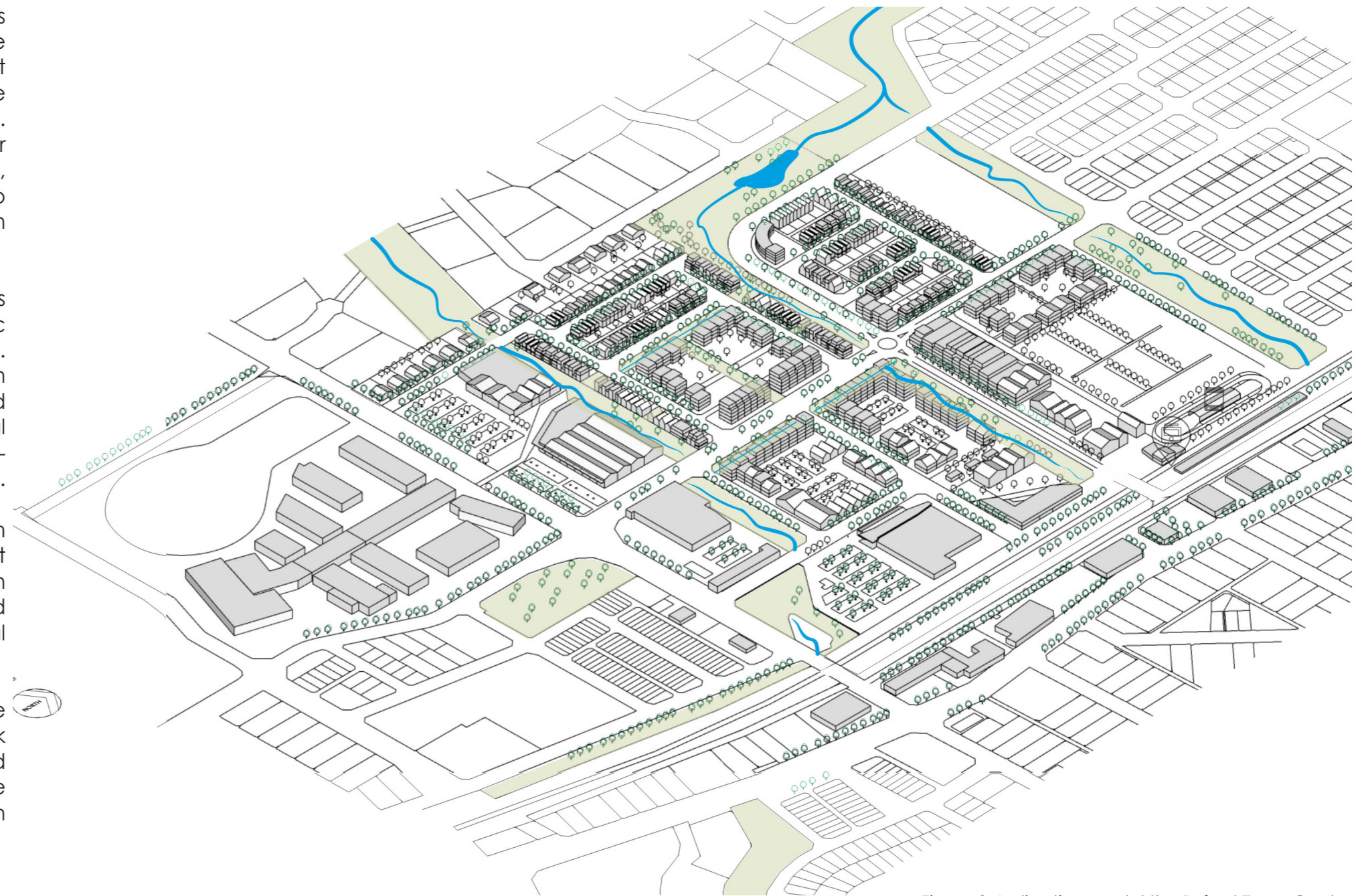


Figure 2: Indicative model the Byford Town Centre





# 3.0 DESIGN SOURCE

Figure 3: Byford Destination



Legend:

 Existing points/places of attraction

 Future points/places of attraction

 Pedestrian connections

## 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

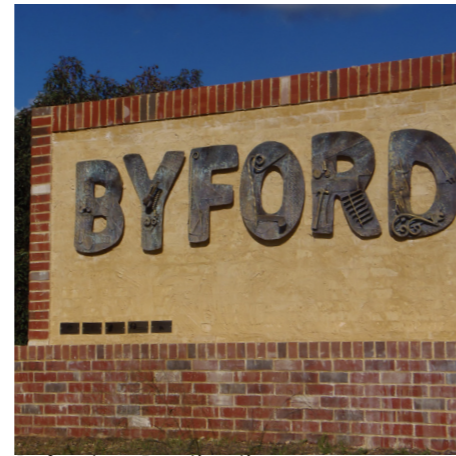
## 3.2 CONTEXTUAL ANALYSIS

There are five main themes that reflect the existing 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.



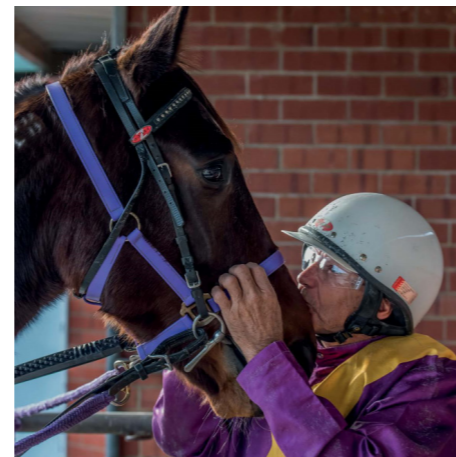
Byford as Destination



Existing Public Art



Old Town Centre



Equine Culture



Natural Environment



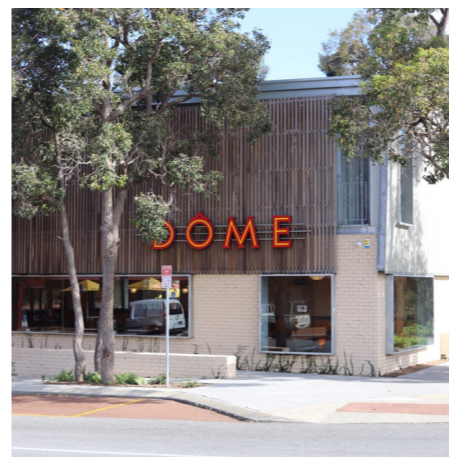
Black Cockatoo



Furniture as Public Art



Typical Built Form for Old Town Centre



Attractive Built Form



Built Form of new Town Centre

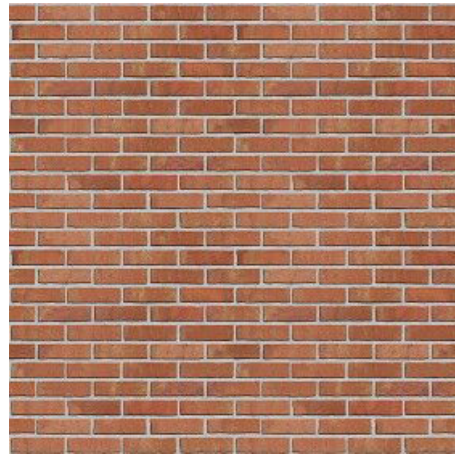


Rural Lifestyle Built Form

# 3.0 DESIGN SOURCE

## IDENTIFIED MATERIALS

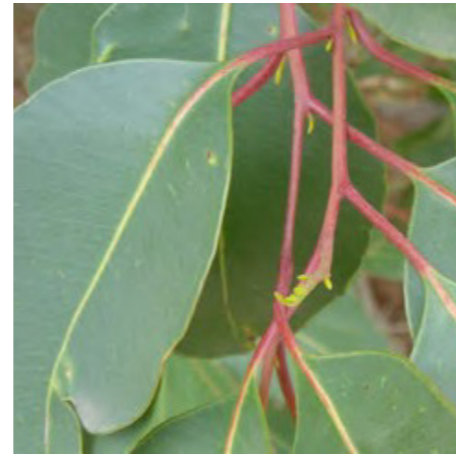
Brick



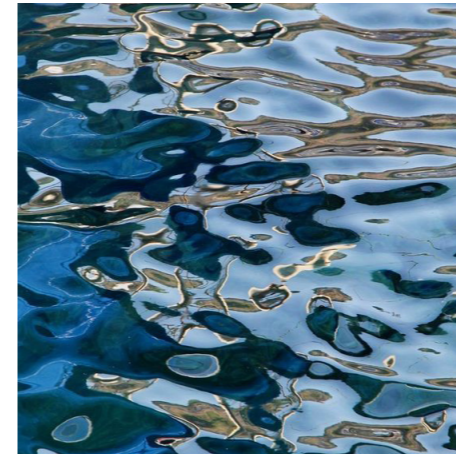
Timber



Natural environment



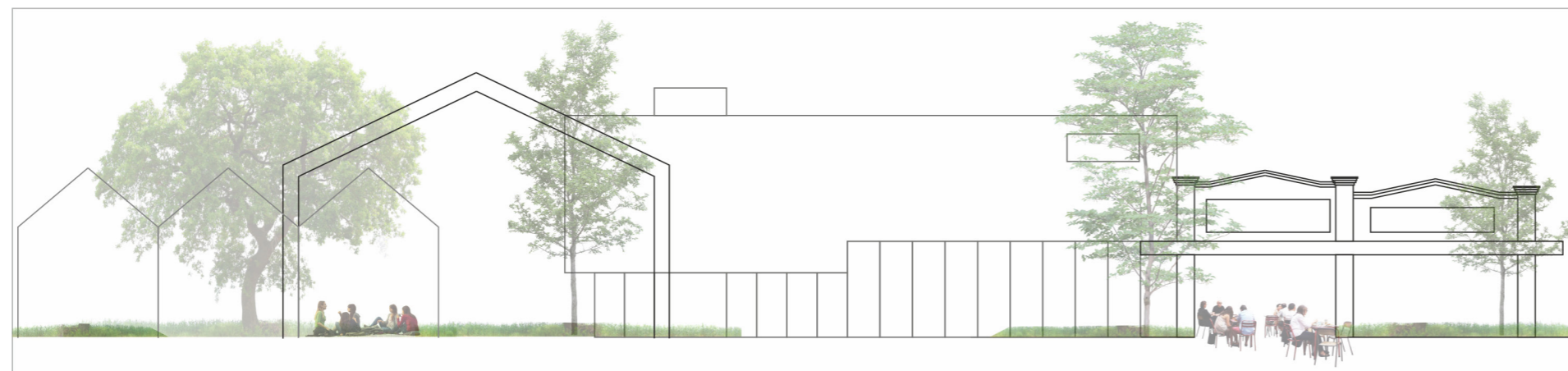
Water



## 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.

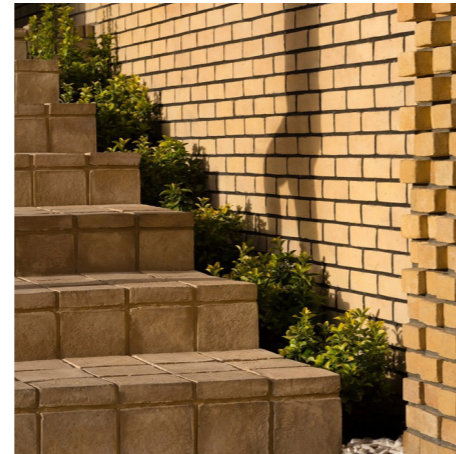
Vegetation and street trees should be consistent and support the rural village character of the area as repetition of shapes and built form help to create a sense of place.

# 3.0 DESIGN SOURCE

## 3.4 CONTEXTUAL INTERPRETATION

To create a unique atmosphere of Byford with rural lifestyle 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 walkability and cycling opportunities.



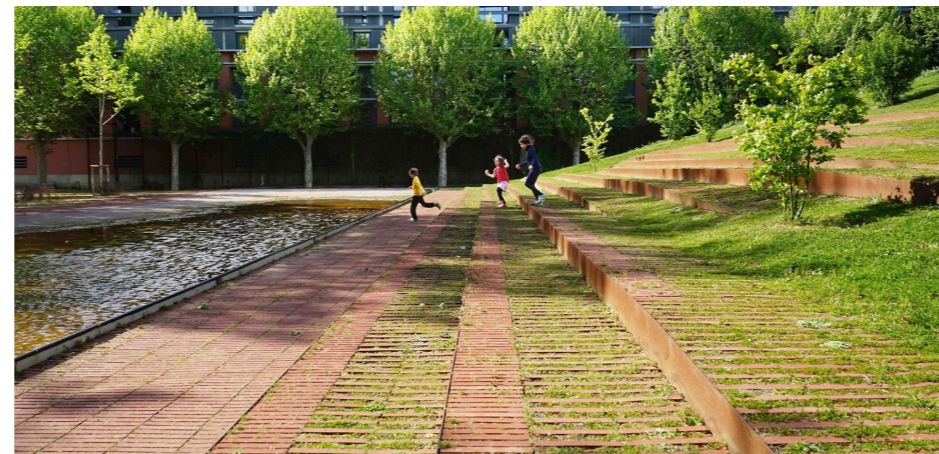
Material combination



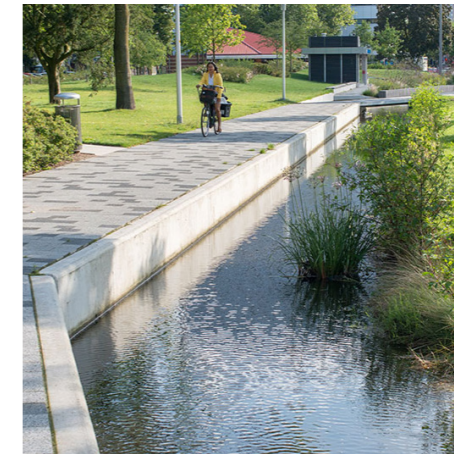
Urban Forest



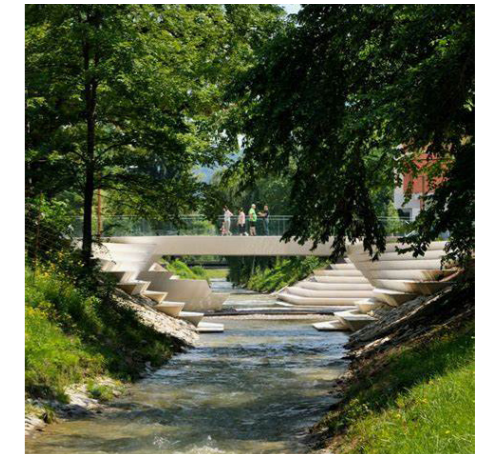
Permeable surface



Blue / Green / Red colour combination



Water element



Pedestrian bridge



Welcoming Architecture



Human Scale



Local Built Forms repetition

# 4.0 GENERAL POLICY PROVISIONS



Figure 4: Potential landmark locations  
 - Architectural Landmark in red colour  
 - Public Art in blue colour

DESIGN ELEMENT	DESIGN OBJECTIVES	POLICY REQUIREMENTS
<p><b>4.1 ARCHITECTURAL CHARACTER</b></p> <p>The architectural design and character are key contributors in achieving the envisaged identity of a contemporary rural town centre in Byford.</p>	<p><b>04.1.1</b> Achieve a high standard of architectural design that responds innovatively to Byford's rural atmosphere whilst contributing to an attractive streetscape.</p>	<p>R4.1.1 The architectural style of new buildings should reinforce the contemporary rural town feel. Styling shall be simple and contemporary, referencing on the simple forms and styling of traditional rural architecture. Developers shall demonstrate an understanding and interpretation of this context (refer to Design Source).</p> <p>R4.1.2 The contemporary rural architectural character should:                      - Emphasise the local identity through the appropriate use of built form, building materials, articulation and colour (refer to Design Source);                      - Respond to the local climatic conditions providing protection against the strong easterly winds whilst taking advantage of the views toward foothills.</p> <p>R4.1.3 Inconsistent architectural styles with the theming of the LSP area, such as Tudor, Mediterranean, Santa Fe and Tuscan are not supported.</p> <p>R4.1.4 The architectural character of pavilions, shelters, kiosks and other structures within the public realm shall complement the architectural identity of surrounding developments (Refer to LPP 3.5 Public Realm Guidelines).</p>
<p><b>4.2 LANDMARK LOCATION</b></p> <p>Emphasising key locations with high visibility such as corner sites, lots at the end of vistas, or adjacent to a public space, assists in promoting legibility of the urban structure.</p>	<p><b>04.2.1</b> Encourage legibility and visual interest.</p> <p><b>04.2.2</b> Assist with way finding.</p>	<p>R4.2.1 Opportunities for landmark elements have been identified on Figure 4.</p> <p>R4.2.2 Landmark locations shall as a minimum incorporate an element of increased height (please refer to Precinct Specific Requirements for envisaged heights). In addition landmark locations are encouraged to include the following elements also:                      - Distinctive roof forms;                      - Public art; and/or                      - A landscaped forecourt.</p>

Figure 5: Residential (on the left) & Commercial (on the right) Architectural Characters



Landmark Architecture



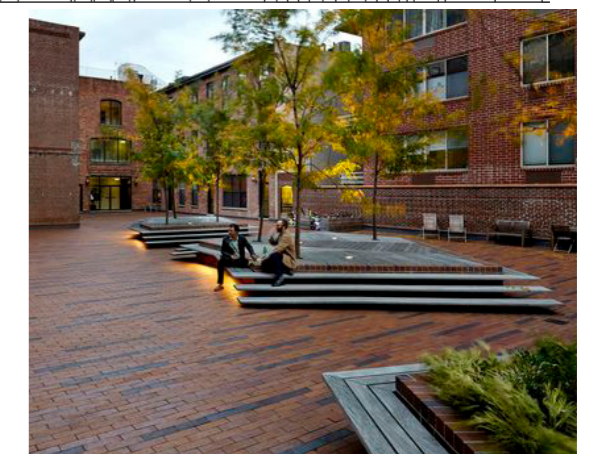
Public Art as a Landmark Architecture



Equine Culture & Architectural Character



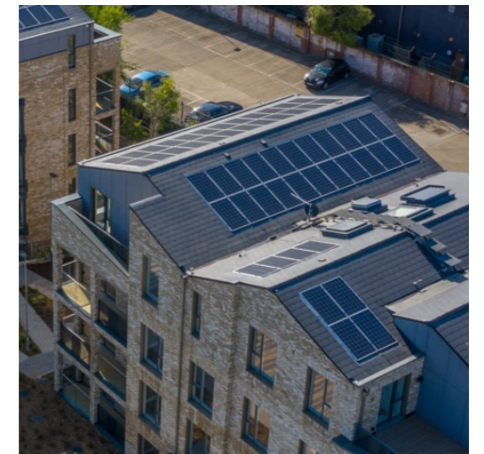
Built Form Articulation and Public Space



Public Plaza as a local attraction

# 4.0 GENERAL POLICY PROVISIONS

DESIGN ELEMENT	DESIGN OBJECTIVES	POLICY REQUIREMENTS
<p><b>4.3 BUILDING ARTICULATION AND BUILDING MATERIALS</b></p> <p>Building articulation refers to the three dimensional modelling of a building. The composition and detailing of the building facade has an impact on the apparent scale as well its appearance from the public domain. Building facades can be articulated to create a strong street address and enrich the character of the street.</p> <p>Refer to Figure 6.</p>	<p><b>O4.3.1</b> Provide built form of architectural quality and visual interest.</p> <p><b>O4.3.2</b> Promote buildings of articulated design and massing, with building facades that contribute to the character of the street and public domain.</p> <p><b>O4.3.3</b> Encourage building facades to respond to environmental conditions and promote energy efficient design principles.</p> <p><b>O4.3.4</b> Utilise building articulation elements of appropriate scale to their use and context.</p>	<p>R4.3.1 Extensive expanses of blank and flat facades facing the public realm must be avoided. As a guide, facades at street level should articulate at intervals of 6.0 to 10.0 metres.</p> <p>R4.3.2 Corner Developments shall through the incorporation of a design element reinforce both street frontages to enhance the streetscape and add visual interest.</p> <p>R4.3.3 Facades facing the public realm shall have balanced proportions and architectural integrity and shall be modulated to add variety and interest. This may include but is not limited to:</p> <ul style="list-style-type: none"> <li>- Projections and/or recessions;</li> <li>- Balconies, roof gardens and verandahs;</li> <li>- Tower elements on corner sites. Increased street wall heights at corners must take into consideration solar access requirements and shall not exceed an additional 4.0 metres in height (the equivalent of one storey);</li> <li>- Shade devices (including awnings), noise barriers and privacy screens;</li> <li>- Expression of building entries with awnings, porticos, recesses, blade walls and projecting bays;</li> <li>- Deep window reveals;</li> <li>- Interesting roof forms; and varied colours and materials.</li> </ul> <p>R4.3.4 Building articulation should have regard to the preferred character for the precinct.</p> <p>R4.3.5 Building facades shall be articulated and detailed with an emphasis on vertical form to create a perception of complimentary bulk and height.</p> <p>R4.3.6 Exterior walls of buildings are required to feature a composite of construction materials. Face brickworks, stucco trim or rendered masonry shall be the dominant materials and are to be complimented by detail elements of alternative materials such as:</p> <ul style="list-style-type: none"> <li>- Face and rendered/painted brick work/block work of contrasting colour;</li> <li>- Stone cladding;</li> <li>- Clear glazing;</li> <li>- Limestone block;</li> <li>- Timberwork (including recycled) and/or;</li> <li>- Corrugated sheet metal cladding.</li> </ul> <p>R4.3.7 Light coloured (including limestone) bricks shall not be used as dominant cladding material. Some light colours may be allowed where they are considered to complement the local landscape.</p> <p>R4.3.8 Materials should be selected to:</p> <ul style="list-style-type: none"> <li>- Achieve simplicity and strength of design;</li> <li>- Avoid busy compositions and;</li> <li>- Assist in providing comfortable thermal conditions;</li> <li>- Avoid high levels of reflectivity.</li> </ul> <p>R4.3.9 All new developments within the Byford Town Centre LSP area must demonstrate best practice in ecologically sustainable design. This implies equivalence with a minimum 6-star energy rating for residential developments and 5-star for commercial developments, under the Green Building Council of Australia rating system.</p> <p>R4.3.10 The use of bulk and/or reflective insulation to walls, ceilings and roofs is required.</p> <p>R4.3.11 The use of building materials which are low embodied energy materials, recycled or recyclable, come from renewable sources, or involve environmentally acceptable production methods, is recommended.</p> <p>R4.3.12 The use of rainforest timbers and timbers from old growth forests should be restricted.</p>



Energy Efficient Design



Corner Architecture



Building and Material Articulation



Figure 6: Building Articulation with consistency in proportions and visual lines

# 4.0 GENERAL POLICY PROVISIONS

DESIGN ELEMENT	DESIGN OBJECTIVES	POLICY REQUIREMENTS
<p><b>4.4 BUILDING HEIGHT</b></p> <p>Building heights have a major impact on the physical and visual amenity of an area. It also relates to an areas' desired character.</p> <p>Refer to Figures 7 and 8.</p>	<p><b>O4.4.1</b> Ensure that development within the Byford Town Centre respond to the desired scale and character as well as the existing and approved surrounding developments.</p> <p><b>O4.4.2</b> Allow reasonable daylight access to all developments and the public domain.</p>	<p>R.4.4.1 Building heights comply with the parameters detailed in the Precinct Specific Policy Requirements.</p> <p>R.4.4.2 Promote flexible structural systems on the ground floor which support a degree of future change in building use or configuration. A floor to ceiling height of 4.5 metres or greater is encouraged for retail, commercial and civic premises to allow active public uses and provide for flexibility such as mezzanines.</p> <p>R.4.4.3 Residential use at ground level may be required to provide a floor to ceiling height up to 3.75 meters promoting, adaptive re-use and intensification over time.</p> <p>R.4.4.4 Equipment, lift over-runs, roof terraces and architectural features may be contained above the maximum height to a maximum of 4.0 metres and subject to no visual intrusion to the streetscape.</p>
<p><b>4.5 SETBACKS</b></p> <p>Setbacks contribute to both the public and private domain by establishing the amenity between adjoining properties and by enhancing streetscape character and the continuity of street facades. Front setbacks can be used to enhance the setting for the building.</p> <p>Refer to Figure 9.</p>	<p><b>O4.5.1</b> Establish the desired spatial proportions of the street and definition of street edge.</p> <p><b>O4.5.2</b> Ensure that developments make a positive contribution to the streetscape and public areas, including promoting safe streets and public spaces.</p> <p><b>O4.5.3</b> Ensure that developments respond to the desired streetscape character.</p>	<p>R4.5.1 Setbacks shall be in accordance with the relevant Precinct Specific Policy Requirements.</p> <p>R4.5.2 Occupiable spaces such as balconies are not permitted to protrude beyond the property boundary.</p> <p>R4.5.3 Insets up to 3.0 metres deep and up to 10.0 metres long for facade walls may be permitted above Ground Floor. Any insets shall be framed on at least one side by a solid wall.</p>

Explanation Figure 7, 8 & 9



Explanation Diagrams:

Building Articulation of the same architectural style with different Height & Setbacks



Building Height and Setbacks variation



Residential Area



Residential Area / Medium Density



Corner Architecture is higher



Town Centre character

# 4.0 GENERAL POLICY PROVISIONS

DESIGN ELEMENT	DESIGN OBJECTIVES	POLICY REQUIREMENTS
<p><b>4.6 ROOFSCAPE</b></p> <p>The roof is an important architectural element for the overall composition and expression of a building.</p> <p>The design of the roof of a building has a significant impact on its appearance and its integration with its surroundings. The type, shape, materials and details of a roof's design can significantly affect views of, and beyond, a building.</p>	<p><b>O4.6.1</b> Provide quality roof designs, which contribute to the overall design and performance of a development.</p> <p><b>O4.6.2</b> Integrate the design of the roof into the overall facade, building composition and desired streetscape (Figure 5).</p>	<p>R4.6.1 Rooflines require to be of a suitable vernacular and innovative but non-intrusive; contribute to the rural identity of the area; and reflect the range of uses and development types in the precincts.</p> <p>R4.6.2 A mix of skillion, pitched and flat deck behind parapet roofs are supported. Where pitched roofs are employed, the pitch shall be provided between 20-35 degrees where visible from the public domain, with a shallower pitch acceptable for verandahs, canopies and small areas of skillion. The use of gables fronting the public domain is encouraged to add further interest to the streetscape.</p> <p>R4.6.3 Architectural feature roofs and any shapes accommodating roof gardens, are encouraged for the landmark sites identified in Figure 4.</p> <p>R4.6.4 Roofs should generally be expressed in a way which compliments the architectural style of the building, which provides clear silhouettes and minimises visual clutter. Appropriately proportioned dormer windows and skylights can add interest to the external appearance of a roof and break up its volume.</p> <p>R4.6.5 Roof design should minimise bulk and overshadowing of neighbouring properties.</p> <p>R4.6.6 Where the roof form permits, the roof or loft spaces shall be designed to be used. Rooms located in the roof cavity should have a minimum head height of 2.4 metres over two thirds of the floor area. Flat roof spaces shall be used as outdoor recreational areas, taking advantage of access to sunlight and views towards the scarp.</p> <p>R4.6.7 The permissible roof materials include metal roofing, clay tiles and light grey (timber) shingles. Roofing materials made from cement tiles or composite materials are not permitted. Zincalume finish may be permitted but shall be treated to reduce its reflective qualities and impact upon neighbouring lots.</p> <p>R4.6.8 Roof colours to be predominantly neutral and have a low visual impact. No dark colour roof materials and roofs with poor thermal properties shall be permitted. Only clay tiles in traditional terracotta colours will be permitted.</p> <p>R4.6.9 Minimise the visual intrusiveness of service elements by integrating these into the design of the roof.</p>



Building articulation for commercial area



Roof can accommodate roof gardens



Building articulation for residential area



Public or commercial building



Residential area



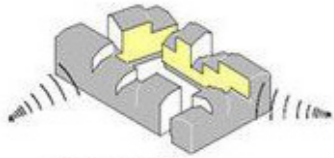
Building materials and articulation



Building form, material and landscaping



# 4.0 GENERAL POLICY PROVISIONS

DESIGN ELEMENT	DESIGN OBJECTIVES	POLICY REQUIREMENTS
<p><b>4.7 ENTRANCES AND PEDESTRIAN ACCESS</b></p> <p>Building entrances contribute to the identity of a development. Safe, direct and simple building entries and circulation areas improve users' amenity and convenience.</p>	<p><b>O4.7.1</b> Create entrances which provide a desirable identity for the development.</p> <p><b>O4.7.2</b> Contribute positively to the streetscape and building facade design.</p> <p><b>O4.7.3</b> Ensure car park and services entries do not detract from the street.</p> <p><b>O4.7.4</b> Provide increased street activity and surveillance.</p>	<p>R4.7.1 Building entrances are to be designed as a clear and identifiable element of the building in the street.</p> <p>R4.7.2 Provide direct physical and visual connections between street and entry. Pedestrian entrances to buildings must be clearly visible and identifiable within a 180 degree line-of-site from each entry point. Minor obstructions to views are acceptable.</p> <p>R4.7.3 All new developments are required to be accessible to people with mobility disabilities, including the aged and people with prams. Pedestrian entrances must be at finished pavement level to allow Universal Access, and any changes of level should take place within buildings.</p> <p>R4.7.4 Building should have multiple entries to activate the street edge or reinforce a rhythm of entries along the street. Separate entries should be provided for:</p> <ul style="list-style-type: none"> <li>- Pedestrian and vehicles;</li> <li>- Different uses;</li> <li>- Ground floor premises.</li> </ul> <p>R7.5 Access to residential premises above commercial tenancies should not occupy more than 20% of the ground floor frontage.</p>
<p><b>4.8 VISUAL AND ACOUSTIC PRIVACY</b></p> <p>A lack of privacy restricts the usability of spaces and reduces the amenity of its users. The design of developments should be mindful of privacy issues. Both the railway corridor and the South Western Highway are significant sources of noise within the LSP area and require appropriate measures.</p> 	<p><b>O4.8.1</b> Site and design buildings and associated open spaces to provide visual privacy, and protect the visual privacy of neighbouring properties.</p> <p><b>O4.8.2</b> Design and site buildings to minimise noise impact.</p>	<p>R4.8.1 All residential and mixed use developments are to be in accordance to the relevant privacy provisions under the R-Codes.</p> <p>R4.8.2 Buildings are constructed in accordance with AS 3671: Acoustics – Road Traffic Noise Intrusion, Building Siting and Construction and the State Planning Policy 5.4: Road and Rail Noise. Future development and subdivision applications will require an acoustic assessment in accordance with SPP 5.4 and are to be undertaken by a suitably qualified professional.</p> <p>R4.8.3 The internal layout of rooms, courtyards, terraces and balconies, is to be designed to minimise the transmission of noise to adjacent residential premises through the choice of materials and the use of appropriate openings, screens and blade walls.</p> <p>R4.8.4 All commercial developments shall be in accordance with any relevant local policy provisions and demonstrate that any noise emitted does not exceed the assigned decibel levels in accordance with the Environmental Protection (Noise) Regulations 1997 (As amended).</p> <p>R4.8.5 To reduce the risk of overlooking, commercial properties are to consider:</p> <ul style="list-style-type: none"> <li>- Careful siting of windows and the use of obscure glass or highlight windows where necessary;</li> <li>- Screen planting/vegetation;</li> <li>- Screening devices such as fences, window screens, wing walls and courtyards screens; and</li> <li>- Horizontal screening.</li> </ul> <p>R4.8.6 Noise impact associated with goods delivery and garbage collection, particularly early morning, should be minimised through strategic design and placement of waste collection and delivery points and delivery.</p> <p>R4.8.7 The Shire may require a Noise Impact Assessment Report to accompany a Development Application.</p>



Universal Access



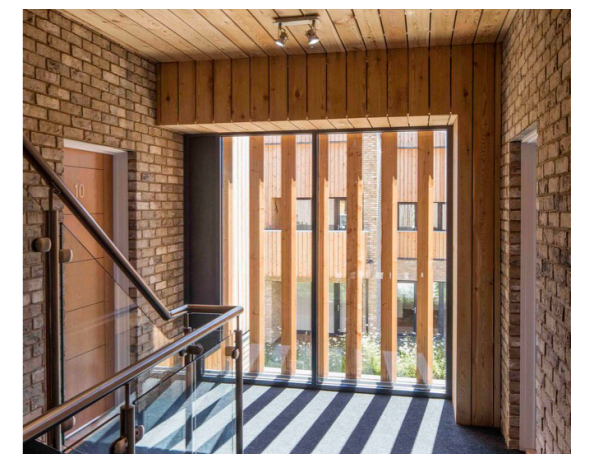
Clear and identifiable entrance



Provide street activity and surveillance



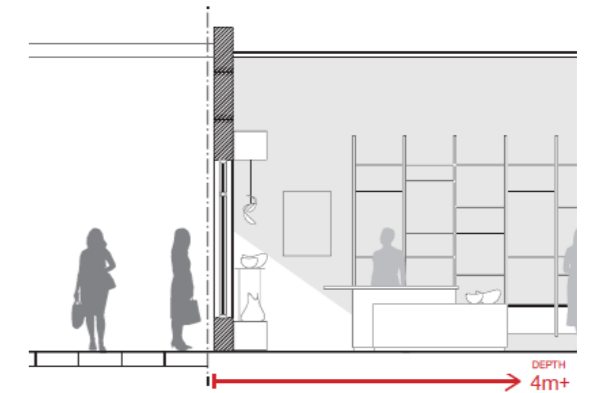
Provide identity for the development



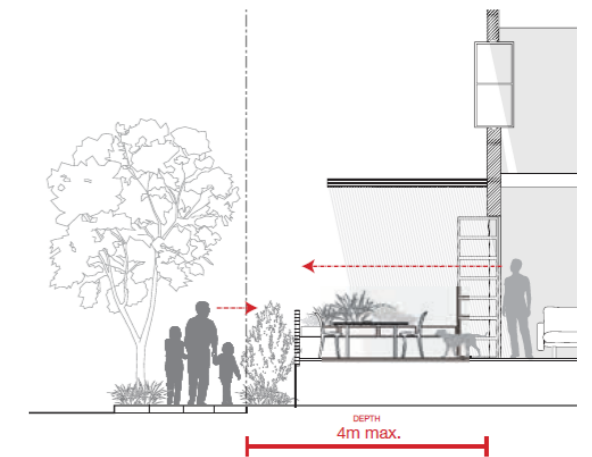
Visual and Acoustic privacy

# 4.0 GENERAL POLICY PROVISIONS

DESIGN ELEMENT	DESIGN OBJECTIVES	POLICY REQUIREMENTS
<p><b>4.9 BUILDING ORIENTATION</b></p> <p>Street frontages create a transition between public and private space. The design of the street edge zone contributes to the liveliness, comfort and safety of the street and those who use it.</p>	<p><b>O4.9.1</b> Ensure that buildings make a positive contribution to the streetscape and public areas. Design and plan street edges to enhance the public domain and promote pedestrian movement.</p> <p><b>O4.9.2</b> Ensure that buildings are designed to maximise and benefit from natural ventilation and daylight.</p>	<p>R4.9.1 All building facades at ground floor level shall be oriented towards the street and public open spaces (including the town square, multiple use corridors and wetlands) to encourage surveillance. On corner sites, buildings must address both street frontages.</p> <p>R4.9.2 Ground level facades should be designed to have transparent elements (i.e. doors, windows or display panels) so that a visual and/or physical connection is created between the activity within the building and the public realm. The use of bi-fold doors or similar is encouraged.</p> <p>R4.9.3 Transparent elements for commercial premises within the LSP area should comprise of at least 60% of the ground level facade to make the inside easily discernible to the passer-by. The use of reflective and highly tinted glass is not permitted.</p> <p>R4.9.4 Upper floor facades should be transparent and maintain a minimum of 30-50% area of window.</p> <p>R4.9.5 Small scale retail and civic activities shall sleeve large supermarkets and retail outlets and provide active frontages to surrounding streets and public places.</p>
<p><b>4.10 BOUNDARY TREATMENT</b></p> <p>Boundary treatment has an impact on the real and perceived safety and security of occupants as well as on the amenity of the public domain and the identity of developments.</p>	<p><b>O4.10.1</b> Define the boundaries between areas within the development having different functions or owners.</p> <p><b>O4.10.2</b> Encourage the design of boundary treatments which enrich the streetscape.</p> <p><b>O4.10.3</b> Ensure street surveillance is possible to assist safety.</p>	<p>R4.10.1 In order to enhance the village character in the LSP area, no fencing shall be erected to the street boundary of commercial and retail tenancies (unless otherwise determined by Council).</p> <p>R4.10.2 It is acknowledged that ground floor residential premises might require fencing to the street boundary and multiple use corridors. Where such fencing is required, it shall have a solid base not exceeding 0.5 metres in height and may have piers to a maximum height of 1.8 metres, with infill panels which are at least 50% visually permeable to allow facilitate passive surveillance. Green fencing is encouraged. Development Applications (including subdivisions) adjacent to the railway reserve will require suitable fencing installed to the satisfaction of PTA.</p> <p>R4.10.3 Fences facing multiple use corridors shall include gates so direct access can be obtained from the private development into the public space.</p> <p>R4.10.4 Fences shall be constructed of masonry or stone. Building materials and colours should be compatible with the building and landscape design.</p> <p>R4.10.5 Fibrous cement fencing and profiled sheet metal are not to be used within the front setback area or where it can be seen from public areas.</p> <p>R4.10.6 Any boundary fencing must be constructed with durable materials which can easily be cleaned and are vandalism resistant.</p>



Transparent elements on ground level with street / POS orientation



Provide layers of screening on street level



Residential buildings are oriented to greenway



Active frontages to create a pedestrian street



Corner development activates the area



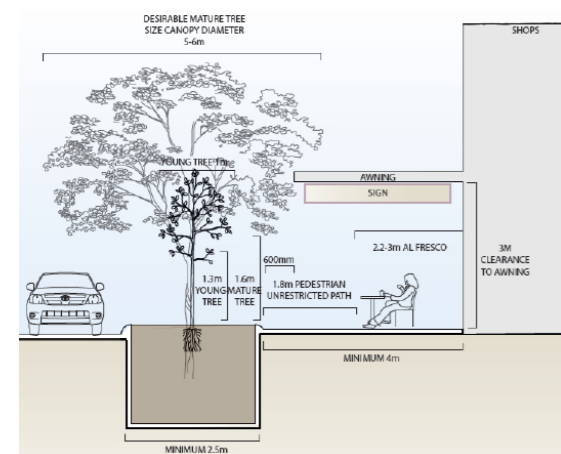
Active frontages to surrounding streets



Green fencing

# 4.0 GENERAL POLICY PROVISIONS

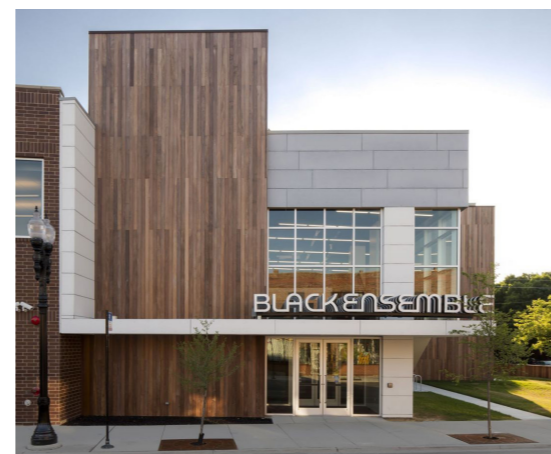
DESIGN ELEMENT	DESIGN OBJECTIVES	POLICY REQUIREMENTS
<p><b>4.11 OUTDOOR EATING</b></p> <p>Outdoor eating has the potential to enhance the village character of the centre by contributing to the liveliness of the streets and other outdoor places.</p>	<p><b>O4.11.1</b> Encourage outdoor eating establishments to provide a pleasant street environment with minimal disturbance to pedestrian circulation.</p>	<p>R4.11.1 Outdoor dining activities on a pedestrian pavement, in a road reserve or right of way requires the Shire's planning approval.</p> <p>R4.11.2 Al Fresco dining areas will have to be located against shops open windows to allow for continuous easy movement of pedestrian along the footpath and allow for clear access to entrances and adjoining buildings. A minimum unobstructed pedestrian zone of 1.8 metres should be maintained. No items may extend into the walkway zone at any time.</p> <p>R4.11.3 Outdoor dining areas should be located so as not to interfere with car parking and vehicular movement. Dining furniture is not to be placed within 3.0 metres of any road corner bus stop or taxi stand or conflict with the PTA's Bus Stop Design Guidelines indicative exclusion zones.</p> <p>R4.11.4 North and West facing Al Fresco dining areas are encouraged in order to benefit climatic conditions.</p>
<p><b>4.12 WEATHER PROTECTION</b></p> <p>Weather protection devices increase the usability and amenity of public footpaths by protecting pedestrians from sun and rain and can contribute to identity of the town centre. They encourage pedestrian activity along streets and, in conjunction with active edges such as retail frontages, support and enhance the viability of the town centre.</p>	<p><b>O4.12.1</b> Provide weather shelter where buildings abut a street sidewalk to encourage pedestrian amenity.</p>	<p>R4.12.1 Developments with retail, commercial or community uses at ground level shall provide weather protection along the street facade, which shall typically take the form of an awning or verandah.</p> <p>R4.12.2 All weather protection devices shall be located at first floor height at a minimum of 3.0 metres above finished pavement level. They may be raised at entries or lobbies to emphasise an entry point.</p> <p>R4.12.3 Weather protection devices shall not extend to within 700 millimetres of the road kerb.</p> <p>R4.12.4 Weather protection shall be designed to take into account any street trees to allow for canopy spread and ongoing maintenance.</p> <p>R4.12.5 Where one protection device abuts another, the connection between them is to be treated so as to prevent the penetration of rain.</p> <p>R4.12.6 Awnings shall be cantilevered or suspended and provide no obstructions or hazard to pedestrians. Verandah posts may be positioned within the road reserve provided these posts are not an integral part of the structural integrity of the verandah (i.e. ornamental). The developer shall make all arrangements in relation to public liability.</p> <p>R4.12.6 Any awnings shall have a maximum fascia depth of 300mm.</p> <p>R4.12.7 A variety of materials for weather protection shall be provided to promote a diverse experience across the town centre.</p> <p>4.12.8 The design of bus shelters shall be in accordance with the PTA's Bus Stop Design Guidelines and must meet the PTA's preferred minimum clearance distances.</p>



Minimum Clearances



Weather protection in public open space



Landmark architecture with weather protection

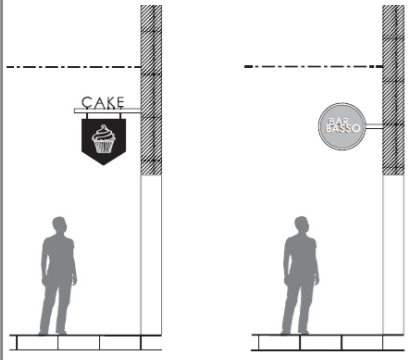


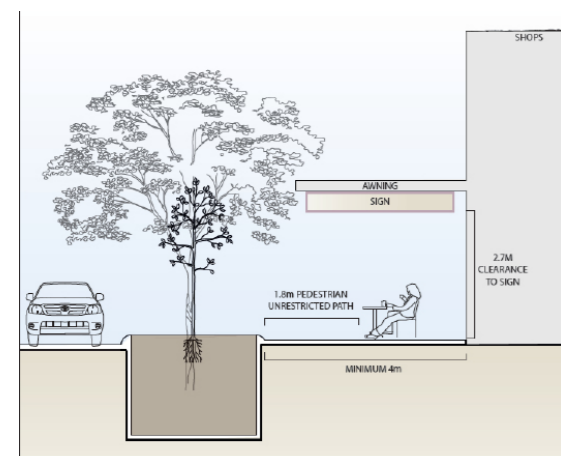
Outdoor eating under weather protection



Flexible outdoor space

# 4.0 GENERAL POLICY PROVISIONS

DESIGN ELEMENT	DESIGN OBJECTIVES	POLICY REQUIREMENTS
<p><b>4.13 SIGNAGE</b></p> <p>The treatment of signage applied to buildings is a critical element in the overall streetscape of the Byford Town Centre. Signs play an important role in the commercial function of the centre, however it has the potential to detract from the visual amenity of the town centre. Signage should be carefully considered and appropriate to the building design and form.</p> 	<p><b>O4.13.1</b> Provision of signage which is informative and contributes positively to the overall streetscape and is not excessive or obtrusive.</p> <p><b>O4.13.2</b> Provision of signage which is creative, individual, handcrafted, unique and drawing from local character is strongly encouraged.</p>	<p>R4.13.1 All signage in the LSP area requires the planning approval from the Shire. A Signage Strategy will be required for every development application, where signage is proposed.</p> <p>R4.13.2 Signage shall be of high design standards and shall be integrated into the building design and shall not adversely impact visual amenity or conflict with architectural features. Signage should be kept simple and only display information that relates to the activities carried out on the premises.</p> <p>R4.13.3 Appropriate locations for signage include:</p> <ul style="list-style-type: none"> <li>- Hanging from the awning;</li> <li>- Ground floor shop front windows and;</li> <li>- Ground floor facades.</li> </ul> <p>R4.13.4 Signage mounted below an awning shall:</p> <ul style="list-style-type: none"> <li>- Provide a minimum clearance of 2.7 metres above finished pavement level;</li> <li>- Be limited to one such sign per street frontage of the subject tenancy and;</li> <li>- Be limited to a maximum size of 2.0m<sup>2</sup>.</li> </ul> <p>R4.13.5 Window signs shall cover no more than 33% of the window.</p> <p>R4.13.6 Signs attached to the building facades should be aligned with and relate to the design lines of the façade. Wall sign are permitted with an aggregate area of 0.4m<sup>2</sup> per 1.0 metre of street frontage of the subject tenancy (up to a maximum aggregate area of 10m<sup>2</sup>).</p> <p>R4.13.7 Building identification is the only signage permitted above the ground floor. The use of affixed individual letters and/or numbers is encouraged.</p> <p>R4.13.8 Repetition of the same sign contained on the same elevation is not permitted unless it is deemed by the Shire to not have an adverse visual impact.</p> <p>R4.13.9 A coordinated presentation for all signs is required where there are multiple occupancies or uses with a single building development.</p> <p>R4.13.10 The following signage is not permitted:</p> <ul style="list-style-type: none"> <li>- Roof mounted signs;</li> <li>- Signage on the front face or on top of an awning fascia;</li> <li>- Free standing pylon structures, box-like signs, three dimensional signs, flags or bunting;</li> <li>- Advertising signs on the public footpath;</li> <li>- Flashing signs;</li> <li>- Sequined or glittering signs.</li> </ul> <p>R4.13.11 Illuminated signs may be permitted and where suitable the use of LED lighting or solar powered lighting is strongly encouraged.</p>



Minimum Clearance to signage



Signage as building design



Consistency in signage design



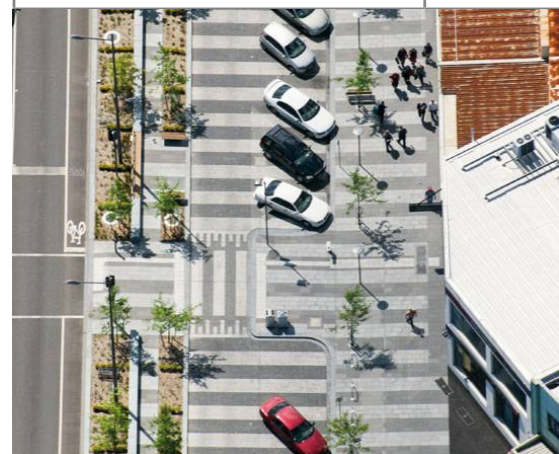
Window signage



Village style signage

# 4.0 GENERAL POLICY PROVISIONS

DESIGN ELEMENT	DESIGN OBJECTIVES	POLICY REQUIREMENTS
<p><b>4.14 PARKING</b></p> <p>The provision of adequate car and bicycle parking is crucial for the viability of the Town Centre. At the same time parking areas have a significant effect on the amenity and stormwater management of the area and require appropriate design treatment.</p>	<p><b>O4.14.1</b> Provide adequate car and bicycle parking on-site in accordance with projected need related to:</p> <ul style="list-style-type: none"> <li>- The type and size of the development;</li> <li>- The availability of on-street and other offsite parking;</li> <li>- The location of the proposed development in relation to public transport and other facilities.</li> </ul> <p><b>O4.14.2</b> Provide convenient and safe parking.</p> <p><b>O4.14.3</b> Car parking facilities and their access are to be unobtrusively located and are not to dominate the streetscape.</p> <p><b>O4.14.4</b> Provide visitor and residential bicycle parking near to pedestrian entries to buildings.</p>	<p>R4.14.1 The minimum parking requirement for non-residential uses is one bay car parking bay for every 20sqm gross leasable area (GLA), less any on-street parking adjoining the site.</p> <p>R4.14.2 Off street parking must be provided in accordance with AS 2890.1.</p> <p>R4.14.3 All on-site car parking, carports and garages are encouraged to be set at the rear or side of the building alignment and should not be located so as to face the street boundary.</p> <p>R4.14.4 Where possible, the on-site parking for multiple land holdings should be coordinated and combined.</p> <p>R4.14.5 Locate service entries on secondary streets or lanes, where possible, to minimise the impact on the primary streetscape.</p> <p>R4.14.6 Access to parking areas (both for vehicle and pedestrian) are clearly identified through the use of signage.</p> <p>R4.14.7 Dedicated pedestrian paths are provided within parking areas to avoid conflict with vehicle movements.</p> <p>R4.14.8 Car parking areas shall provide appropriate services for disabled users such as designated handicapped parking bays and ramps in accordance with the Building Codes of Australia (BCA).</p> <p>R4.14.9 Parking should be designed to minimise the impact of development-related nuisance on nearby residents such as light spill, noise and vehicle movements.</p>
<p><b>4.15 SITE FACILITIES</b></p> <p>Site facilities include loading areas, refuse collection areas, mail boxes, stores, and clothes drying areas. Development should provide appropriate site facilities for retail, commercial and residential uses, and minimise impact on the streetscape.</p>	<p><b>O4.15.1</b> Ensure site facilities are accessible, functional and unobtrusive.</p>	<p>R4.15.1 Loading facilities must be provided at the rear or side of developments. Such loading areas shall be designed to prevent crime and vandalism and shall be in accordance with the WAPC's Designing Out Crime Planning Guidelines.</p> <p>R4.15.2 Adequate garbage and recycling areas must be provided. These areas are to be visually integrated with the development to minimise their impact on the streetscape. Such facilities must be located that problems associated with smell are avoided.</p> <p>R4.15.3 Solar panels and solar water systems may be visible only where they are located in the same plane as the roof and there is no alternative location that can offer a similar level of solar efficiency.</p> <p>R4.15.4 Antennas, satellite dishes and the like are to be positioned in a location where they concealed from public view.</p> <p>R4.15.5 Lockable mail boxes should be provided close to the street, integrated with front fences or building entries.</p> <p>R4.15.6 Vents to commercial kitchens should be designed and located to minimise the negative impact of smells on occupants on upper levels.</p> <p>R4.15.7 Buildings are to be designed so as to avoid overshadowing of photovoltaic electrical systems and other solar-based renewable energy systems on adjacent buildings.</p>



Designed car parking creates open public space



Commercial car parking built with sustainable grass reinforcement



Combined permeable landscaped car parking



Lane access to solar powered garages



Bicycle storage

# 4.0 GENERAL POLICY PROVISIONS

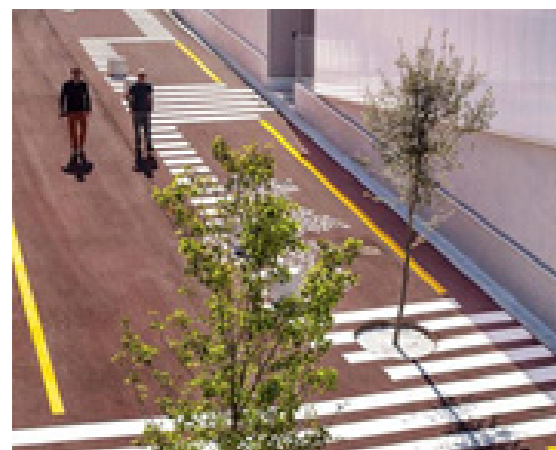
DESIGN ELEMENT	DESIGN OBJECTIVES	POLICY REQUIREMENTS
<p><b>4.16 CRIME PREVENTION</b></p> <p>The planning and design of places, spaces and buildings can minimise the opportunities for crime and increase the perception of people's safety. Crime prevention through environmental design (CPTED) works by enabling passivel surveillance, reinforcing territory, controlling access, managing spaces and limiting opportunities for anti-social behaviour. The drafted Planning Guidelines: Safer Places by Design - Crime Prevention Through Environmental Design is to be considered and incorporated into development applications.</p>	<p><b>O4.16.1</b> Create an environment which is safe and secure for residents and visitors.</p> <p><b>O4.16.2</b> Provide for surveillance (actual and perceived) between individual developments and the public domain and minimise opportunities for concealment and entrapment.</p>	<p>R4.16.1 Orientate habitable rooms with views over public streets or public open spaces to allow for passive surveillance.</p> <p>R4.16.2 The use of bay windows and balconies which protrude beyond the main facade and enable a wider angle of vision to the street are encouraged.</p> <p>R4.16.3 Where rear lanes are used for vehicular access, provide surveillance of these lanes which could consist of habitable spaces above garages (including studio housing) and balconies.</p> <p>R4.16.4 Ensure building entrances are oriented to face open or active spaces.</p> <p>R4.16.5 Building entrances shall be easily distinguishable, well lit and under passive surveillance from surrounding buildings where possible to enhance personal safety of occupants and visitors.</p> <p>R4.16.6 Provide direct entry to ground floor residential premises from the street.</p> <p>R4.16.7 Avoid creating entrapment spots or places where intruders may loiter or be concealed.</p> <p>R4.16.8 Buildings shall be constructed from materials that are resistant to vandalism. The use of anti-graffiti coatings is encouraged.</p> <p>R4.16.9 Ensure landscape design does not conceal the views of paths and open spaces from streets and surrounding developments.</p> <p>R4.16.10 Public parking areas must be well lit, have clearly defined access points and have clear views within the parking area.</p> <p>R4.16.11 On-site vehicle parking for residents and workers shall be secured and access restricted to residents only.</p> <p>R4.16.12 Through block connections must provide a clear sightline from one end to the other, for surveillance and accessibility. Through block connections must have a minimum width of 3.0 metres, clear of any obstruction.</p>



Surveillance between public and private



landscape design does not conceal the views



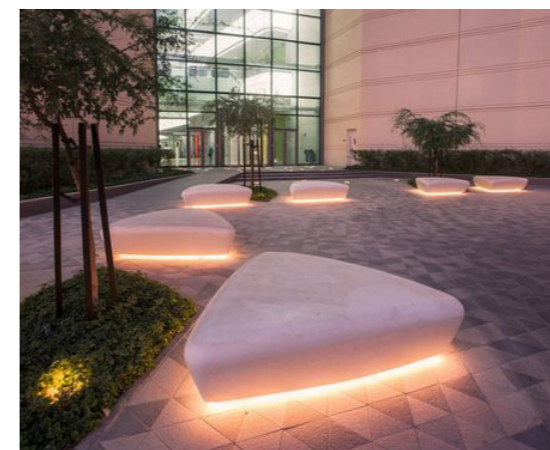
Designed and landscaped loading area



Site facilities are integrated into design



Recycling area is accessible and unobstructive



Building entrances shall be well lit



Promote active surveillance over laneways

# 4.0 GENERAL POLICY PROVISIONS



Accentuate the landscape with decorative lighting



Outdoor eating area under trees



Landscaping of car parking

DESIGN ELEMENT	DESIGN OBJECTIVES	POLICY REQUIREMENTS
<p><b>4.17 LANDSCAPING AND URBAN ECOLOGY</b></p> <p>Landscape has an important function - not only as an aesthetic backdrop, but also as a structuring element that creates a sense of place and identity. Creating a location that facilitates and encourages social interaction and community spirit.</p>	<p><b>O4.17.1</b> Create a safe and pleasant living and working environment.</p> <p><b>O4.17.2</b> Provision of landscaped areas which area complements the surrounding developments.</p> <p><b>O4.17.3</b> Improve stormwater quality and reduce quantity.</p> <p><b>O4.17.4</b> Improve the microclimate and solar performance.</p> <p><b>O4.17.5</b> Improve the air quality.</p> <p><b>O4.17.6</b> Retain and protect existing remnant vegetation contributing to strong sense of place.</p> <p><b>O4.17.7</b> Protect existing biodiversity and nature links and create new urban ecology.</p> <p><b>O4.17.8</b> Introduce distinctive local plants to create a greater sense of identity and awareness of the uniqueness of the local flora.</p> <p><b>O4.17.9</b> Include art in landscape as part of enhanced sense of place, connection with the land and ambience.</p> <p><b>O4.17.10</b> Design buildings according to Birds Friendly Building Design.</p> <p><b>O4.17.11</b> Deep soil area for every development and minimum one tree requirement per lot.</p>	<p><b>R4.17.1</b> A landscape plan shall be submitted with every application for planning approval to demonstrate the manner in which the external areas of the site will be finished in terms of hard and soft landscaping.</p> <p><b>R4.17.2</b> All developments are to be appropriately landscaped to contribute to the amenity of the area, the aesthetic quality of the associated buildings and reflect the streetscape character.</p> <p><b>R4.17.3</b> Landscaping is of an appropriate scale relative to the road reserve and building bulk.</p> <p><b>R4.17.4</b> Retain and incorporate existing vegetation where possible to reduce solar glare.</p> <p><b>R4.17.5</b> Landscaping shall be designed using water sensitive design principles.</p> <p><b>R4.17.6</b> Take into account the provision of shade. Vegetation can be incorporated into a development's sustainable design features by reducing heat load through the shading of walls.</p> <p><b>R4.17.7</b> Car parks shall be appropriately landscaped, overlaid with a regular grid of trees between parking rows to provide visual break-up, shade and infiltration of stormwater. Trees shall be planted every 5th parking bay within vegetation swales and bioretention tree pits. Where relevant provide permeable surfaces for car parking and rear access.</p> <p><b>R4.17.8</b> Landscaping themes and species must be consistent with the Byford Town Centre Public Realm Guidelines (LPP 3.5)</p> <p><b>R4.17.9</b> Artificial and natural sculptural habitat, insect hotels, birdhouses should be provided.</p> <p><b>R4.17.10</b> Provide opportunities for urban agriculture and community garden where possible.</p> <p><b>R4.17.11</b> Introduce green walls and green roofs where possible, making use of biophilic urban design principles and water sensitive urban design (WSUD).</p>



Introduce green walls and roof where possible



Bird Friendly Building Design



Provide opportunity for urban agriculture



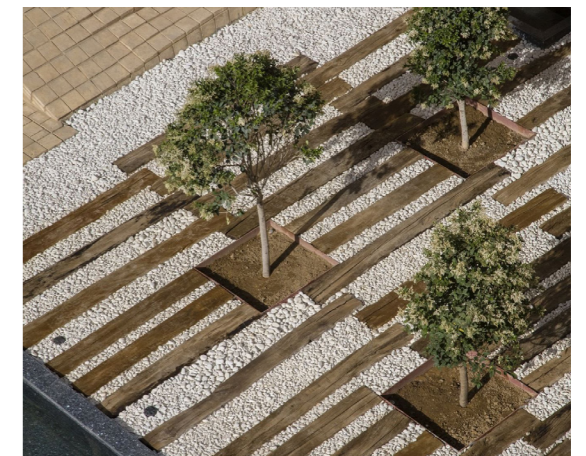
Wooden sculpture provides habitat for insects and enhance sense of place

# 4.0 GENERAL POLICY PROVISIONS

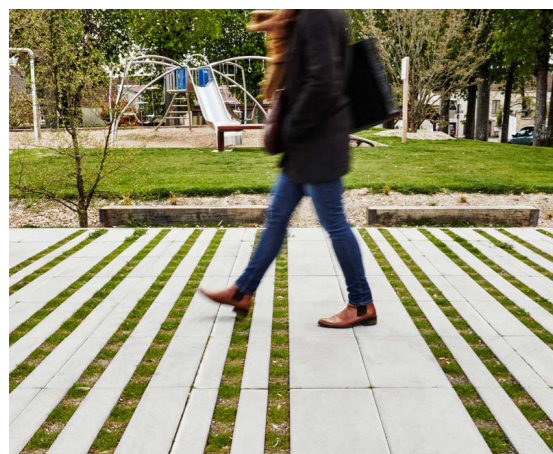
DESIGN ELEMENT	DESIGN OBJECTIVES	POLICY REQUIREMENTS
<p><b>4.18 PRIVATE AND COMMUNAL OUTDOOR SPACE</b></p> <p>Private open space includes soft landscaping or permeable garden areas, and above ground open space such as roof gardens, roof terraces, balconies, and verandahs. The accessibility of comfortable private and communal outdoor living areas is important for occupant amenity. In addition, open space plays a role in stormwater management.</p>	<p><b>O4.18.1</b> Ensure every dwelling has access to private open space</p>	<p>R4.18.1 The provision of private outdoor areas shall be provided in accordance to relevant provisions under the R-Codes and Local Planning Policy 2.2 - Residential Development Standards (R25-R60).</p> <p>R4.18.2 Where direct access to ground level private open space is not available, provide at least one balcony, terrace, verandah, roof terrace or deck for each dwelling with a minimum dimension of 2.0 metres and minimum area of 10m<sup>2</sup> in south facing areas and a minimum area of 12m<sup>2</sup> in north facing areas. This element shall be located addressing the primary street/public open space and should be accessible from a principal living space.</p> <p>R4.18.3 It is preferred that courtyards or balconies for residential components be located in positions where they may enjoy exposure to direct sunlight for at least two hours between 09:30 and 14:30 on June 21st.</p> <p>R4.18.4 Lightweight pergolas, sun screens, privacy screens and planters are permitted on the roof, provided they do not increase the bulk of the building.</p> <p>R4.18.5 Developers shall demonstrate how climatic elements such as the easterly winds and the prevailing breezes are considered in the design of private outdoor areas.</p>
<p><b>4.19 STORMWATER MANAGEMENT</b></p> <p>Stormwater is the run off from buildings, roads and other hard surfaces. The Byford Town Centre LSP area is located on a seasonally waterlogged plain. Appropriate stormwater management will be critical to unlock the development potential of the precinct.</p>	<p><b>O4.19.1</b> Minimise the impact of developments and infrastructure on the ecologic, social aesthetic and cultural values of natural drainage systems.</p> <p><b>O4.19.2</b> Protect the built environment from flooding and waterlogging.</p> <p><b>O4.19.3</b> Implement storm water management systems that are economically viable in the long term.</p> <p><b>O4.19.4</b> Maximise the re-use of stormwater.</p> <p><b>O4.19.5</b> Ensure the implementation of best practice stormwater management principles.</p>	<p>R4.19.1 The design and implementation of stormwater management practices shall be as per the requirements of the Byford Town Centre Local Water Management Strategy (LWMS)(GHD, 2014) and Abernethy Road Local Water Management Strategy Addendum (Hyd2o, 2021).</p> <p>R4.19.2 Generally all water draining from roofs and other impermeable surfaces shall be directed to soakwells, bio-retention basins or rainwater tanks where climatic and soil conditions allow for the effective retention of stormwater on-site.</p> <p>R4.19.3 Stormwater management measures must be detailed in an Urban Water Management Plan submitted with Development and Subdivision Applications.</p> <p>R4.19.4 Collect and use stormwater and recycled water for landscape irrigation, toilet flushing and cleaning.</p>



Introduced water element and trees



Private open space with permeable surface and trees



Permeable surfaces contribute to stormwater management



Stormwater management design



Stormwater management integrated into car parking



Stormwater management integrated into residential development



Access to communal open space with integrated bio-retention



# 4.0 GENERAL POLICY PROVISIONS

DESIGN ELEMENT	DESIGN OBJECTIVES	POLICY REQUIREMENTS
<p><b>4.20 GREENWAY-ORIENTED DEVELOPMENT</b></p> <p>Greenways are a critical component of the town centre and provide the amenity to support the higher density residential development and should provide the structure to the interface between these corridors and the built form throughout the town centre.</p>	<p><b>O4.20.1</b> Provide interface between good urban form and urban form and multi use corridors.</p> <p><b>O4.20.2</b> Built form should utilise and enhance the greenway.</p> <p><b>O4.20.3</b> Higher density should be encouraged near greenways.</p> <p><b>O4.20.4</b> Greenways are a critical component of the town centre and provide the amenity to support the higher density residential development and should provide the structure to the interface between these corridors and the built form throughout the town centre.</p>	<p><b>R4.20.1</b> Any development that interfaces with greenways or multiple use corridors shall provide active frontages and appropriate design to interact with water in commercial and residential areas.</p> <p><b>R4.20.2</b> No developments are to back onto the multiple use corridor, unless sufficient space is provided to accommodate for sleeved development in the future which will be able to address the corridor in an appropriate manner.</p> <p><b>R4.20.3</b> Greeways and water channels are assests of the site and should be celebrated and enhanced in the urban design.</p> <p><b>R4.20.4</b> The incorporation of Water Sensitive Urban Design and Biophilic Urban Design is encouraged to be incorporated to respond to and complement the greenways.</p>



Water is intergated in built environment as asset



Interaction with water in commercial area



Interaction with water in residential area



Greenway as Public Open Space in residential precinct



Building interface the water channel as part of greenway



Building interface the greenway

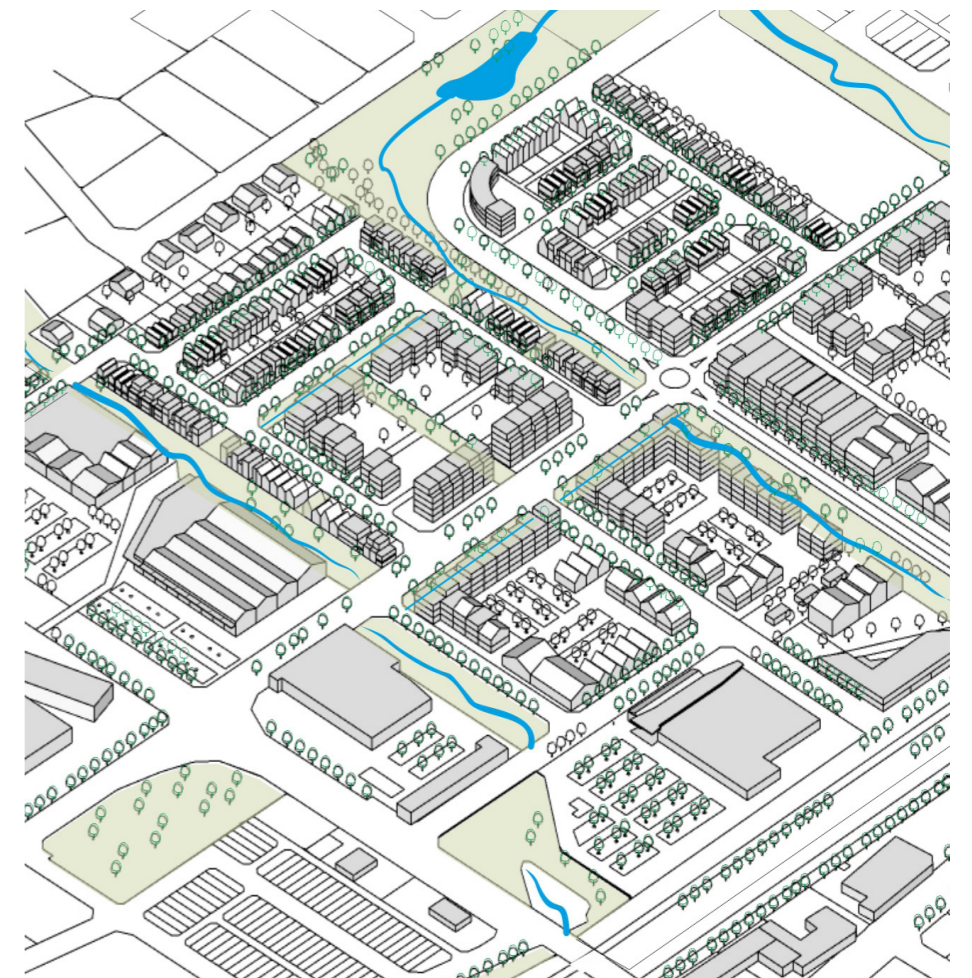


Diagram 10: Greenway-oriented development

## 5.0 PRECINCT AREAS





There are four main precincts identified within the Byford Town Centre Local Structure Plan:

- Metronet Station Precinct
- Commercial Precinct
- South Western Highway Precinct
- Residential Precinct

The Commercial Precinct and Metronet Station Precinct represent the “new” town centre and the South Western Highway Precinct represents the “old” town centre. There is also a Residential Precinct which forms part of the Byford Town Centre LSP.

Where residential land use occurs within any of the four precincts the provisions of of the Residential Precinct shall apply.

This Section contains the Policy Requirements applicable to the Precincts within the Byford Town Centre LSP area and must be read in conjunction to the General Policy Requirements in Section 4. The Precinct Requirements override the General Policy Requirements where any inconsistency exists.

- Local Structure Plan Boundary
-  Metronet Station Precinct
-  Commercial Precinct
-  South Western Highway Precinct
-  Residential Precinct

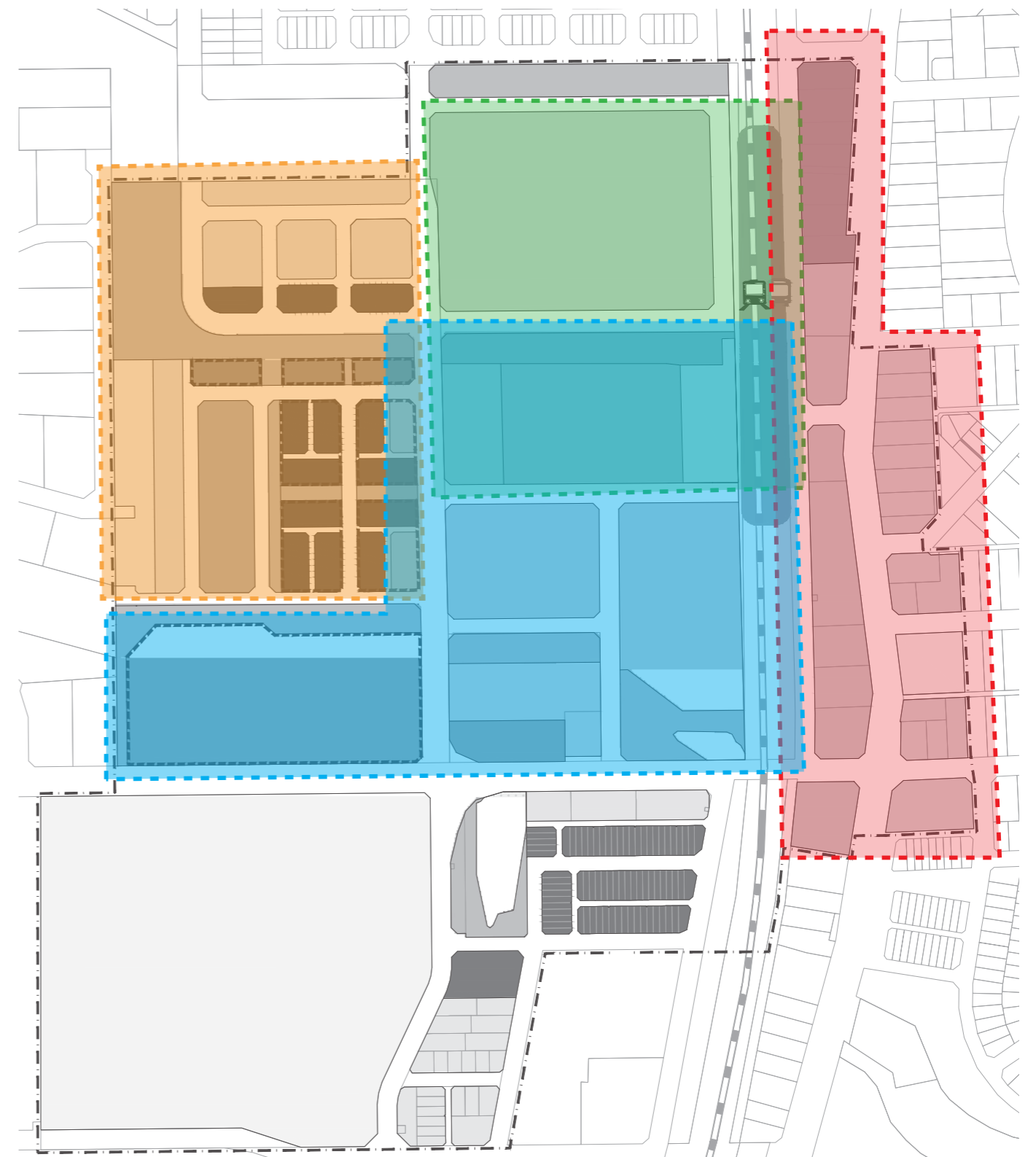


Figure 11: Precinct Diagram

# 5.0 PRECINCT AREAS

## 5.1 METRONET PRECINCT

The Metronet Precinct has as its core a passenger railway station (including bus interchange) and associated development precinct in accordance with a Byford Metronet vision. Land uses within this Precinct may include library, community and innovation centre, town square, allied health hub, TAFE and technical skills education hub, police and justice hub, and mixed use development with ground floor food, beverage and entertainment. The station is a key opportunity to facilitate the desired collaboration between the landowner, State Government, community and the local government in delivering what will be an exceptional precinct for the community.

### 5.1.1 METRONET PRECINCT POLICY PROVISIONS

- a) Metronet Precinct should be connected to the surroundings and provide high quality public areas for people to gather and human scale architecture to frame streets and public areas. Urban forest canopy coverage should be the essential theme of the streetscape and provide shade to pedestrians, create a buffer between road users and pedestrians and help to mitigate heat island effect.
- b) On the main street leading to the train station, architecture should remain the same proportions and repeat some elements, shapes, materials, maintain the line of window rows and the same height of surrounding buildings.
- c) Vertical articulation is encouraged for taller structures, to assist in grounding the building within the streetscape. Upper floors can have an extra setback to maintain the human scale and create verandas contributing to passive surveillance of the street. A variety of materials and articulated forms to break up overall building mass is recommended.
- d) Fast food outlets, drive through and large footprint developments are considered inappropriate land uses. The following land uses are permitted subject relevant approval:
  - Library, community and innovation centre,
  - Town square,
  - Allied health hub,
  - TAFE and technical skills education hub,
  - Police and justice hub, and
  - Mixed use development with ground floor food, beverage and entertainment.
- e) Narrow frontage buildings have vertical rhythm to the streetscape.



Built Form Character



Green and welcoming urban environment



Architectural and Public Plaza Proportions



Main street character near train station

# 5.0 PRECINCT AREAS

## 5.2 COMMERCIAL PRECINCT

The Commercial Precinct (incorporating Retail core and Mixed Use) will be the priority area for retail and commercial development. Complementary residential development, in the form of mixed-use development, is encouraged to assist with surveillance and after-hours activation.

Priority is for the establishment of the Main Street, and associated retail development (including cafés), with other commercial development and services determined by population growth/demand, competition and demographics. This means that uses currently in demand and those planned are focussed around the Town Square and Main Streets to create an intensity of use and Town Centre presence. This will enable the Main Streets to become the central node of development and the spine from which all other activities link into.

A mixed-use portion of the Town Centre is located at the periphery of the Retail Core, where development will be focussed on the provision of a mix of residential and commercial development in an integrated manner. This area will have less of a focus on pure retail development to avoid detracting from the consolidated Town Centre core and residential development should be considered where a future mixed-use capacity can be demonstrated.

### 5.2.1 COMMERCIAL PRECINCT POLICY PROVISIONS

#### 5.2.1.1 LAND USE

(a) The following land-use examples are appropriate (subject to compliance with relevant zoning):

- Retail shops;
- Restaurants and cafés;
- Leisure and entertainment;
- Commercial Offices
- Civic and community uses;
- Childcare facilities;
- Consulting rooms and medical suites; and
- Residential development.

However they can also include civic and cultural facilities.

(c) Mandatory active ground floor uses shall be provided in accordance with Figure 12. Residential uses will not be permitted on ground level where Mandatory Activated Frontages have been identified; however residences on upper floor areas are encouraged to provide activity beyond business hours.

(b) Activated frontages are encouraged throughout the Town Centre area. Active frontages include ground floor shop windows or transparent frontages so that the activity within the building is visible from the street. This should also include opportunities for activity to spill out onto pavements through street cafes and shop displays. These active frontages should relate to ground floor retail spaces, cafes, restaurants and bars.

(d) Activated ground floor uses are preferred adjacent to the Beenyup Brook multiple use corridor, the future railway station and San Simeon Boulevard. No developments are to back onto the multiple use corridor, unless sufficient space is provided to accommodate for sleeved development in the future which will be able to address the corridor in an appropriate manner.

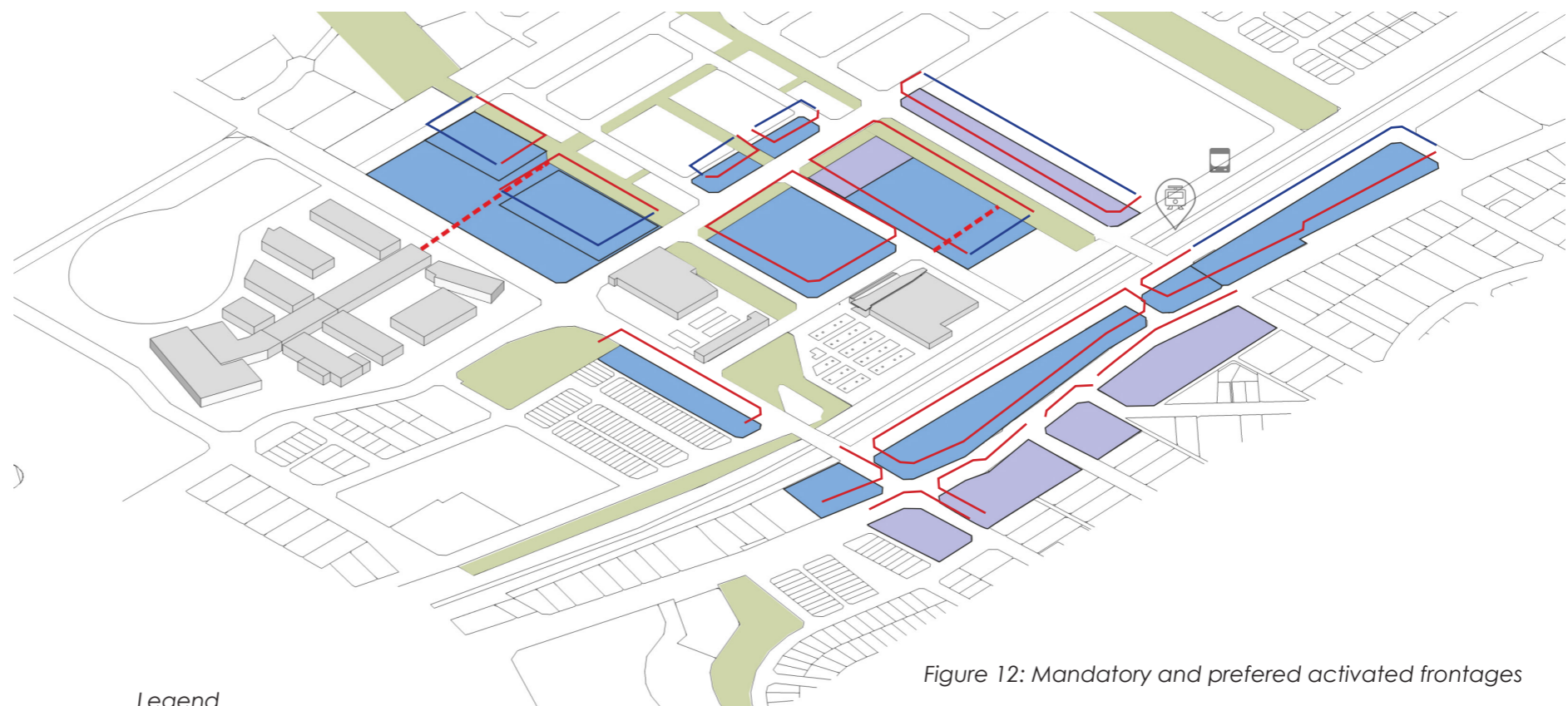
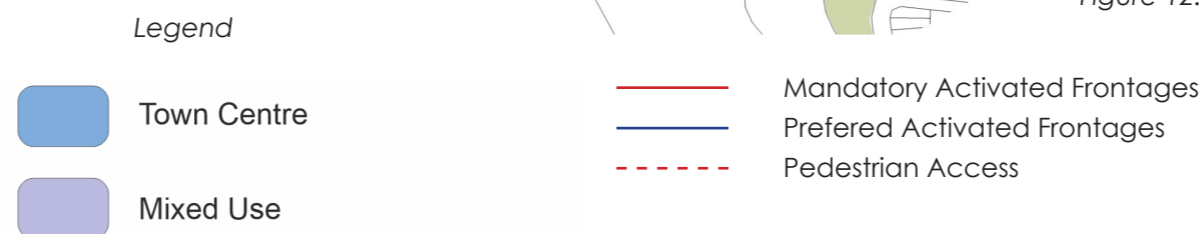


Figure 12: Mandatory and preferred activated frontages



## 5.0 PRECINCT AREAS

(e) Ground floor residential developments may be developed where preferred activated frontages have been identified (Figure 12). Such residential developments without a mixed-use component should solely be constructed as multiple units, town houses, terraces or maisonettes and have demonstrated capacity to be converted into mixed use developments in the future.

### 5.2.1.2 BUILDING HEIGHT

(a) The minimum building height throughout the Commercial Precinct is 2 storeys to ensure that the required urban design outcomes are achieved.

(b) In the interim, single storey buildings may be permitted throughout the precinct, provided that they incorporate an increase in parapet height which reads as a 2nd storey.

(c) All landmark locations (as identified on Figure 4) within the Commercial Precinct shall have a minimum building height of 3 storeys.

### 5.2.1.3 ENTRANCES

(a) Anchor stores shall present an entrance to the main street for spill over activities to occur.

### 5.2.1.4 BUILDING ORIENTATION

(a) The ground floor of any development must be designed to allow for active surveillance of the street.

(b) Any upper floor residential premises shall have a visual presence from the street to increase street safety through passive surveillance. This could include balconies or window openings.

(c) Developments adjacent the Oakland Drain south multiple use corridor shall front onto the corridor.

(d) Development should provide pedestrian access and links through the site.

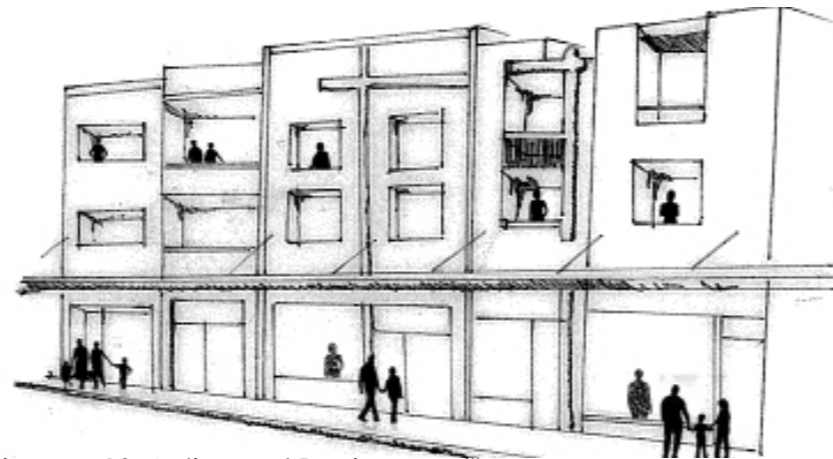
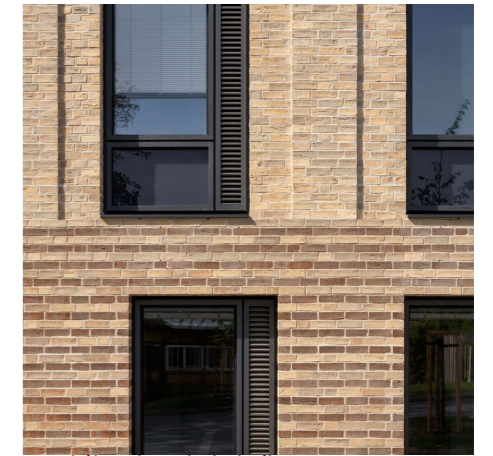


Diagram 10: Active and Passive surveillance



Main Street Character



Architectural details



Lively retail area with active frontages



"Village style" Built Form



Landmark Architecture



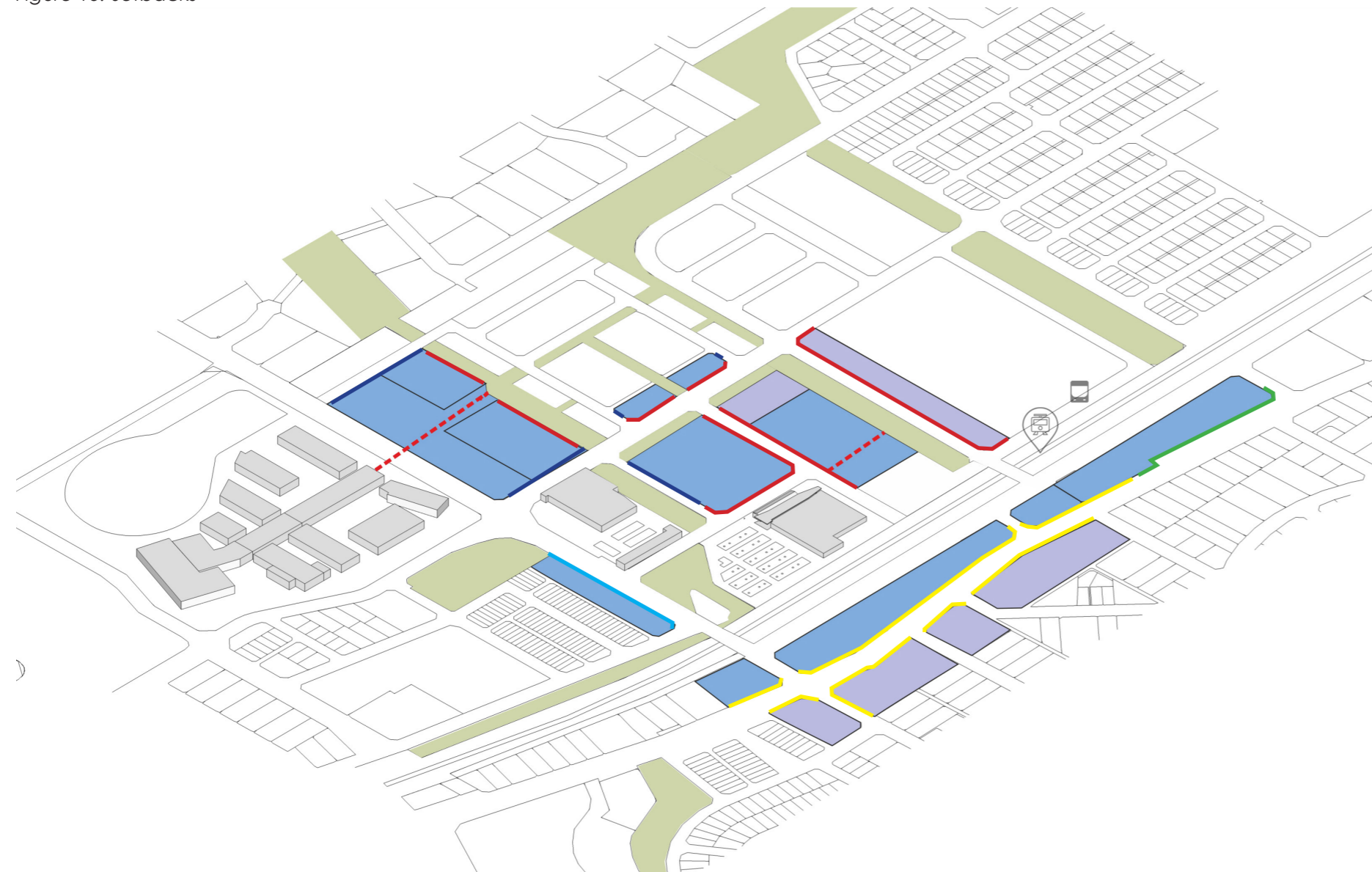
Facade of shopping centre or community centre



Corner landmark architecture

# 5.0 PRECINCT AREAS

Figure 13: Setbacks



*Legend*

- Setback Type A: Nil
- Setback Type B
- Front setback between 0.00 and 3.00 metres.
- The maximum setback from the South Western Highway road reserve is 3.0 metres.
- A maximum setback of 5.0 metres: The front setback shall not be used as laydown or parking areas.

## 5.2.1.5 SETBACKS

(a) Front setbacks shall be in accordance with the requirements indicated on Figure 13 and as outlined below.

Setback type A: All new development must be built up to the front boundary. Insets are permitted for at grade shop front windows and entries provided that the majority of the remaining facade is maintained at the nil setback. Ground floor insets shall be less than 0.5 metres deep to ensure they cannot be used as places to hide or entrap.

Setback type B: setbacks up to 2.0 metres may be permissible for ground floor residential premises. If ground floor use is not residential then nil setbacks are preferred.

## 5.2.1.6 WEATHER PROTECTION

(a) Developments along the Main Street, the town square and the station area shall incorporate weather protection devices within their design to create a pedestrian friendly environment. Developers are encouraged to provide a diverse range of weather protection devices in order to reflect Byford's rural character.

# 5.0 PRECINCT AREAS

## 5.2.1.7 PARKING

(a) The major parking stations shall be located internally; sleeved and screened off from the public road.

(b) Multi-storey car parks are encouraged throughout the Commercial Precinct. Decked parking stations shall be sleeved and/or have an activated ground floor (Figure 14 & 15). The facades of multistorey car parks must be treated sensitively with mechanisms that blend seamlessly into the architecture of the LSP area.

(c) It has been acknowledged that in the interim either decked or fully sleeved parking areas are unlikely to be achievable. The priority for initial sleeved development shall be along the Main Street and areas facing the multiple use corridors. Developers must demonstrate during the initial development stages that their proposal does not compromise the ultimate fully sleeved outcome.

(d) Where parking stations are unlikely to be achievable permeable surfaces for car parking should be considered (Figure 14).

## 5.2.1.8 LANDSCAPING

(a) 10% of the gross area of a site shall be provided as landscaped open space.

(b) Landscaping is to enhance opportunities for surveillance and accord with Designing Out Crime Guidelines (i.e. Using plants and trees which allow visibility through them and avoiding dense vegetation and shrubbery).

## 5.2.1.9 VIEW CORRIDORS

(a) Key view corridors linking the Town Centre with the escarpment should be protected. These corridors are strongly aligned with the pedestrian and cycle linkages which connect the Town Centre with the surrounding precincts.

(b) The view corridors shall have a minimum width of 15.0 metres and may traverse through parking areas.

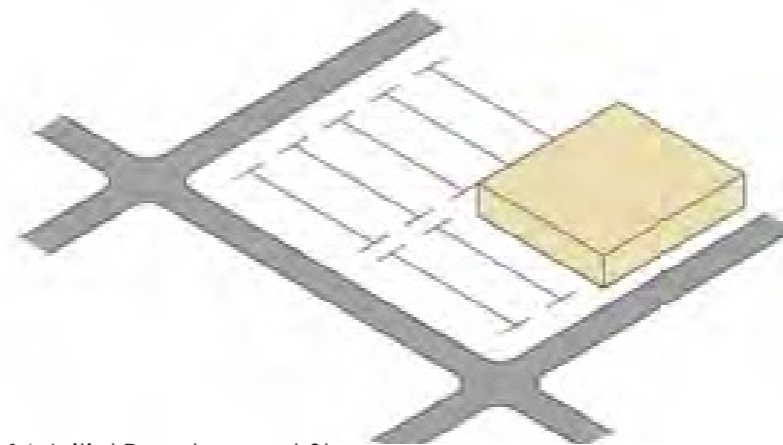


Figure 14: Initial Development Stage

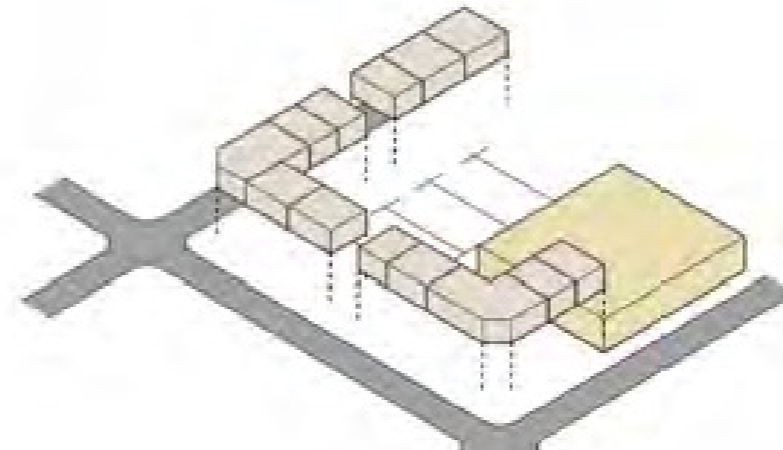


Figure 15: Sleeved Developments

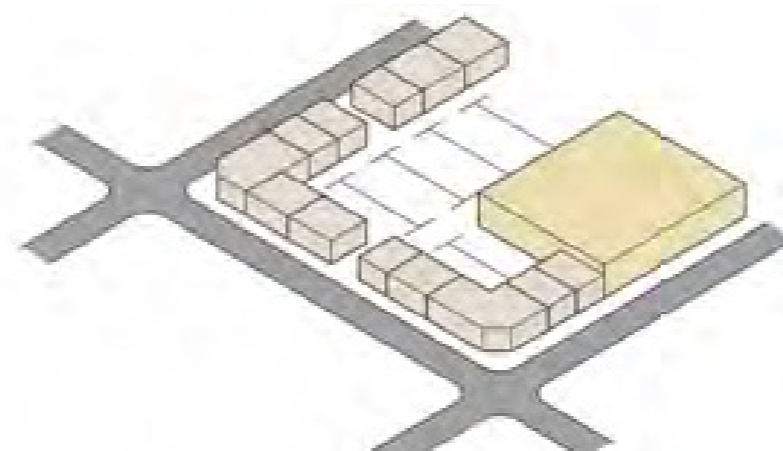
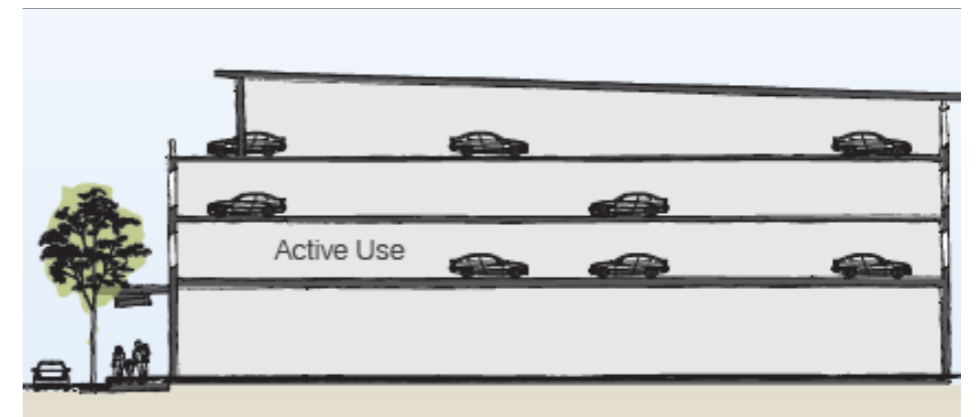


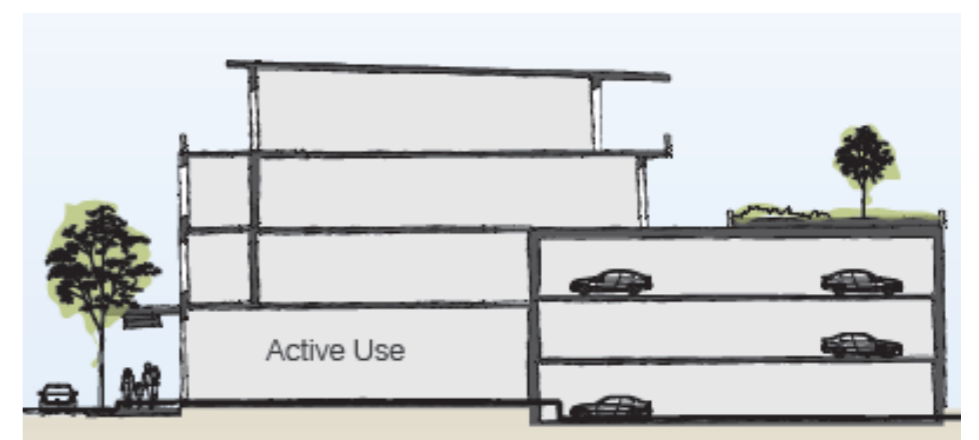
Figure 16: Ultimate Outcome



Permeable surface for car parking



Decked Parking Design Principles



Multiple-Storey Parking shall be sleeved and/or have an activated Ground Floor

## 5.0 PRECINCT AREAS

### 5.3 SOUTH WESTERN HIGHWAY PRECINCT

The South Western Highway Precinct encompasses the land area that was the Byford Town Centre before the redevelopment of the area on the western side of the railway.

This area is currently being upgraded and redeveloped. It will be important to link this part of the town centre with the newer area through use of the same built form, character, art, landmarks and vegetation.

Specific design elements that should be addressed are the activation of George Street and South Western Highway with alfresco dining and pedestrian amenities. This will ensure that all new development suitably connects with the existing buildings, paving and vegetation. Developments shall address the Highway frontage to maximise image and exposure. Retail (including showrooms) and office components should be located facing the South Western Highway. The approach to the Town Centre, at the key corners of Evans Way and South Western Highway, should be activated by providing an active frontage to the corner.

#### 5.3.1 SOUTH WESTERN HIGHWAY PRECINCT POLICY PROVISIONS

##### 5.3.1.1 LAND USES

The following land uses are preferred for the Commercial and Mixed Use Zones under the LSP:

- Retail;
- Office;
- Café;
- Civic facilities;
- Showrooms and;
- Residential.

The following land uses are preferred for the Highway Commercial zone under the LSP:

- Highway Commercial;
- Office (including home office);
- Consulting rooms/medical suites;
- Showrooms.

##### 5.3.1.2 BUILDING HEIGHT

- (a) The preferred building height in this precinct is 1- 2 storeys.
- (b) All landmark locations within this precinct shall have a minimum building height of 2 storeys. Landmark elements may have a decorative function only.

##### 5.3.1.3 SETBACKS

- (a) The maximum setback from the South Western Highway road reserve is 3.0 metres to achieve a village style atmosphere.
- (b) A maximum setback of 5.0 metres applies to South Western Highway for the Highway Commercial Zone.
- (c) Within the Highway Commercial Zone, the front setback to South Western Highway shall not be used as lay down or parking areas.

##### 5.3.1.4 BUILDING ORIENTATION

- (a) Active ground floor uses shall be provided to address South Western Highway, George Street and the POS corridor.
- (b) Developments shall address the South Western Highway frontage to maximise image and exposure. Retail (including show rooms) and office components shall be located facing the South Western Highway.
- (c) Where applicable and appropriate, a secondary frontage toward George Street is encouraged.

##### 5.3.1.5 PARKING AND SITE ACCESS

- (a) Shared on-street parallel parking on George Street to be provided and to be shared between uses.
- (b) Off-street parking shall be placed in between developments (perpendicular to the South Western Highway and George Street) to encourage shared parking and accessibility. Parking and lay down areas shall be situated at the side and rear of the development (i.e. George Street).
- (c) Any parking facilities in the rail reserve will be subject to PTA approval.
- (d) Shared site access from the highway between uses is encouraged. No vehicle access to or from South Western Highway will be permitted other than access points approved by Main Roads.

##### 5.3.1.6 VIEW CORRIDORS

- (a) Developments within the South Western Highway Precinct must respond to and maintain the key view corridors.
- (b) The view corridors shall have a minimum width of 15.0 metres and may traverse through parking areas.



# 5.0 PRECINCT AREAS

## 5.4 RESIDENTIAL PRECINCT

The Residential Precinct provides for a range of residential densities and dwelling types which are appropriate to the site's location, within immediate proximity to the Town Centre and Metronet station, as well as allowing for a transition to the surrounding residential land uses. The proposed residential layout provides for a focus on areas of amenity (such as the multiple use corridors).

The residential cells are oriented perpendicular and parallel to the external surrounding road network, to allow for efficiency in design and construction through the provision of regular shaped lots, as well as to provide for better solar responsive design. The residential layout provides for a legible and safe movement network and enhanced pedestrian connections.

Residential density is allocated in accordance with the R-Codes, which provide for a range of lot sizes to meet the varying requirements for housing, cognisant to a town centre and transit oriented development.

Density codes across the site range from R10 at the western interface to R80. To assist in providing for a high quality urban development outcome, all lots coded R40 and above must have a minimum height requirement of two storeys. The built form should provide for a range of lot sizes but focus on a higher density integrated urban environment with a good urban outcome.

### 5.4.1 RESIDENTIAL PRECINCT POLICY PROVISIONS

The Residential Precinct includes the residential areas on the periphery of the Town Centre and acts as a transitional zone between the intensified Town Centre and Byford's low density residential areas.

#### 5.4.1.1 LAND USE

(a) The land-use shall be residential.

(b) Density codes across the site range from R10 at the western interface to R80 (Figure 17).

#### 5.4.1.2 BUILDING HEIGHT

(a) The envisaged building height is 1-2 storeys, however this may be exceeded in order to comply with residential density targets.

(b) A minimum building height of 2 storeys applies to developments overlooking the multiple-use corridors and wetlands.

(c) All lots coded R40 and above to have a minimum height requirement of 2 storeys.

#### 5.4.1.3 SETBACKS

(a) Setbacks shall be in accordance with Local Planning Policy 2.2 - Residential Development Standards (R25 - R60) and the R-Codes.

(b) The minimum rear setback for lots directly backing onto Multiple Use Corridors is 4.0 metres.

Figure 17: Byford Town Centre Local Structure Plan



# 5.0 PRECINCT AREAS

## 5.4.1.4 R10

Sensitively address the interface between the Byford Town Centre and the Byford Trotting Complex Precinct. To minimise any impacts to the existing Rural amenity of this land, the Structure Plan provides an R10 transition zone along the western boundary of the site. These lots will be configured to complement the existing Rural Living development whilst contributing to the streetscape through wider lot frontages and sympathetic built form. They will provide for lots with an average size of 1,000sqm, with frontages of approximately 25 metres and depths of 40 metres.



R10: Sympathetic built form and wider lot frontages



R10: Transition zone



R10: Urban Ecology in architecture

## 5.4.1.5 R30

R30 is the predominant density code across the site, which allows for flexibility in the provision of a suitable range of lot sizes to accommodate a wide range of dwelling types and affordability. Lot sizes are proposed to be of standard dimensions to accommodate project homes (i.e. frontages of 12.5 to 15 metres with depths of 30 metres).



R30: Green and welcoming



R30: Safe and community-oriented



R30: Colour combination



R30: Provides space for residents to gather

## 5.4.1.6 R40

R40 coded lots are proposed directly adjoining the multiple use corridors. These lots will be considered to provide for a uniform and aesthetic interface with the multiple use corridors to provide for enhanced passive surveillance and opportunities for activation. These areas are proposed to comprise elevated lots with 8.5 to 10 metre frontages, which will facilitate the construction of double storey homes with outdoor living areas located at the interface with the multiple use corridor.

Refer to Ch 4.20 Greenway-oriented development.



R40: Greenway-oriented development



R40: Community-oriented development



R40: Built form and Public Open Space

# 5.0 PRECINCT PROVISIONS

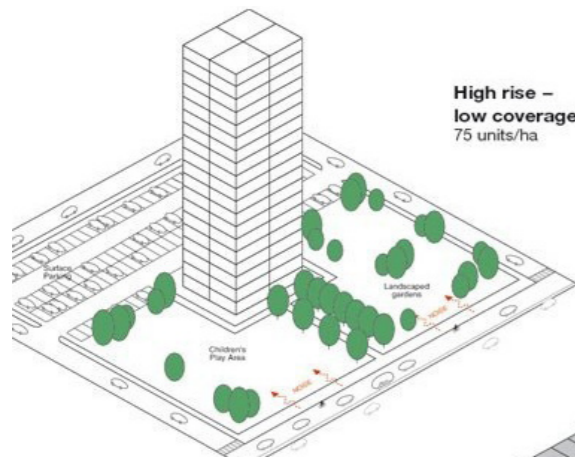


Figure 18: High rise - low coverage (75 units/ha)



Energy efficient buildings with private gardens and shared car parking



Mix-use development

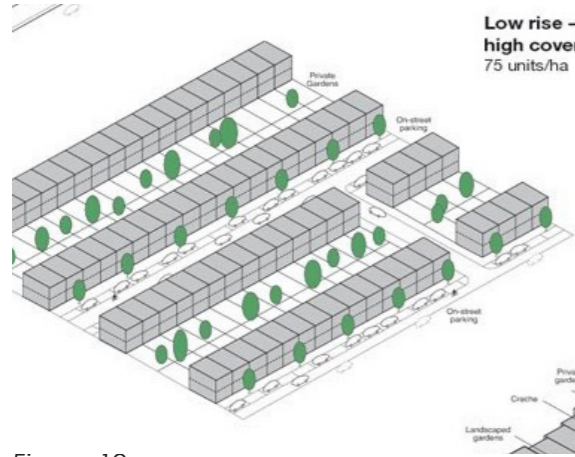


Figure 19: Low rise - high coverage (75 units/ha)



Rear access / Build form and materials articulation



Permeable surfaces

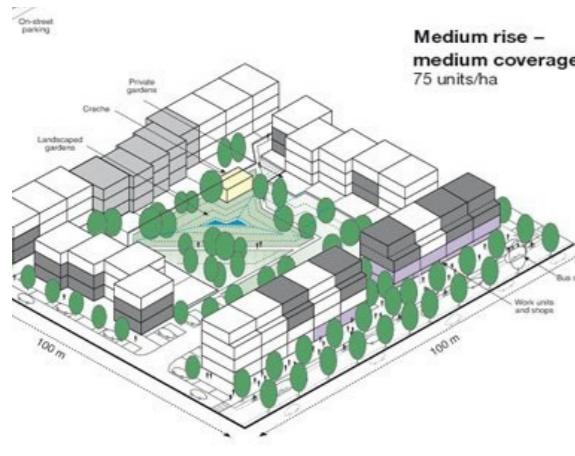


Figure 20: Medium rise - medium coverage (75 units/ha)



Building articulation in one material



Building articulation in one material



Built form frames local parks

## 5.4.1.7 R60-80

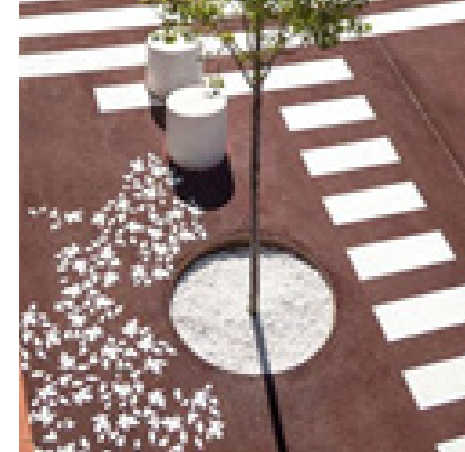
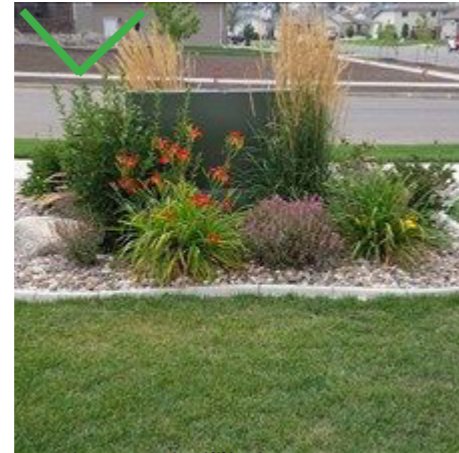
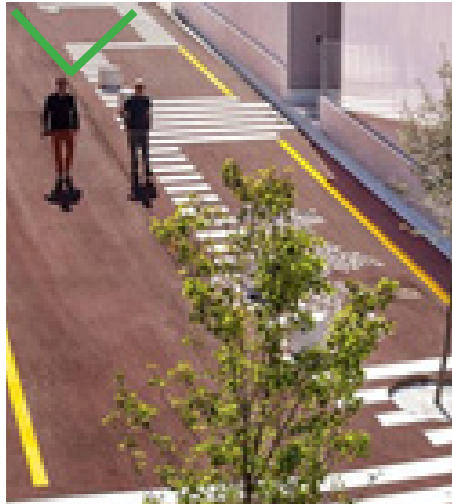
Higher density areas, comprising density codes of R60 to R80, are proposed generally central within the Structure Plan area. These areas form an 'urban core', comprising development sites with direct frontage to areas of public open space and key movement corridors, providing strong, direct connections to the town centre and train station.

Residential areas with density codes of R60 and R80 in the Byford Town Centre should be perceived as a medium rise and medium coverage. High rise - low coverage (Figure 18) and low rise - high coverage (Figure 19) are not appropriate.

Medium density (Figure 20) should lead the development as this option gives more interesting architectural varieties and housing diversity for one of the fastest growing communities in the country.

Refer 4.20 Greenway-oriented development.

# 6.0 RECOMMENDATIONS FOR EXISTING DEVELOPMENT

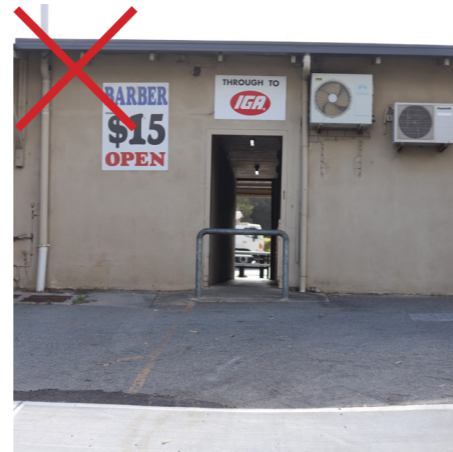
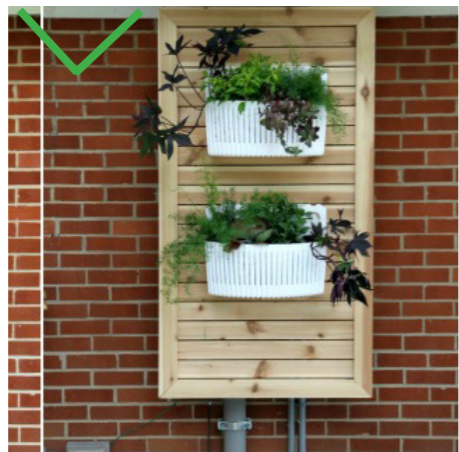


Activated delivery lane

Decorated utility box

Not appropriate waste management

Hidden bins



Not appropriate facade

Airconditioning is hidden

Not appropriate signage and blank wall

Art for blank walls

Existing development can also contribute to the urban environment and public realm by using some beautification principles:

- decorate blank walls;
- activate delivery lanes;
- make utilities the part of built environment;
- change signage in accordance with this Policy and create the same style within the surrounding developments;
- beautify frontages with landscaping.

## 7.0 GLOSSARY OF TERMS

Transit oriented development	A transit-oriented development is a mixed-use residential or commercial area designed to maximise access to public transport.
Streetscape	The visual elements of a street, including the road, adjoining buildings, street furniture, trees and open spaces, that combine to form the street's character and physical appearance.
Universal access	Refers to the accessibility of the site, and the appropriate provisions to enable access for people of varying ages and physical capabilities.
Street surveillance	Refers to the built-form which facilitates a high visibility from buildings to the street; facilitating an element of surveillance and sense of security for the pedestrian.
Pedestrian circulation	The coordinated legible movement of pedestrians.
Active spaces	Active space refers to areas utilised for active purposes generally occupied day and night.
Active frontage/edges	Active frontages/edges include commercial, mixed-use and residential development with open and transparent frontages which enable activity within the building to be visible from the street or adjoining public space.
Multiple use corridor	Is a form of linear open space typically used for passive recreational and drainage purposes.
Mixed Use	To provide for a variety of uses on street level which are compatible with residential and other non-active uses on upper levels.
Setback	The horizontal distance between a wall at any point and an adjacent lot boundary, measured at right angles (90 degrees) to the boundary.
Landmark Site	Are critical sites within a development, typically utilised to herald the arrival to an area. Landmark sites through built form or other means are clearly distinguishable from other development within an area or street.
Local Development Plan	Local development plan means a plan setting out specific and detailed guidance for a future development including one or more of the following — (a) site and development standards that are to apply to the development; (b) specifying exemptions from the requirement to obtain development approval for development in the area to which the plan relates.

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

