

**DUPE**

**MILITARY ROAD AND MAIN STREET PRECINCT**  
**STREETSCAPE CONCEPT DESIGN**

PREPARED FOR THE CITY OF CHARLES STURT



JPE Design Studio Pty Ltd  
Architecture  
Interior Design  
Landscape Architecture  
Urban Design

Revision	Issue Date	Issued By
<b>A</b>	<b>20.12.18</b>	<b>AL</b>
<b>B</b>	<b>11.02.19</b>	<b>AL</b>
<b>C</b>	<b>19.02.19</b>	<b>RK</b>
<b>D</b>	<b>21.03.19</b>	<b>AL</b>



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## 01 PROJECT INITIATION

### PROJECT BACKGROUND

- Military Road surface is due for upgrade in the year 2020
- Presents the opportunity to reconsider road alignments and surface treatments, instead of 'replacing like for like'
- Main Street included in the scope for redevelopment to create a unified precinct
- Area is a highly popular destination with high traffic volumes along Military Road
- There is a need to balance vehicle and pedestrian use to create a vibrant and safe environment
- Future of the privately owned vehicle is uncertain with automated cars becoming a reality
- Therefore, any provisions for high volumes of cars moving through and parking in the precinct needs to be future-proofed and adaptable

### CONSULTATION OUTCOMES

UPRS & JPE Design Studio along with the City of Charles Sturt undertook consultation with community groups and the general public prior to developing the Concept Plan.

Key comments included:

- Increase trees and landscaping
- Provide wide and consistent footpaths that are accessible for all
- Create a cycle friendly environment
- Improve linkages and wayfinding between key destinations
- Provide safe crossing points across Military Road for pedestrians and cyclists
- Integrate public art
- Reflect the style and heritage of Henley Beach
- Close off part of Main Street to create a shared use area for outdoor dining and community events
- Balance the provision of car parking with the delivery of trees and landscaping
- Improve the bus layover area
- Create an iconic bus shelter
- Provide public seating and tables
- Discourage anti-social behaviour near residential areas

01 PROJECT INITIATION

**EARLY ENGAGEMENT SUMMARY MAIN STREET PRECINCT**

## Summary of early engagement

### Imagine... the Main Street Precinct into the future

The City of Charles Sturt is developing concept plans for the section of Military Road between North and South Streets and Main Street at Henley Beach.

The road pavement of the Military Road section is due for reconstruction in 2020, presenting an opportunity to think now about the streetscape and the role it will play into the future.

**AIM OF THE ENGAGEMENT**

To gather input from community and stakeholders about what they see as the issues and opportunities for making the Main Street Precinct a great place

**HOW WE ENGAGED**

- 3 stakeholder and community workshops
- 47 online surveys
- 100+ people Market pop-up engagement
- 30 Interactive planning with primary school students

**How do we make it a great place where people love to walk, cycle, visit, stop and spend time?**

[www.yoursaycharlessturt.com.au/main-street-precinct-henley-beach](http://www.yoursaycharlessturt.com.au/main-street-precinct-henley-beach)

### What the community told us

- > Increase **trees and landscaping** to create an inviting and shady streetscape and improve biodiversity outcomes
- > Provide **wide and consistent footpaths** that are accessible for all
- > Create a **cycle friendly** environment, including the provision of bike parking, that encourages safe cyclist, vehicle and pedestrian interactions
- > Improve **linkages and wayfinding** between key destinations (eg beach, shops on Seaview Road, community centre, library, community garden, West Lakes, bus stops)
- > Provide **safe crossing points** across Military Road for pedestrians, people with prams, gopher and wheelchair users and cyclists. Particular locations that require consideration include the intersection of Main Street and Military Road, the roundabouts at North and South Streets and the loading dock area at the rear of Foodland
- > Integrate **public art** such as an iconic attraction for photographs and photo tagging, or broader cultural interpretive artwork
- > Reflect the **style and heritage of Henley Beach** in the streetscape design and choice of materials

- > **Close off part of Main Street** to create a shared use area for outdoor dining and community events. Consider removing kerbs, providing shade/green cover, power, water, space for seating, events, art and busking, wifi, plug and play, smart bins and children's play features
- > Balance the **provision of car parking** with the delivery of trees, landscaping and other amenities
- > Improve the **bus layover area** near Foodland to enable better visibility for drivers entering/exiting the car park and safe and easy crossing of Military Road by pedestrians
- > Create an **iconic bus shelter** at the layover stop on Military Road (eg incorporate wifi, novelty seating)
- > Provide **public seating and tables** for picnicking/pop up 'dining' experiences away from the beach as well as seating to enable people to stop, rest and spend time
- > Develop design responses that **discourage late night or anti-social behaviour** near homes

Nov 2018

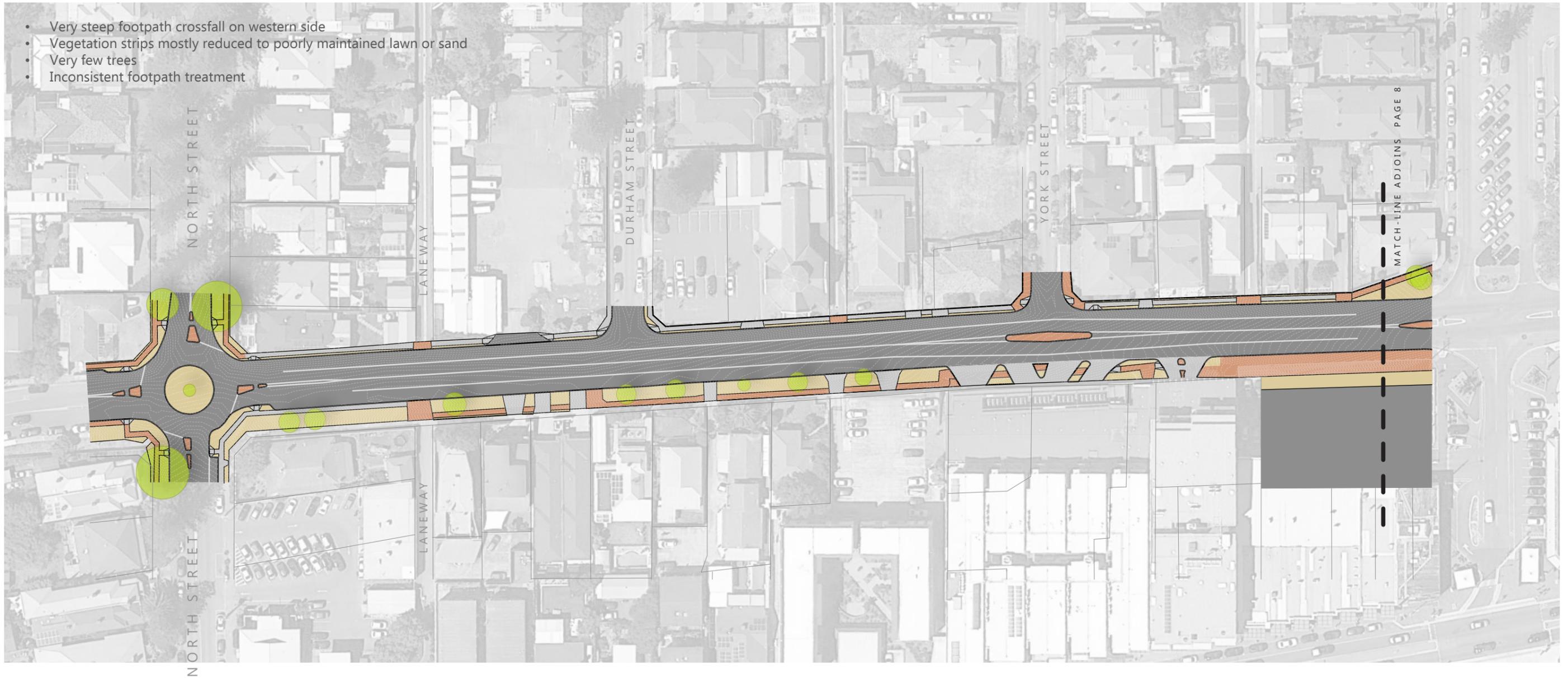
Community Engagement Report compiled by URPS



## 02 SITE ANALYSIS

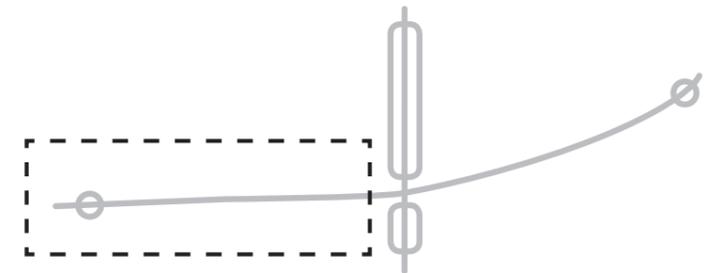
### EXISTING SURFACES - MILITARY ROAD NORTH

- Very steep footpath crossfall on western side
- Vegetation strips mostly reduced to poorly maintained lawn or sand
- Very few trees
- Inconsistent footpath treatment



#### LEGEND

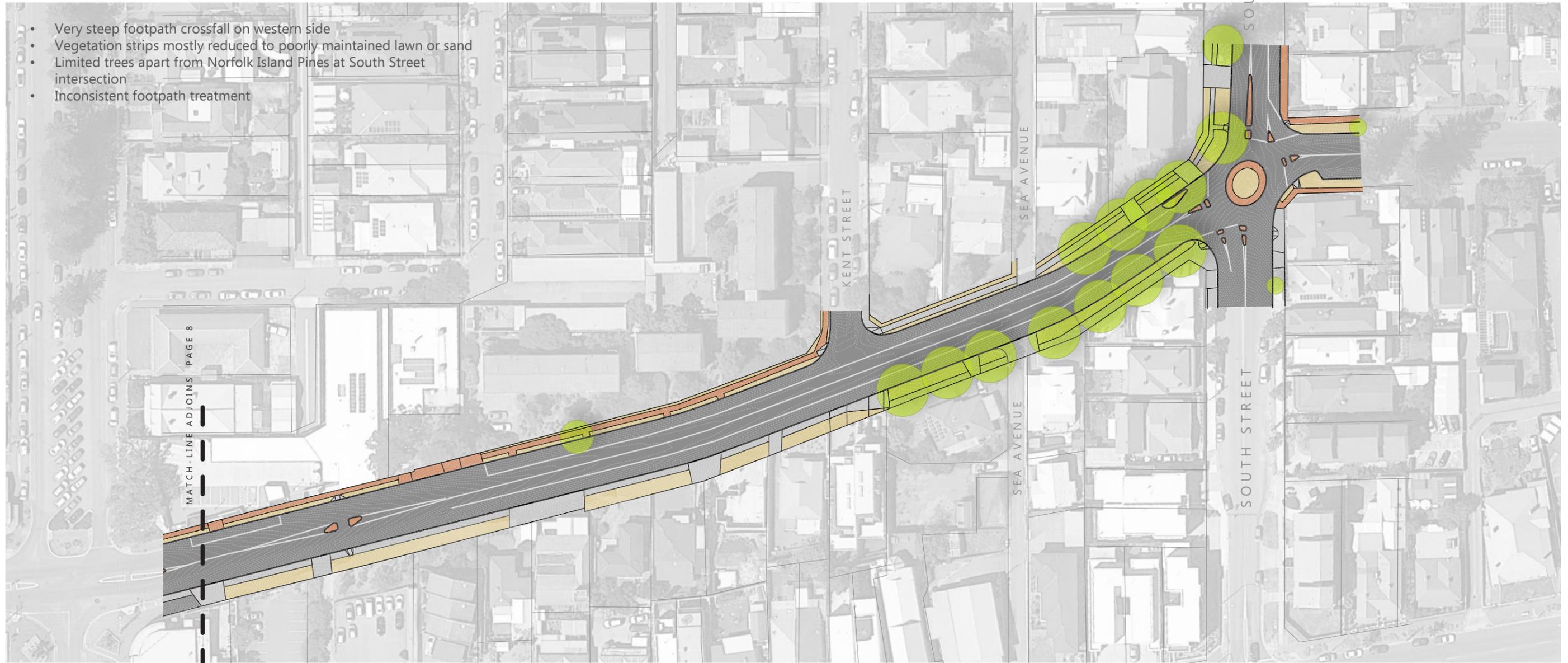
- BITUMEN
- CONCRETE
- PRECAST BRICK PAVERS
- SAND / GARDEN
- EXISTING TREE



02 SITE ANALYSIS

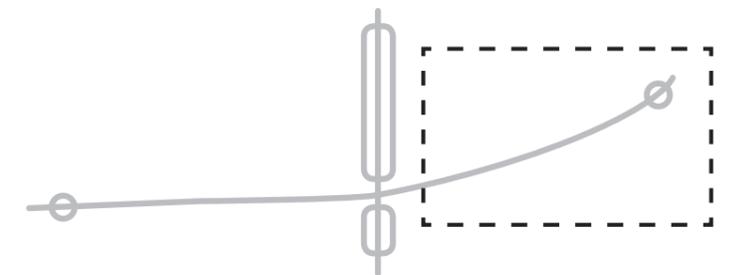
EXISTING SURFACES - MILITARY ROAD SOUTH

- Very steep footpath crossfall on western side
- Vegetation strips mostly reduced to poorly maintained lawn or sand
- Limited trees apart from Norfolk Island Pines at South Street intersection
- Inconsistent footpath treatment



LEGEND

- BITUMEN
- CONCRETE
- PRECAST BRICK PAVERS
- SAND / GARDEN
- EXISTING TREE





02 SITE ANALYSIS

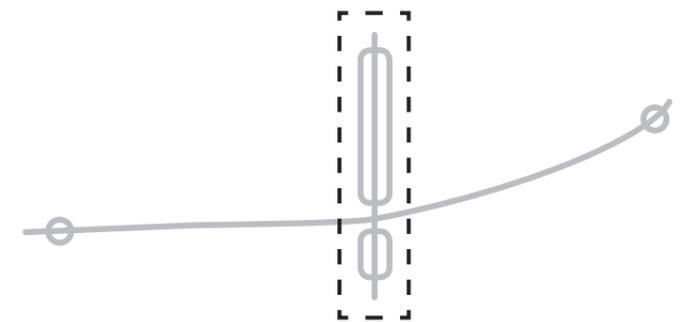
EXISTING SURFACES - MAIN STREET

- Space is dominated by bitumen and concrete
- Consistent steep slope through Main Street West until half-way point
- More prevalence of red brick through Main Street than Military Road



LEGEND

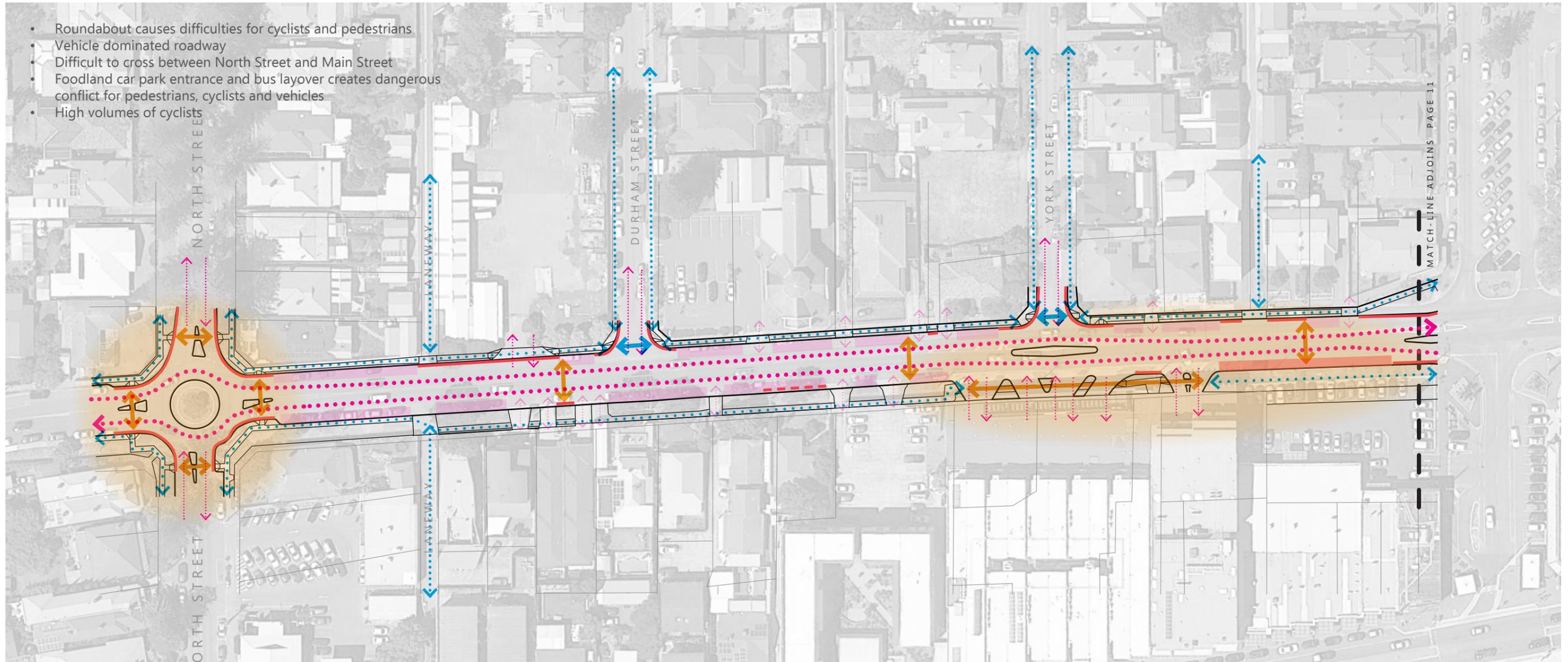
- BITUMEN
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- SAND / GARDEN
- EXISTING TREE



02 SITE ANALYSIS

EXISTING VEHICLE + PEDESTRIAN MOVEMENT - MILITARY ROAD NORTH

- Roundabout causes difficulties for cyclists and pedestrians
- Vehicle dominated roadway
- Difficult to cross between North Street and Main Street
- Foodland car park entrance and bus layover creates dangerous conflict for pedestrians, cyclists and vehicles
- High volumes of cyclists



LEGEND

VEHICULAR

- ON-STREET PARKING
- NO STANDING
- PERMIT ZONE / TAXI ZONE
- VEHICLE MOVEMENT
- DRIVEWAY / LANEWAY ACCESS

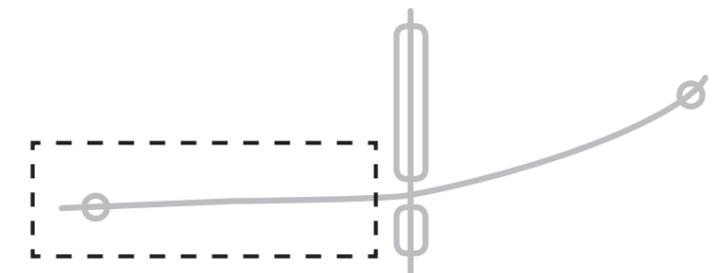
PEDESTRIAN

- OUTDOOR DINING
- PEDESTRIAN CROSSING
- PEDESTRIAN MOVEMENT

ISSUES

- VEHICLE PROBLEM AREAS
- PEDESTRIAN CROSSING CONFLICT

0m 50m

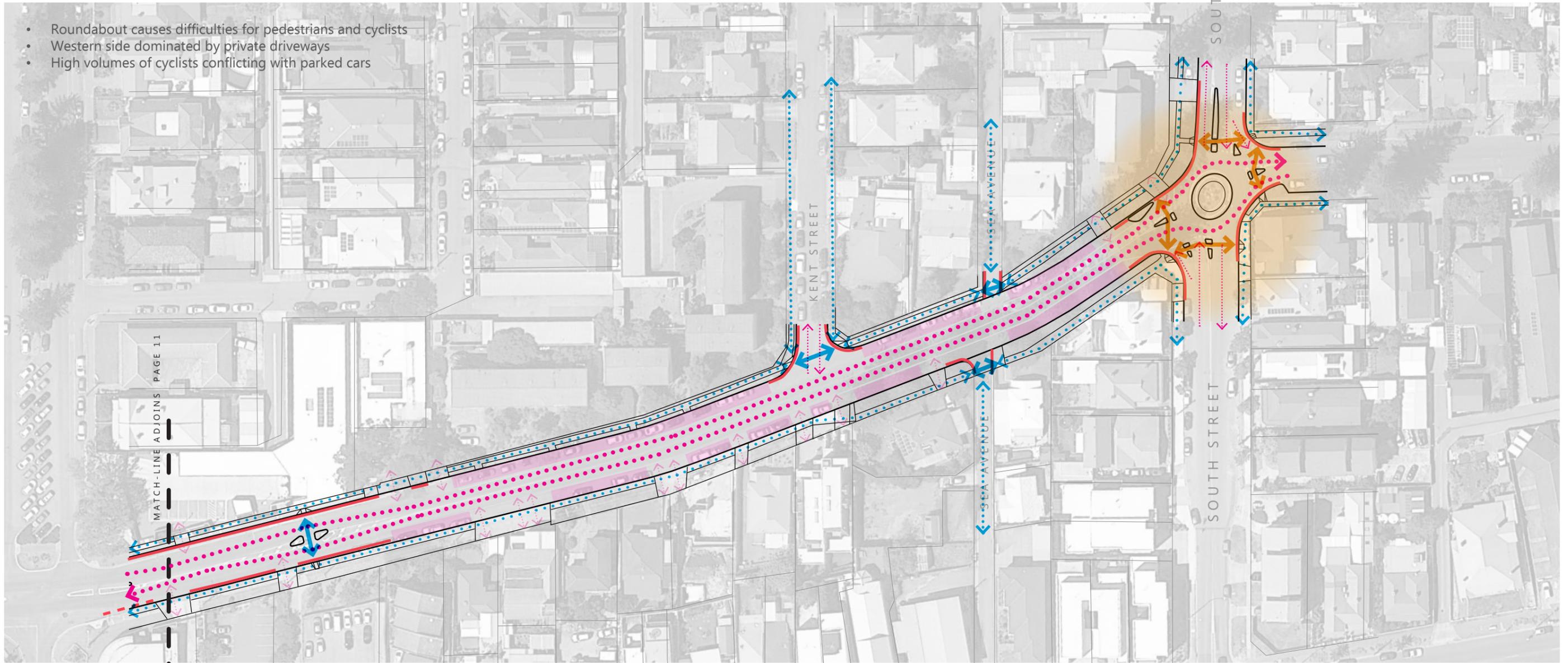




02 SITE ANALYSIS

EXISTING VEHICLE + PEDESTRIAN MOVEMENT - MILITARY ROAD SOUTH

- Roundabout causes difficulties for pedestrians and cyclists
- Western side dominated by private driveways
- High volumes of cyclists conflicting with parked cars



LEGEND

VEHICULAR

- ON-STREET PARKING
- NO STANDING
- PERMIT ZONE
- VEHICLE MOVEMENT
- DRIVEWAY / LANEWAY ACCESS

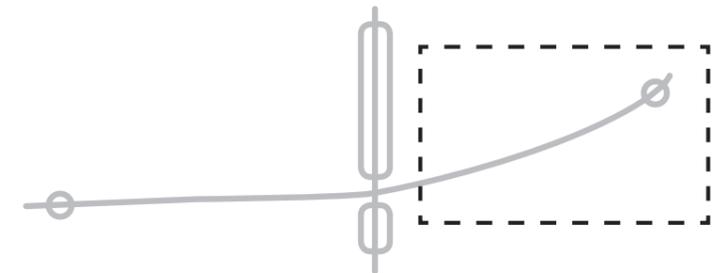
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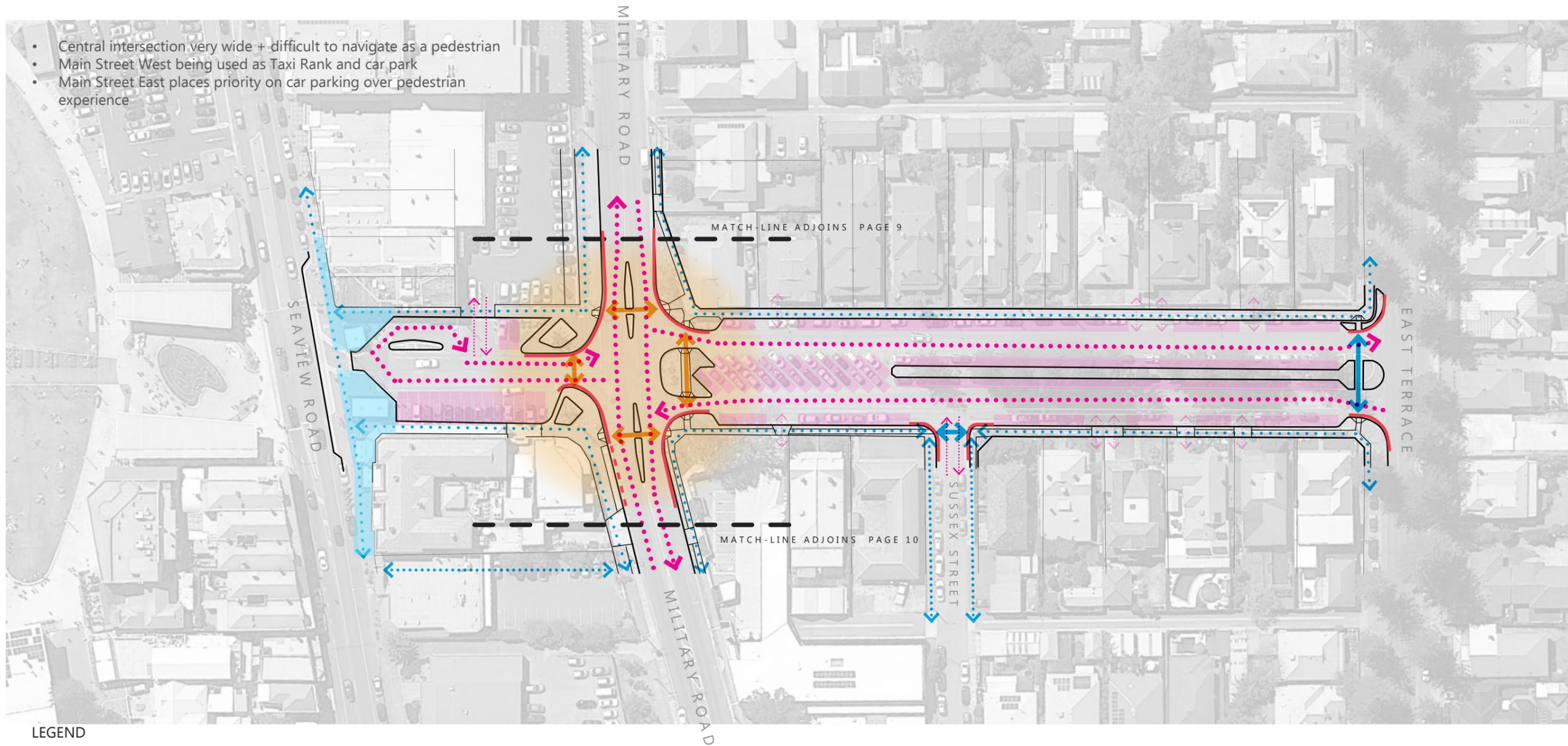
0m 50m



02 SITE ANALYSIS

EXISTING VEHICLE + PEDESTRIAN MOVEMENT - MAIN STREET

- Central intersection very wide + difficult to navigate as a pedestrian
- Main Street West being used as Taxi Rank and car park
- Main Street East places priority on car parking over pedestrian experience



LEGEND

VEHICULAR

- ON-STREET PARKING
- NO STANDING
- PERMIT ZONE
- VEHICLE MOVEMENT
- DRIVEWAY / LANEWAY ACCESS

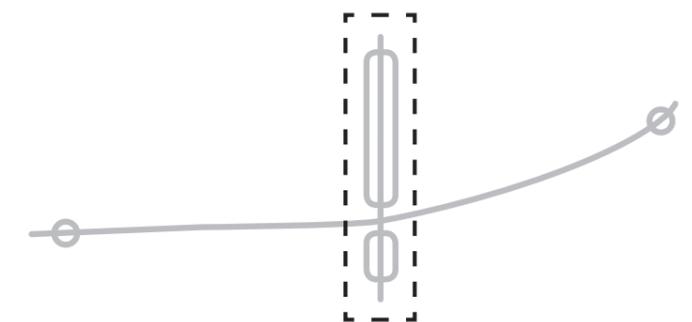
PEDESTRIAN

- OUTDOOR DINING
- PEDESTRIAN CROSSING
- PEDESTRIAN MOVEMENT

ISSUES

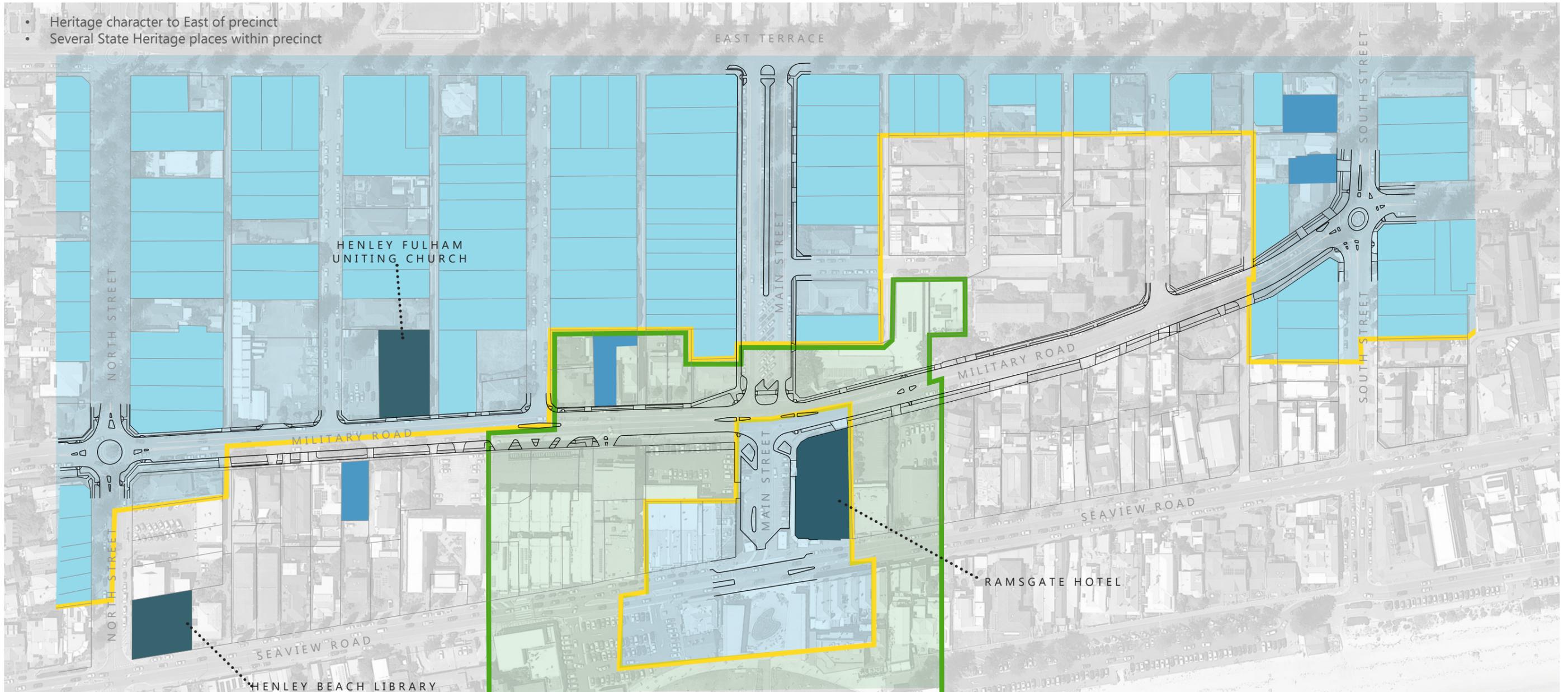
- VEHICLE PROBLEM AREAS
- PEDESTRIAN CROSSING CONFLICT

0m 50m



02 SITE ANALYSIS

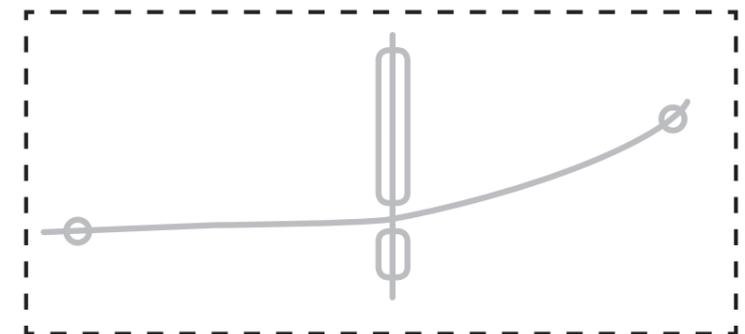
URBAN CHARACTER



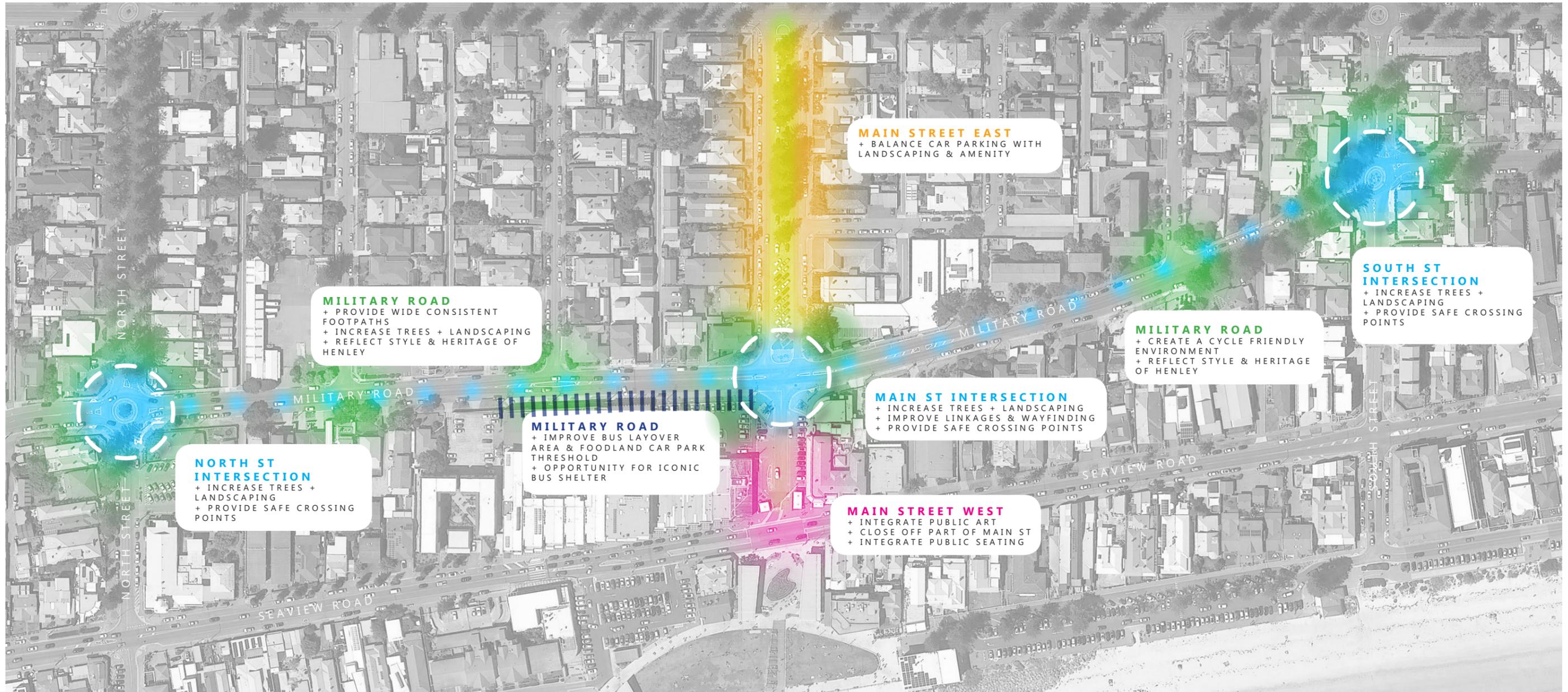
- Heritage character to East of precinct
- Several State Heritage places within precinct

LEGEND

- STATE HERITAGE PLACE
- LOCAL HERITAGE PLACE
- CONTRIBUTORY ITEM
- HISTORIC CONSERVATION AREA
- NEIGHBOURHOOD CENTRE ZONE



03 SITE SUMMARY



LEGEND

- GREENING OPPORTUNITY
- IMPROVE INTERSECTION SAFETY + AMENITY
- IMPROVE PEDESTRIAN + CYCLIST AMENITY
- PLAZA / EVENT SPACE OPPORTUNITY
- PARKING VS PUBLIC REALM CONSOLIDATION
- ADDRESS SAFETY ISSUES



SITE OPPORTUNITIES

- Already a popular region
- Neighbourhood centre precinct extends across Military Rd
- Norfolk Island Pines on Main St East provide strong character and directionality to the centre of the precinct
- Strong heritage character from State Heritage buildings; opportunity to integrate interpretive qualities into design

SITE PARAMETERS

- Topography and steep footpath crossfalls
- Large number of steep driveways on western side that have to remain
- Coastal conditions are challenging for typical street trees and greening to thrive
- As a popular region there is a lot of public and political interest / contention.
- Current private vehicle reliance and high traffic volumes need to be catered for in the short to medium term



# 03 CONCEPT

## DESIGN PRINCIPLES

### MILITARY ROAD

#### A GREEN STREET



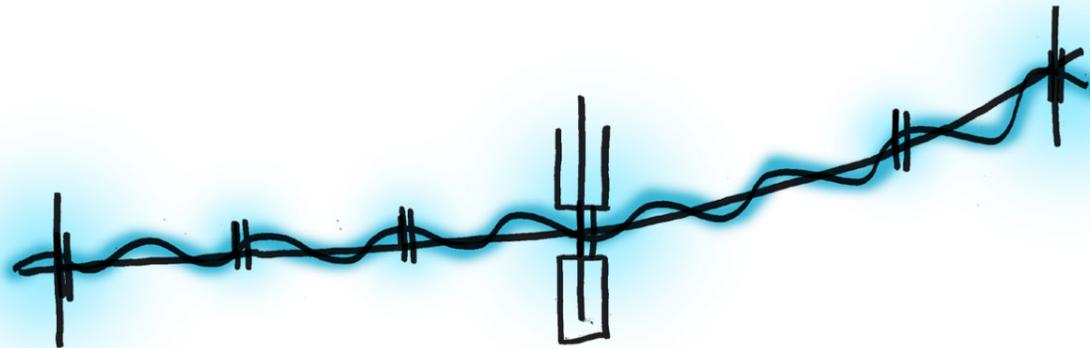
Increase street trees, verge planting and WSUD opportunities to create a vibrant 'green street'

#### CREATE PRECINCT GATEWAYS



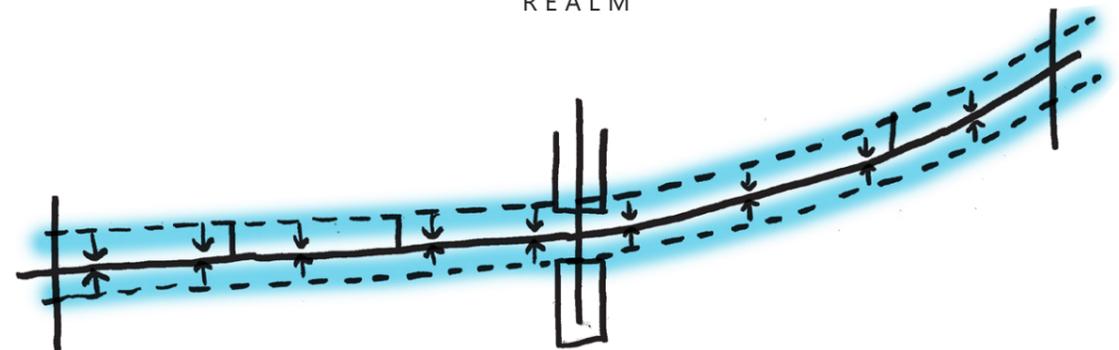
Create precinct gateways with feature planting and arrangements to announce arrival

#### CALM TRAFFIC



Introduce traffic calming measures through Military Road to reduce vehicle speeds and create a safe pedestrian and cycle environment

#### CLAIM BACK PUBLIC REALM



Narrow roadway and intersection radii, and reconsider on-street parking arrangement to give land back to the public realm

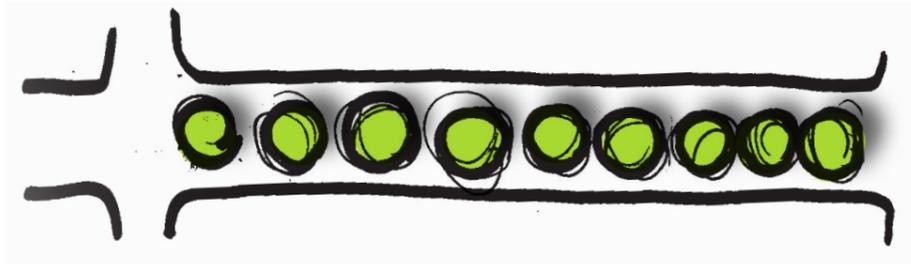


03 CONCEPT

DESIGN PRINCIPLES

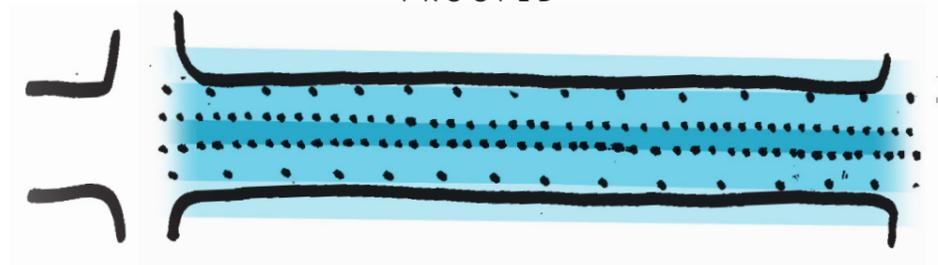
MAIN STREET EAST

EXTEND PINES



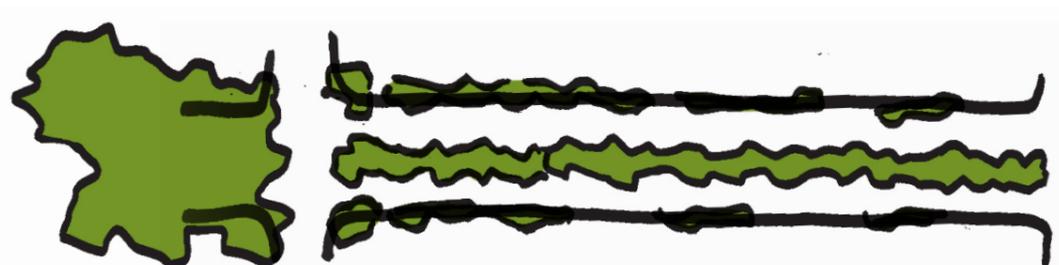
Continue line of Norfolk Island Pine trees down the centre of Main Street to complete the tree line

ADAPTABLE + FUTURE PROOFED



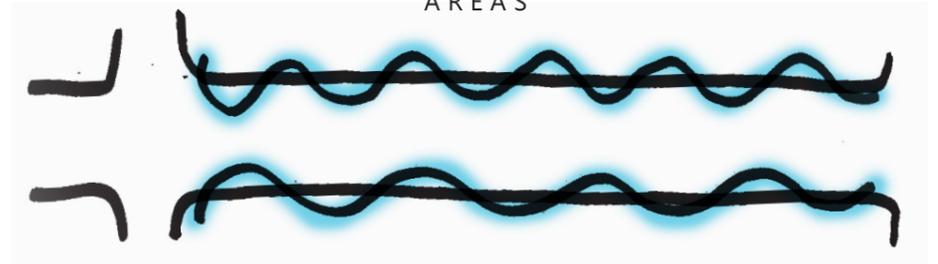
Adopt an approach that enables the space to adapt and change easily as private vehicle ownership and car parking requirements change in the future

CREATE GREEN SPINE



Create a green spine that spills across into Main Street West

BUFFER RESIDENTIAL AREAS



Create a buffer zone between residential frontages and car parking to improve amenity

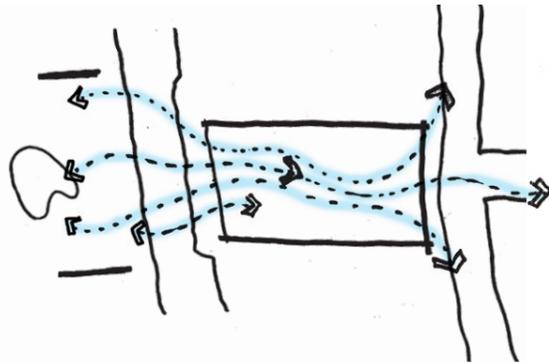


03 CONCEPT

DESIGN PRINCIPLES

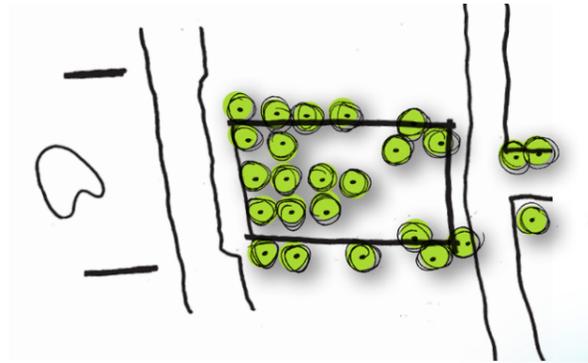
MAIN STREET WEST

DRAW PEOPLE FROM HENLEY SQUARE



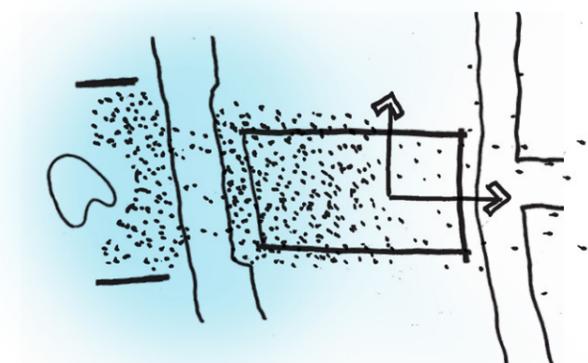
Draw people from Henley Square through to the Main Street and Military Road precincts & improve the walking experience to Henley Square.

DISSOLVING GRID + SHADE



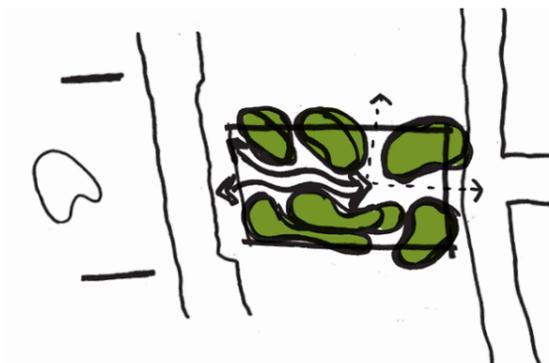
Increase natural shade and provide design grid

PEDESTRIAN VS. VEHICLE



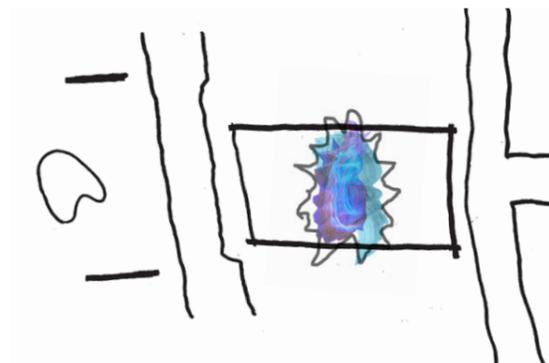
Blend high intensity public realm through to Military Road streetscape

GREENING OPPORTUNITIES



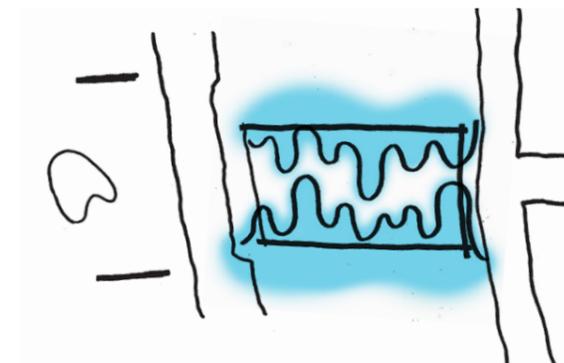
Allow for greening as softer relief from hardscape of Henley Square

PUBLIC ART / PLAY



Use engaging and multi-purpose public art as an iconic placemaking feature

BLEND PUBLIC + PRIVATE



Dissolve the divide between public space and private outdoor dining



03 CONCEPT

DESIGN PRECEDENTS

MILITARY ROAD





03 CONCEPT

DESIGN PRECEDENTS

MAIN STREET



03 CONCEPT

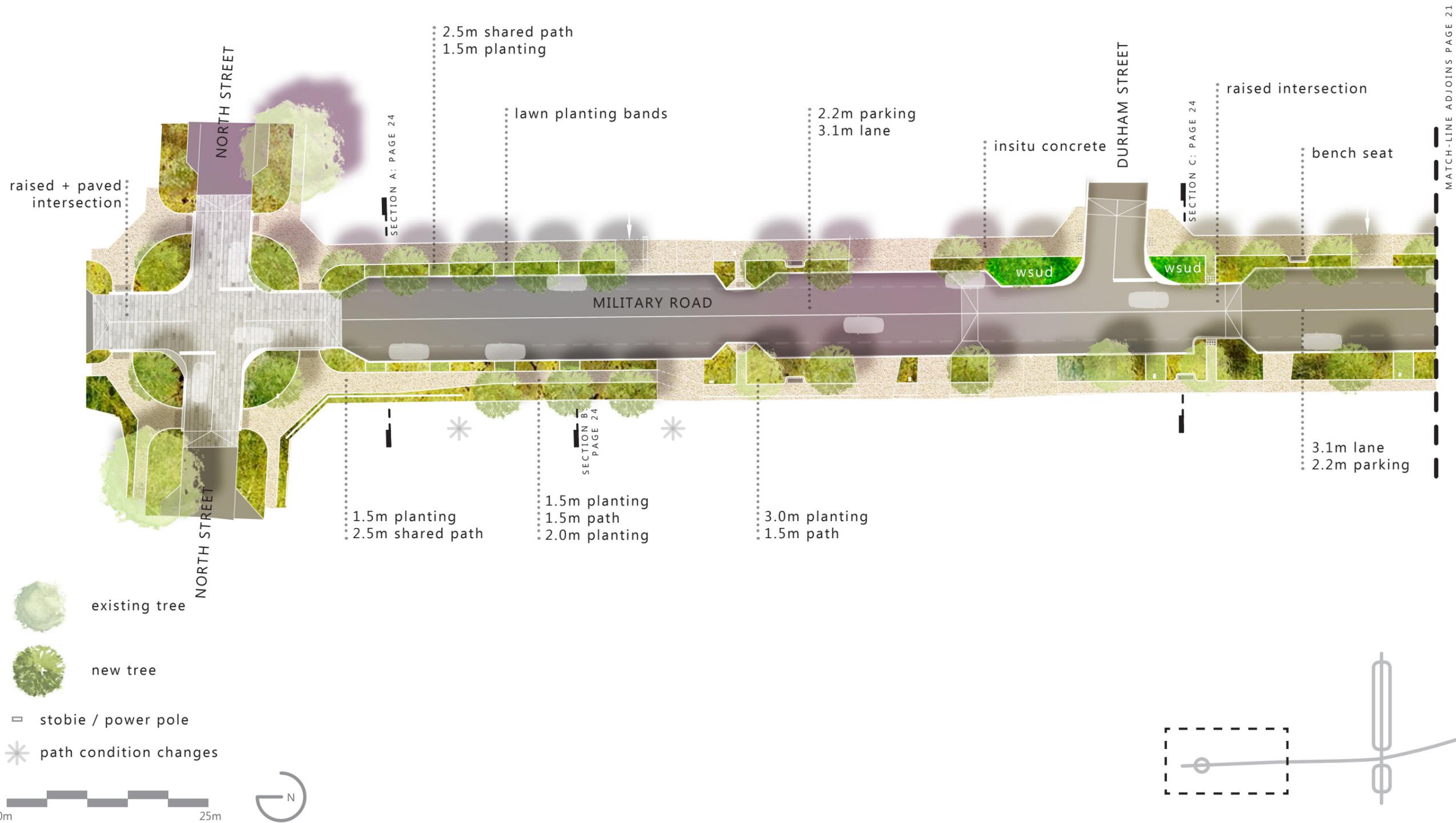
KEY PLAN





03 CONCEPT

MILITARY ROAD NORTH 1

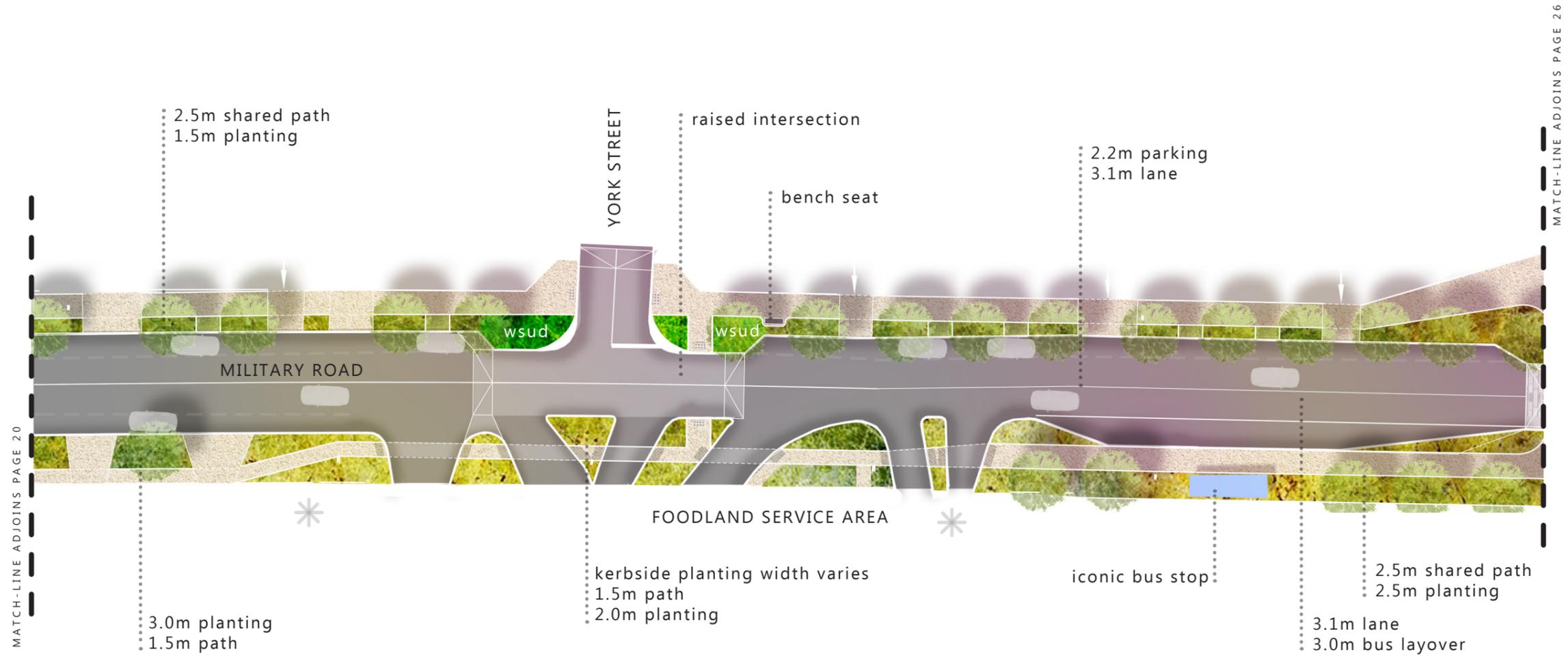


- existing tree
- new tree
- stobie / power pole
- path condition changes

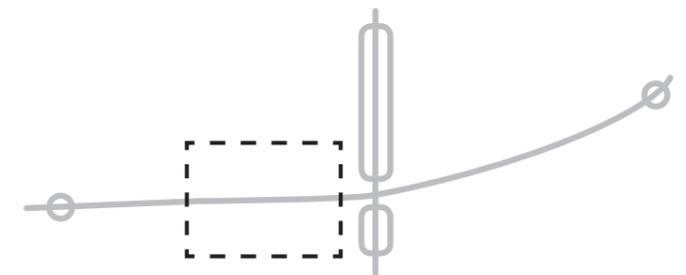


03 CONCEPT

MILITARY ROAD NORTH 2



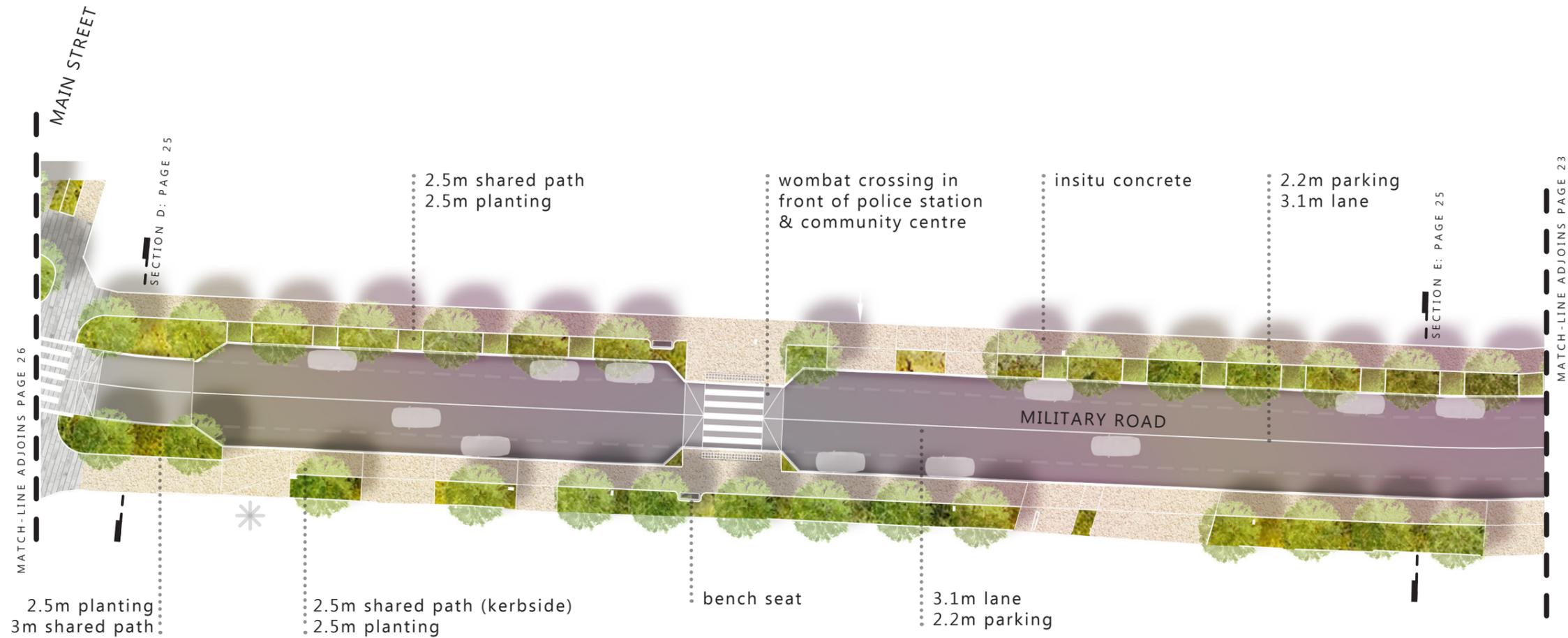
-  existing tree
-  new tree
-  stobie / power pole
-  path condition changes



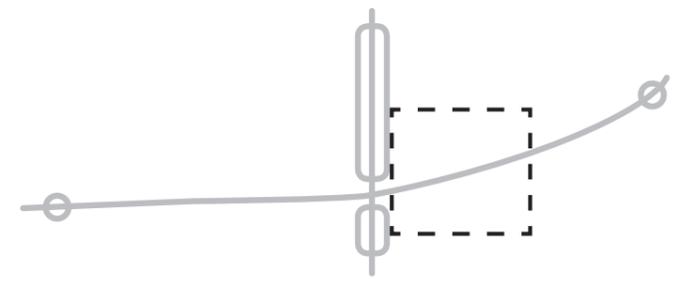


03 CONCEPT

MILITARY ROAD SOUTH 1

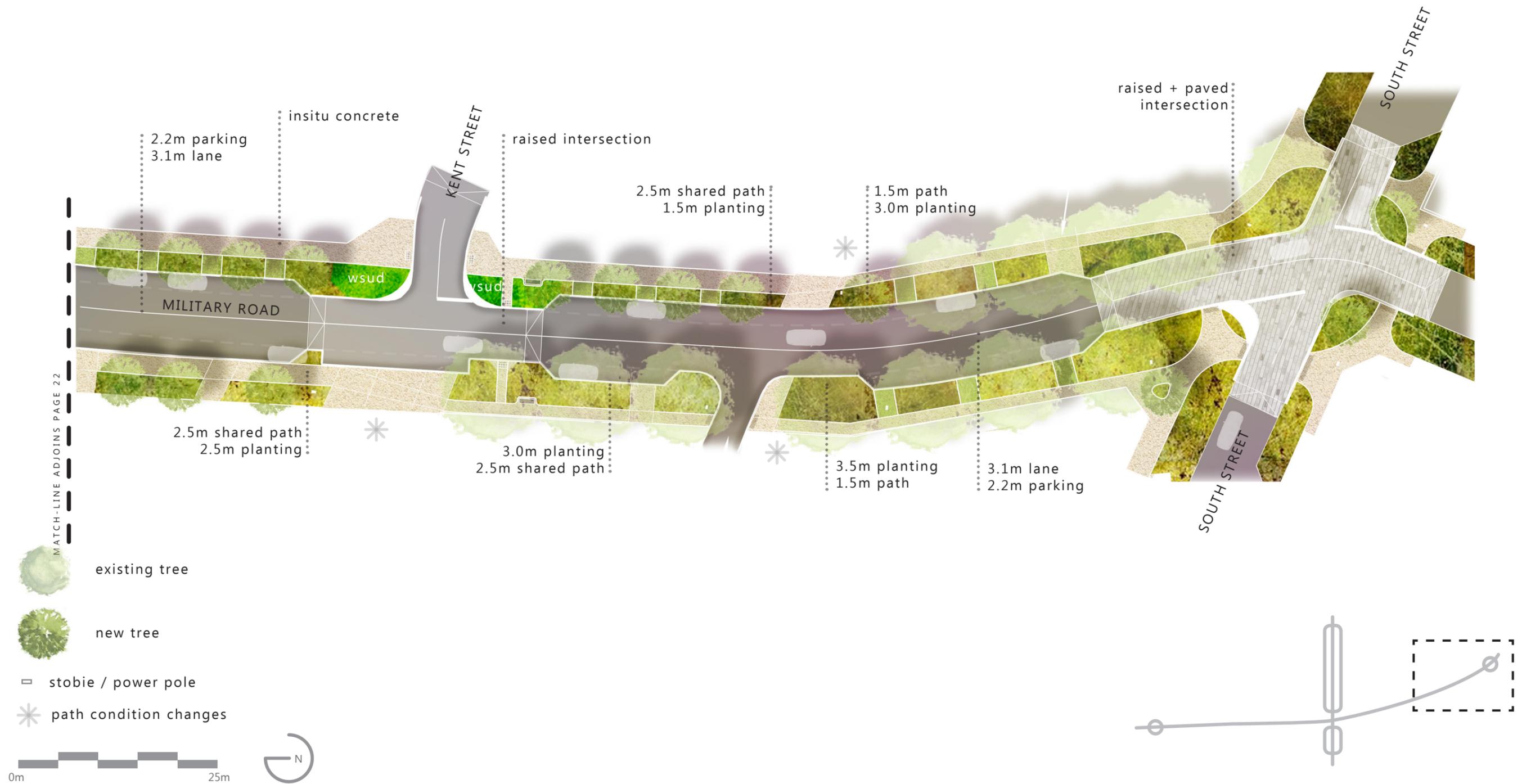


-  existing tree
-  new tree
-  stobie / power pole
-  path condition changes



03 CONCEPT

MILITARY ROAD SOUTH 2

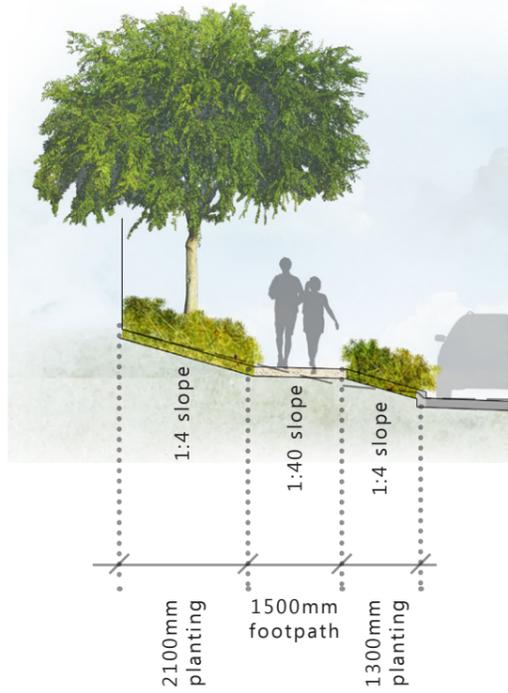




03 CONCEPT

MILITARY ROAD NORTH SECTIONS

SECTION B where retaining does not occur; footpath reduces down to 1500mm



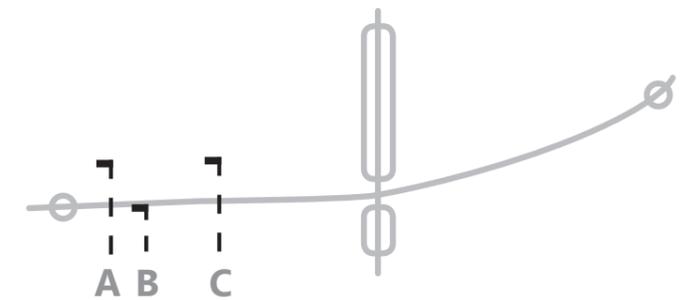
SECTION A



SECTION C



\*trees shown at 10 year maturity



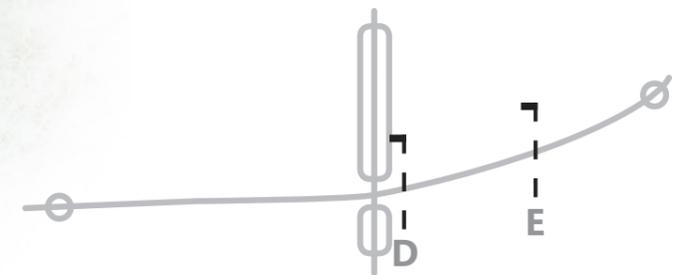


03 CONCEPT

MILITARY ROAD SOUTH SECTIONS



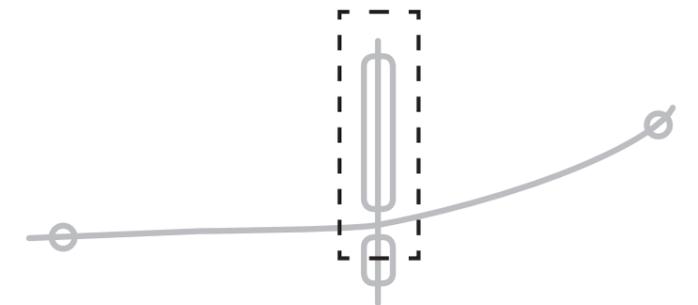
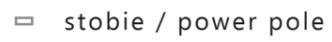
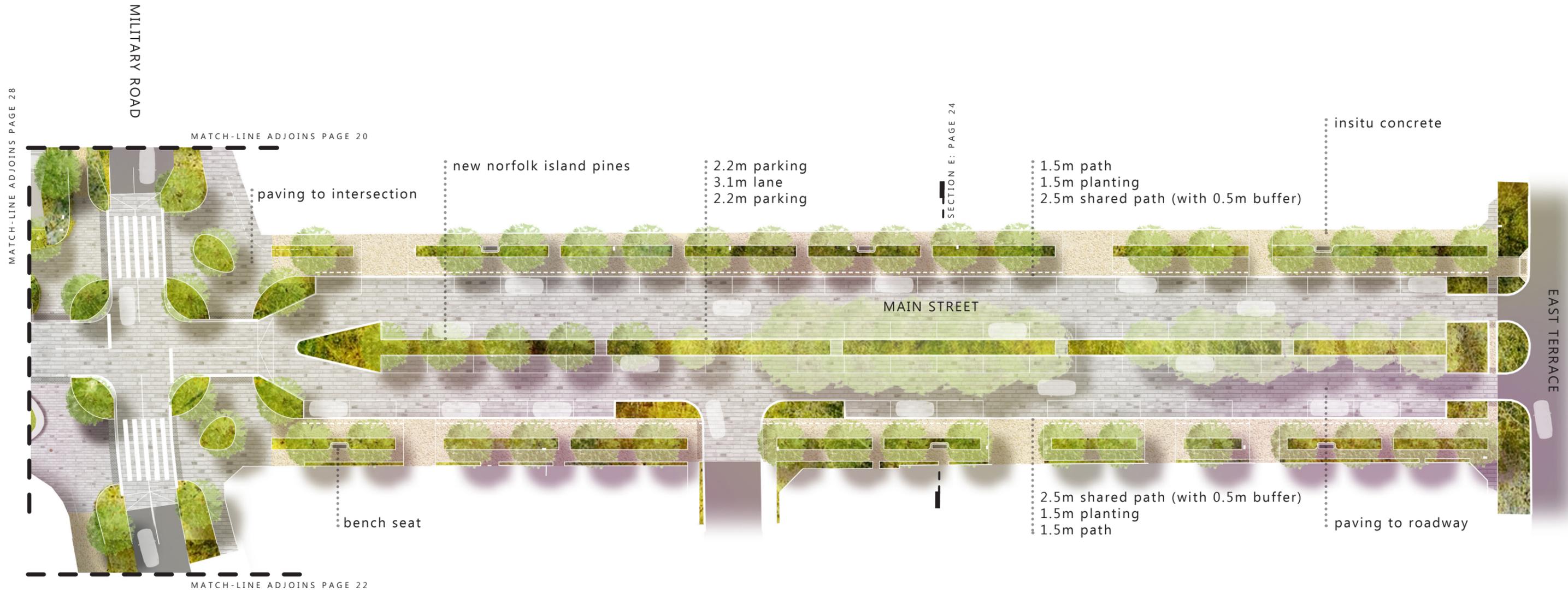
\*trees shown at 10 year maturity





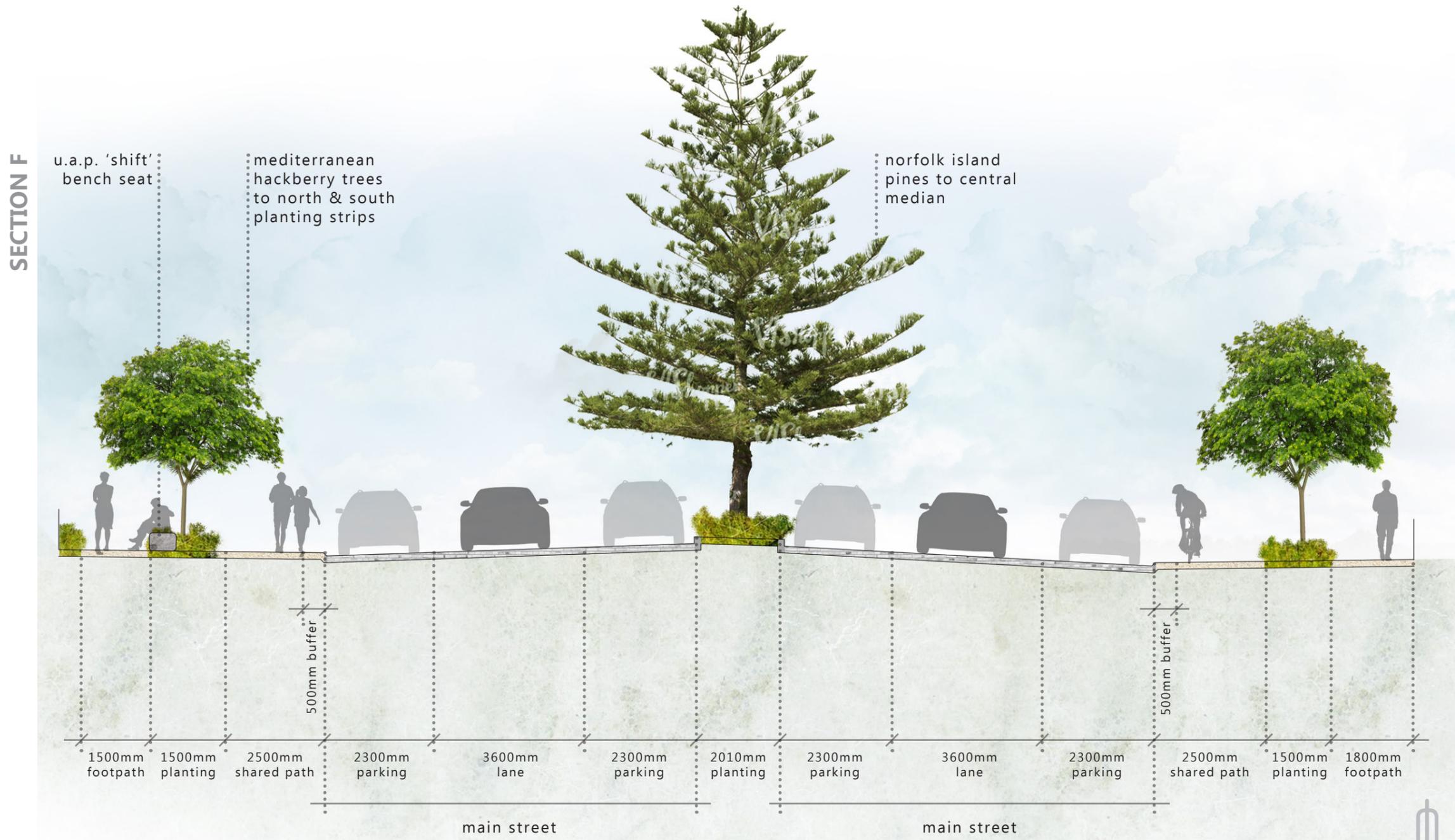
03 CONCEPT

MAIN STREET EAST

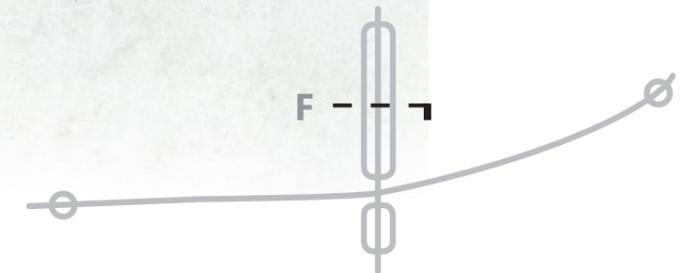


03 CONCEPT

MAIN STREET EAST SECTION



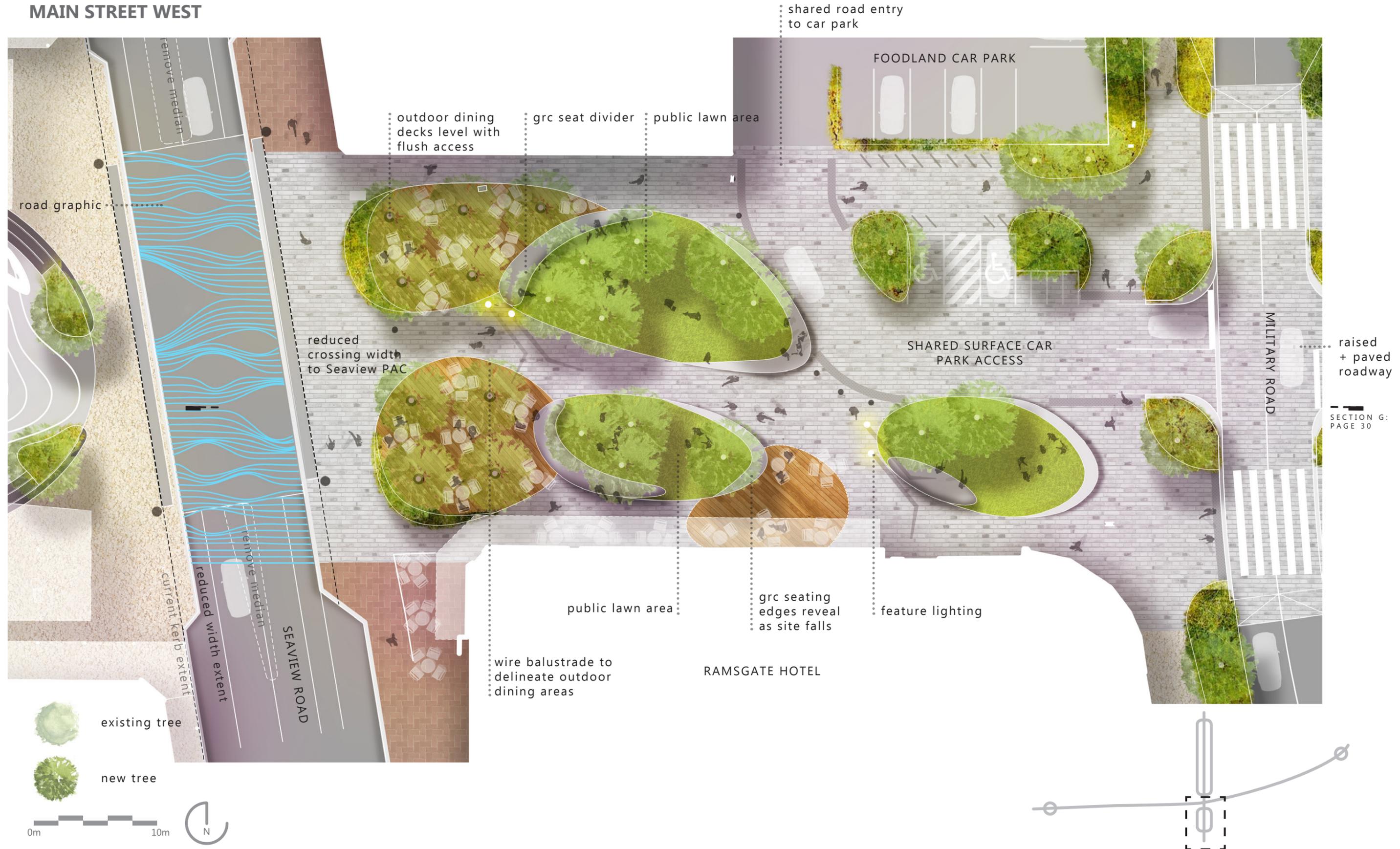
\*trees shown at 10 year maturity





03 CONCEPT

MAIN STREET WEST





03 CONCEPT

MAIN STREET WEST SECTION

SECTION G

mediterranean hackberry trees to military road intersection

500mm edge

ramsgate hotel beyond

escofet 'ful' sculptural lighting

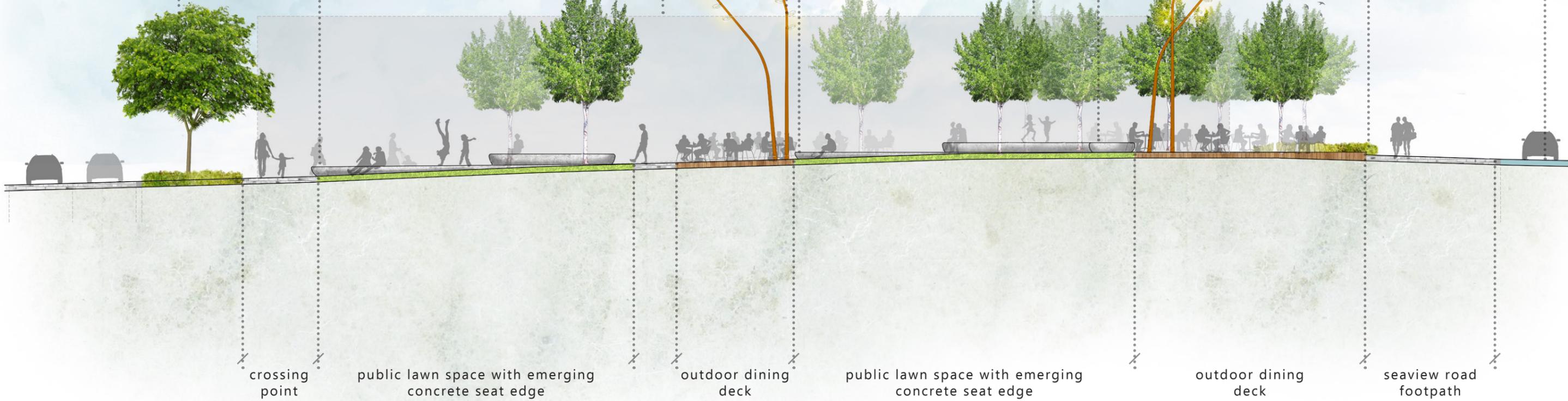
300mm edge

sensation maple trees to plaza

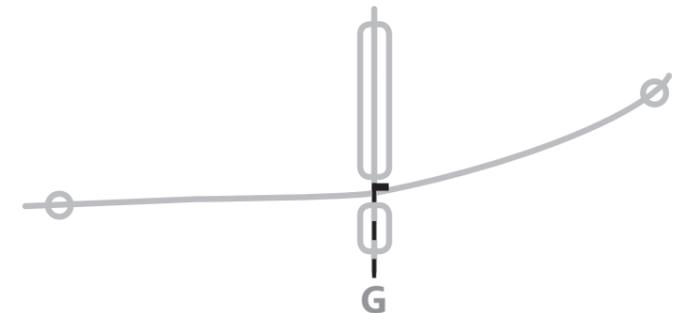
feature concrete seat / divider

reduced width crossing with road graphic

planting buffer to deck level change



\*trees shown at 10 year maturity





03 CONCEPT

MATERIALS

LIGHTING

FEATURE LIGHTING TO MAIN ST WEST: ESCOFET 'FUL'



NEW STREET LIGHTING: WE-EF 'VFL500'



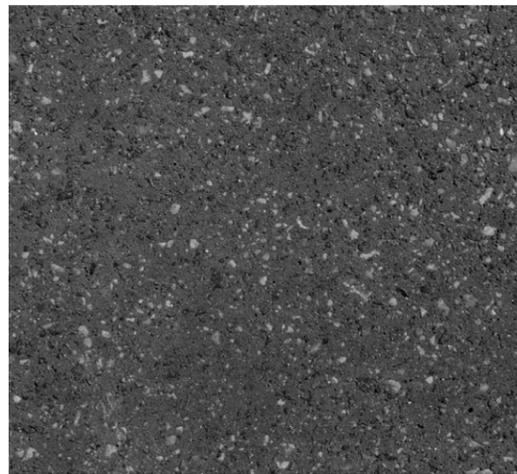
SURFACES



INSITU CONCRETE: 'BAROSSA MOONSCAPE'



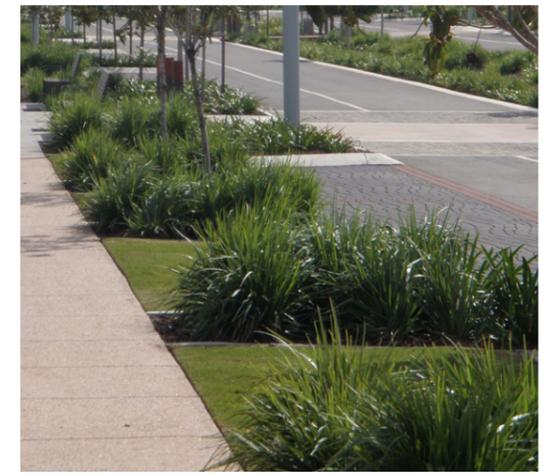
MULTI-TONAL PAVING



BITUMEN



VERGE PLANTING (SEE PLANTING LIST PG 31)



LAWN BREAKS

FURNITURE



BENCH SEAT: UAP 'SHIFT'



BIKE RACK: ARKETYPE 'THE LOAF'



GRC / STONE FEATURE SEATING



03 CONCEPT

ROAD GRAPHIC PRECEDENTS

- + Link Henley Square graphic with new Main Street style
- + Painted onto roadway

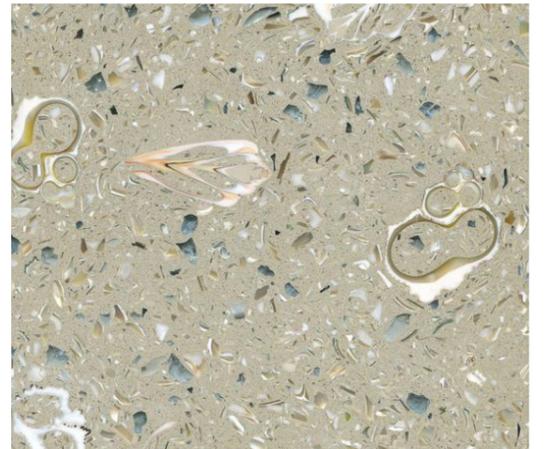
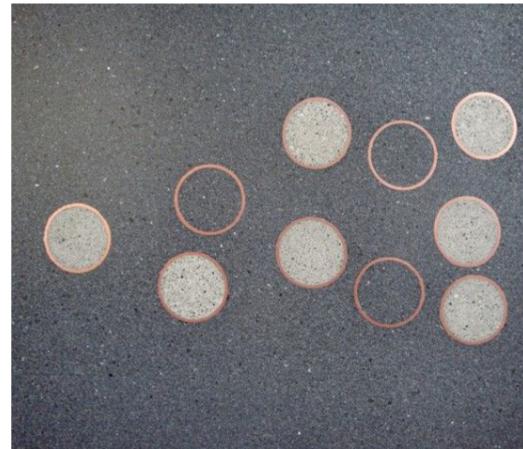
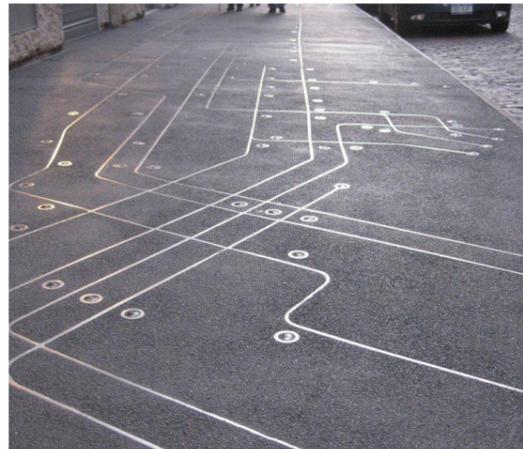
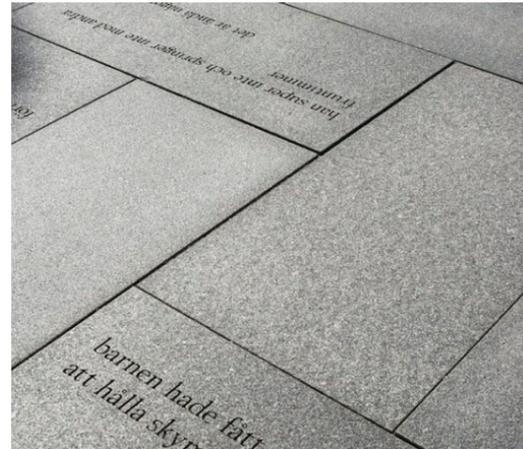
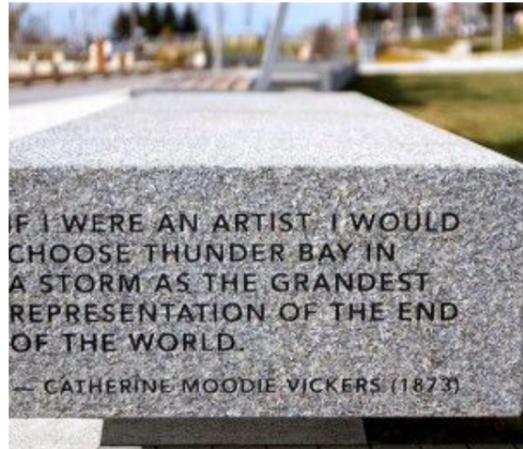




03 CONCEPT

INTEGRATED PUBLIC ART PRECEDENTS

- Concrete footpath + furniture opportunities
- + Sand-blasted / etched graphic
- + Feature inlays



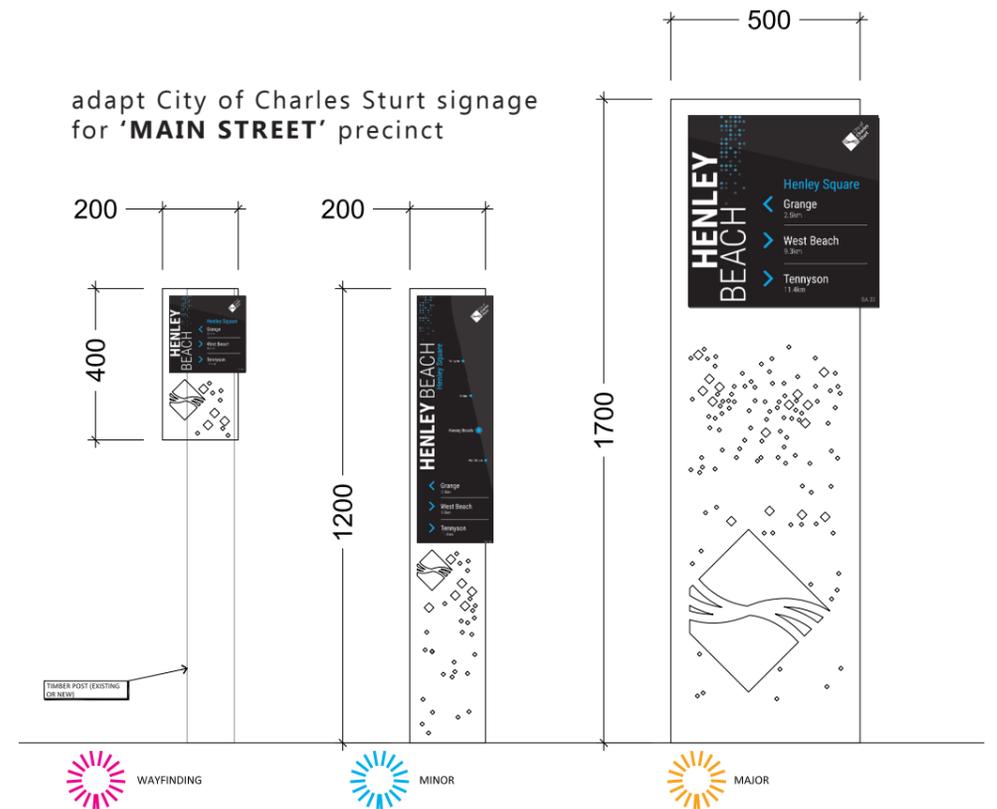
### 03 CONCEPT

#### WAYFINDING

- + Create integrated network throughout Main St Precinct
- + Link to Henley Square & Henley Beach style



adapt City of Charles Sturt signage for 'MAIN STREET' precinct





## SMART TECHNOLOGIES

Smart Technology integrated into activity areas facilitates the use of technology and data to meet people’s needs, support connections and provide a conduit to drive economic activity. In addition, it can support existing services by collecting movement data and better managing energy, resources and services. A Smart-Tech Hub is appropriate where visitors are likely to congregate, rest or gather for entertainment or events, such as at the proposed Main Street Plaza and Henley Square.

We have provided a description of a range of smart technology services for consideration, and classified each into either highly recommended, recommended or for consideration. The map (Figure 1) illustrates possible locations for these services.

### 1.1 SMART-TECH SERVICES

#### 1.1.1 PERSONAL TECHNOLOGY ACCESS

To facilitate use of personal digital technology, there are a number of end user features to provide equitable access to all users including visitors and others who may not have internet subscriptions. This includes the provision of:

1. Public WiFi (preferably free) that supports access to the internet. This could be delivered through collaboration with existing providers rather than rolling out new dedicated infrastructure, and
2. Public charging stations incorporated into public seating or tables for charging phones, tablets and other devices. The cost to implement these technologies is likely to be moderate given that physical connections are likely required to supply power and communication to the greater network.

While there is a cost to the community to provide these services, by providing equitable access these services facilitate better communication, increased local spending and better wayfinding and as such are likely to have positive impact on the area.

#### 1.1.2 TECHNOLOGY-BASED TRANSPORT SERVICES

With provision of services to facilitate access to technology, transport related services that make use of technology can be equitably accessed and used. Applicable services in order of potential benefit include:

#### 1. Bicycle (& other device) parking rails with integrated technologies such as inbuilt locking mechanisms and monitoring.

Secure and accessible bicycle parking facilities encourages mode shift and reduces the number of vehicle trips and vehicle parking demand in an area. The installation could accommodate a charging point for electric bicycles, mobility scooters or other devices currently being introduced such as electric scooters.

#### 2. Ride share or taxi pick-up and drop off zones.

Users can easily book a ride share or taxi service via a digital platform with a nearby allocated pick-up and drop off zone. This reduces both on and off-street car parking demand as well as potentially reducing the number of trips to an area. This has applicability in both shopping and tourist precincts and as such could be considered at the Main Street Plaza or Henley Square.

#### 3. Electric charging stations (vehicles and mobility scooters)

Electric vehicles are considered to reduce carbon emissions, noise and be generally better for the environment than fossil fuel powered vehicles, particularly in a State that sources much electricity from renewable sources. As such, providing prominence and allocated spaces for use of these vehicles may encourage a higher rate of adoption which is in alignment with many key community strategies. While dedication of public parking spaces to these vehicle types may reduce effective utilisation of the spaces, the uptake of electric vehicles is increasing, and spaces are likely to be higher in demand. This would be applicable at any location along Seaview Road or near Henley Square or the Main Street Plaza.

#### 4. Car-share spaces

A car-share space could be provided within the public domain which is booked via a digital platform. This has the potential to provide a somewhat higher value to the allocation of space than a car park but primarily allows for a lower demand for car parking for nearby residential or office/business land uses. Provision of a car share space can somewhat be considered as providing a saving to the private realm but does encourage a more vibrant community and longer-term mode shift. This would be most suitable towards near the Main Street Plaza given the higher density residential and business land uses.

Each of these provisions will have a moderate cost involved but each provide a benefit to the community and as such are considered to be warranted. provide a benefit to the community and as such are considered to be warranted.





## SMART TECHNOLOGIES

### 1.2 INFORMATION AND ATTRACTIONS

#### 1.2.1 INTERACTIVE SIGNS

An interactive sign can be integrated with wayfinding Apps and may include:

- What's On / upcoming events in the City of Charles Sturt
- Cafe and restaurant locations
- Bus timetables
- Cycle routes and bike parking
- Bicycle hire locations
- Languages
- Safety alerts – UV rating, traffic congestion
- Time, weather
- Accommodation
- A space designated for Digital art exhibits

Advertising space on this sign may increase provide a return to the community, with the following requirements:

- Not be too large, obtrusive or emit noise
- Advertise local businesses and/or events only
- May advertise external businesses/events providing they do not compete with City of Charles Sturt businesses

It is noted that the information will require regular updates to be current and useful. This role would be most likely a Council staff member and an assessment of the feasibility (benefit vs cost) should be determined prior to installation. Alternatively, this could be supported via a private company such as those that manage advertising on bus shelters.

#### 1.2.2 CONNECTED PARKING

Connected parking supports sustainability goals by reducing traffic flow, reducing traffic congestion and carbon emissions. A digital platform can be developed to provide accurate and real-time information for off-street and/or on-street car parking. Capabilities can include locating, paying for, and extending a parking session remotely. It can also provide directions to available parking bays, information about parking controls, and alerts of when your parking session is about to expire.

Smart Parking technology utilises fitted, in-ground sensors at off-street parking stations. This can encourage turnover of spaces, assist Council in management of on-street parking and also link to digital wayfinding technologies to reduce the number of traffic movements associated with finding a car park in the precinct.

#### 1.2.3 DIGITAL PLACEMAKING

Digital placemaking and art displays involving dynamic lighting, facades and other features have been used in a number of key events such as during the Fringe along North Terrace in Adelaide as well as Vivid festival in Sydney. While lighting-based displays could attract night time visitors and support the night time vibrancy of the area, there is potential to also carry this into the daytime via more dynamic displays.

There is likely to be a reasonably high cost with this given the cost to install the relevant infrastructure as well as ongoing design and artist costs however it is seen as a great opportunity to develop the place.

## 1.3 INFORMATION, MONITORING AND EFFICIENCY

### 1.3.1 SENSING WASTE BINS

Sensors on waste bins can optimise waste collection by providing real-time data information about how full the bin is and when it needs to be emptied. In addition, technologies can operate inbuilt compactors to condense the rubbish when it reaches a certain level. This enables a 120-litre bin to hold up to 960 litres of rubbish. Once the bin reaches a desired fill level and the rubbish can't be compacted any further, the sensor will notify the City's cleansing team via a digital platform that the bin needs to be emptied.

Emptying the bins only when needed would particularly improve Henley Square and the Main Street Plaza during peak season by preventing rubbish from overflowing and spilling onto the footpath and reducing labour costs when not required. This has the potential to be located throughout the precinct but may be trialled initially at the Main Street Plaza.

### 1.3.2 TRAFFIC, BICYCLE OR PEDESTRIAN COUNTERS

There are a number of permanent counters available to collect data on traffic, cyclist or pedestrian use of the public realm. This can include the use of traditional tube counters, video recorders, and radar or other counters.

These can provide vital information as to seasonal use of the precinct and minimise the use for other data collection required. Good practice is to link this information to digital displays that provide this information to users of the street. This can be useful for example in encouraging mode shift.

### 1.3.3 ENVIRONMENTAL MONITORING

Sensors can monitor a range of environmental factors such as CO2, UV, dust, sound and temperature. This data can then be used to identify the areas where improvement is needed and track localised long-term conditions of the area. With the urban heat island effect a large contributor to heat retention in urban environments, this may provide good localised metrics on how actions undertaken in the precinct may reduce the effect.

This information can be relayed to the public via incorporation into other digital signage.

### 1.3.4 ADAPTIVE LIGHTING

Smart technology on street lights can improve efficiencies by allowing for on-demand smart lighting and energy conservation. With real-time monitoring of street lights, outputs can include; automated fault detection alerts, manage the brightness of the street lights, and automatically adjust lighting based on sunset/sunrise and periods of activity. While this has the potential to reduce energy use and extend the life of luminaires, with the uptake of more efficient LED luminaires the potential savings are reduced. While applicable for the greater precinct, the cost of implementing such a technology at this stage is not considered worthwhile to the benefits it can provide.

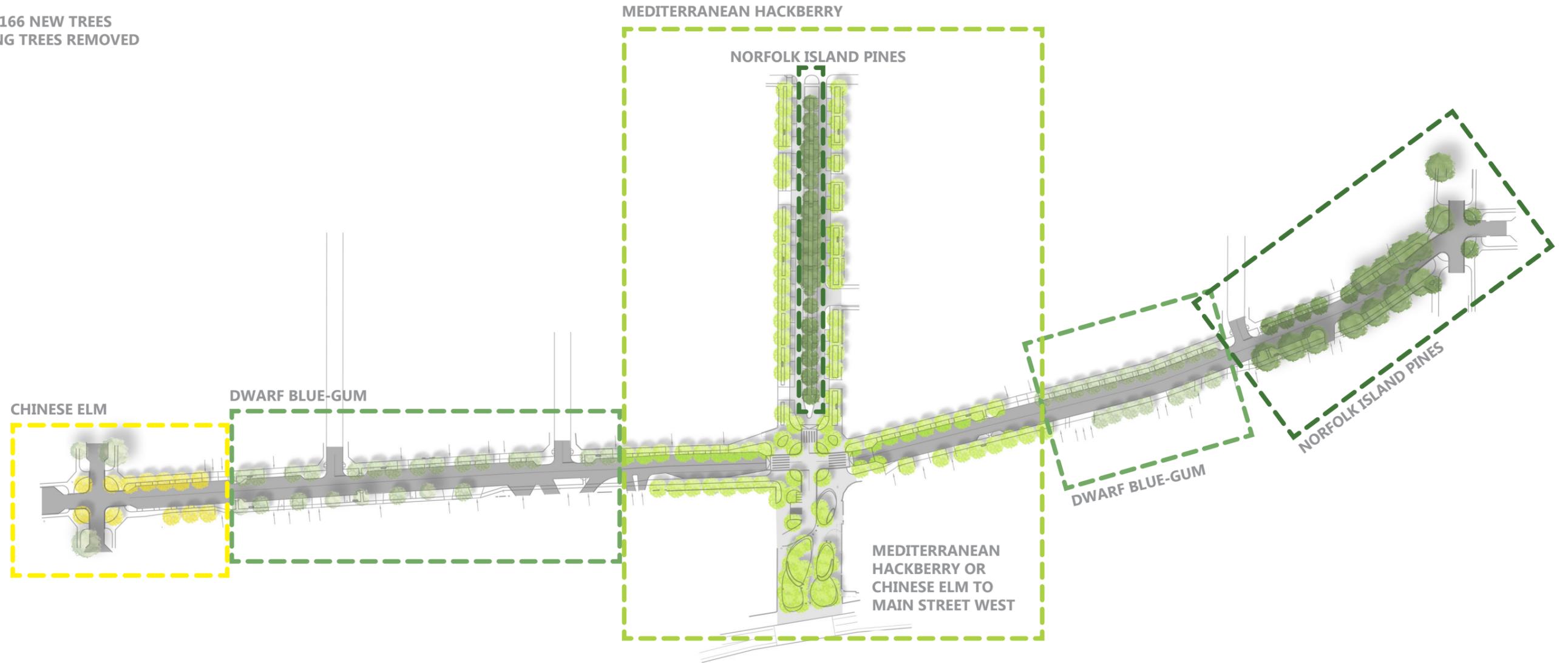
However, in addition to management of light output, smart lighting technologies such as those that can be programmed to display certain colours or outputs may be useful in creating a 'place' feel as discussed earlier.



03 CONCEPT

TREE SPECIES MASTER PLAN

APPROX 166 NEW TREES  
6 EXISTING TREES REMOVED



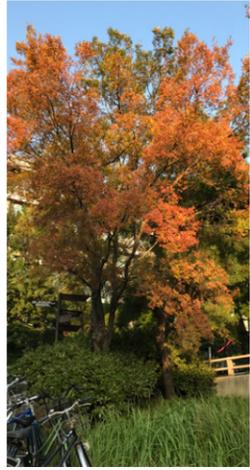


### 03 CONCEPT

The following pages demonstrate a selection of hardy, ornamental plants that are well suited to a public, coastal environment.

#### TREES

Chinese Elm . *Ulmus parvifolia*



Norfolk Island Pine . *Araucaria heterophylla*



Dwarf Blue-Gum . *Eucalyptus 'Euky Dwarf'*



Mediterranean Hackberry . *Celtis australis*



03 CONCEPT

PLANTS



Top Row  
 Ajuga reptans  
 Anigozanthos flavidus  
 Arthropodium cirratum  
 Austrostipa stipoides  
 Centaurea cineraria  
 Chrysocephalum apiculatim  
 Conostylis candicans  
 Caspedia glauca  
 Dampiera linearis  
 Darwinia 'Seaspray'

Bottom Row  
 Dianella Caerulea  
 Dietes grandiflora  
 Hardenbergia comptoniana  
 Isopogon anemonifolius  
 Leucophyta brownii  
 Lomandra 'Tanika'  
 Myoporum parvifolium  
 Poa labillardieri 'Eskadale'  
 Scaevola aemula  
 Senecio serpens



