

# SCARBOROUGH BEACH ROAD WEST ACTIVITY CORRIDOR

Scarborough Beach Road

## LANDSCAPE MASTERPLAN REPORT

FINAL DRAFT

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## 1.0 Background and Introduction

Scarborough Beach Road has long provided a popular connection from the City of Perth to the coast. As the population increases so does the pressure on Scarborough Beach Road. It has been important to adopt a smart long term strategy to promote appropriate infrastructure and development along the road.

The Department of Planning on behalf of the Western Australian Planning Commission has collaborated with key government agencies to develop the Scarborough Beach Road Activity Corridor Framework. The framework establishes a vision for the Scarborough Beach Road activity corridor and includes principles and development objectives along its length. It guides built form development and transport infrastructure to ensure both are complementary and coordinated along the entire road from North Perth to Scarborough.

This Landscape Masterplan Plan Report acknowledges the key priority for Scarborough Beach Road which is to plan for infrastructure that supports the community with a focus on improved public transport, cycling and pedestrian facilities to help reduce a reliance on car transport. It seeks to improve the public realm streetscape and provide greater opportunities for commercial, retail and residential redevelopment along appropriate sections of the road.

To conclude, the report sets out how the landscape masterplan can be implemented moving forward in the short, medium and long term.



Gildercliffe Street Looking East Along Scarborough Beach Road

## 2.0 Landscape Appraisal

Situated through Perth's inner north-western suburbs, Scarborough Beach Road provides an integral means of access to residential, commercial and retail areas between North Perth and Scarborough Beach. The Western section of the study corridor is the focus of this report and extends from West of Stirling City Centre, through Doubleview to East of Scarborough Beach.

### 2.1 Summary & Key Issues

This section of Scarborough Beach Road has reasonably high speed with traffic travelling up to 60kph and the undulating nature of the topography has resulted in a poor level of pedestrian and vehicle visibility and safety and the road segregates the community along its length. There is a lack of regular safe crossing points and median strips offer little space and sense of safety from the high traffic volumes.

Continuous pedestrian paths are constructed to varied quality and widths. There is a general lack of street vegetation and trees resulting in pedestrians and properties having little protection from the sun and busy road.

Elevated power lines dominate the immediate skyline. The power lines are visually intrusive and ugly in appearance and add to the cluttered feel of verges.

No cycling facilities exist along this section of Scarborough Beach Road and existing topography further discourages users.

Limited, good quality existing vegetation and mature trees adjacent to the main street should be protected where possible. There will be a threat of further loss due to proposed widening.

Existing, valued view corridors should be enhanced and where possible not impeded.

There is a lack of pedestrian amenity and poor connectivity of the existing public realm network to major parks.

## 2.2 Site Analysis

The following photos illustrate the characteristics of the corridor and are used to demonstrate the landscape issues to be addressed.





1. Muriel Avenue Looking East Along Scarborough Beach Road

Physical Condition

Tired street furniture and pavements, verge clutter, minimal vegetation.

Character & Sense of Place

Urban city approach East of Munro Reserve.

Connectivity & Legibility

Poor signage and no obvious links to key areas of public open space on and around the study area.

Pedestrian Environment & Visual Amenity

Lack of harmonious streetscape and elements. Limited crossing points.

Public / Private Interface

Fencing and some shrub planting. Car parking on verge.

Infrastructure & Servicing Integration Issues

Unightly overhead power lines.

Designing Out Crime (CPTED)

Limited street lighting. Low walls, fencing and vegetation with high visual permeability

Management & Maintenance Issues

Current maintenance issues are minimal as there is nominal public realm landscape.



2. Grant Street Looking North West along Scarborough Beach Road

Physical Condition

Minimal street furniture and vegetation.

Character & Sense of Place

Good views to city and northern suburbs.

Connectivity & Legibility

Poor signage and no obvious links to key areas of public open space on and around the study area.

Pedestrian Environment & Visual Amenity

Lack of harmonious streetscape and elements. Limited crossing points.

Public / Private Interface

High walls and some small trees in private gardens.

Infrastructure & Servicing Integration Issues

Unightly overhead power lines. Uninspiring, featureless road.

Designing Out Crime (CPTED)

Limited street lighting. High walls, fencing and vegetation limits surveillance.

Management & Maintenance Issues

Current maintenance issues are minimal as there is nominal public realm landscape.



3. Princess Road Looking South East along Scarborough Beach Road

Physical Condition

Minimal street furniture in average condition, tired pavements, verge clutter. Some good quality mature trees.

Character & Sense of Place

Busy road with views to city.

Connectivity & Legibility

Limited signage and no obvious links to key areas of public open space on and around the study area.

Pedestrian Environment & Visual Amenity

Lack of harmonious streetscape and elements. Limited crossing points.

Public / Private Interface

Fencing and some small to large tree and shrub planting.

Infrastructure & Servicing Integration Issues

Unightly overhead power lines. Uninspiring, featureless road.

Designing Out Crime (CPTED)

Limited street and car park lighting. Lots below road level have poor surveillance potential.

Management & Maintenance Issues

Current maintenance issues are minimal as there is nominal public realm landscape.



4. Alice Street Looking North West along Scarborough Beach Road

Physical Condition

Good quality mature trees in Munro Reserve, tired pavements with minimal street vegetation.

Character & Sense of Place

Munro Reserve provides a green established retreat from the busy road.

Connectivity & Legibility

Poor signage and no obvious links to key areas of public open space on and around the study area.

Pedestrian Environment & Visual Amenity

A fast bend with small median and limited crossing points.

Public / Private Interface

Medium height fencing and some shrub planting.

Infrastructure & Servicing Integration Issues

Unightly overhead power lines. Uninspiring, featureless road.

Designing Out Crime (CPTED)

Limited street and reserve lighting. Parts of Munro Reserve obscured from view.

Management & Maintenance Issues

Munro reserve requires maintenance access from side streets.





5. Grand Promenade Looking East Along Scarborough Beach Road

Physical Condition

Minimal street furniture and tired pavements, verge clutter, minimal vegetation

Character & Sense of Place

Small retail hub with car parking.

Connectivity & Legibility

Poor signage and no obvious links to key areas of public open space on and around the study area.

Pedestrian Environment & Visual Amenity

Lack of harmonious streetscape and elements. Limited crossing points.

Public / Private Interface

Low fencing and some low shrub planting in front gardens. No trees in car park.

Infrastructure & Servicing Integration Issues

Unightly overhead power lines. Uninspiring, featureless road.

Designing Out Crime (CPTED)

Limited street and car park lighting. High visibility across road corridor.

Management & Maintenance Issues

Current maintenance issues are minimal as there is nominal public realm landscape.



6. Gildercliffe Street Looking North To Scarborough Beach Road

Physical Condition

Minimal street furniture. Higher quality pavements and road surface. Some good quality semi-mature trees.

Character & Sense of Place

Civic Centre access with more informal access and street layout.

Connectivity & Legibility

Some aging signage, pedestrian pathways and numerous parking bays.

Pedestrian Environment & Visual Amenity

Streetscape has a good continuity and safe feel through paving type and layout.

Public / Private Interface

Low fencing and some low shrub planting in front gardens. No trees in car park.

Infrastructure & Servicing Integration Issues

Unightly overhead power lines. Uninspiring, featureless road.

Designing Out Crime (CPTED)

Limited lighting. Some hidden, narrow alley ways.

Management & Maintenance Issues

Current maintenance issues are minimal as there is nominal public realm landscape. Some household waste bins on verge areas not adjacent to property.



7. Deanmore Street Looking East Along Scarborough Beach Road

Physical Condition

Minimal, poor quality street furniture and tired pavements, verge clutter, worn grass verges.

Character & Sense of Place

Coastal approach, urban residential with undulating road topography.

Connectivity & Legibility

Poor signage and no obvious links to key areas of public open space on and around the study area.

Pedestrian Environment & Visual Amenity

Lack of harmonious streetscape and elements. Small grass verges. Limited crossing points and trees.

Public / Private Interface

Low/medium walls and some shrub planting. Car parking on grass verge.

Infrastructure & Servicing Integration Issues

Unsightly overhead power lines.

Designing Out Crime (CPTED)

Limited street lighting. Low walls, at lot entrances with limited street visibility.

Management & Maintenance Issues

Minimal maintenance required for areas of grass verge, no street parking for maintenance access.

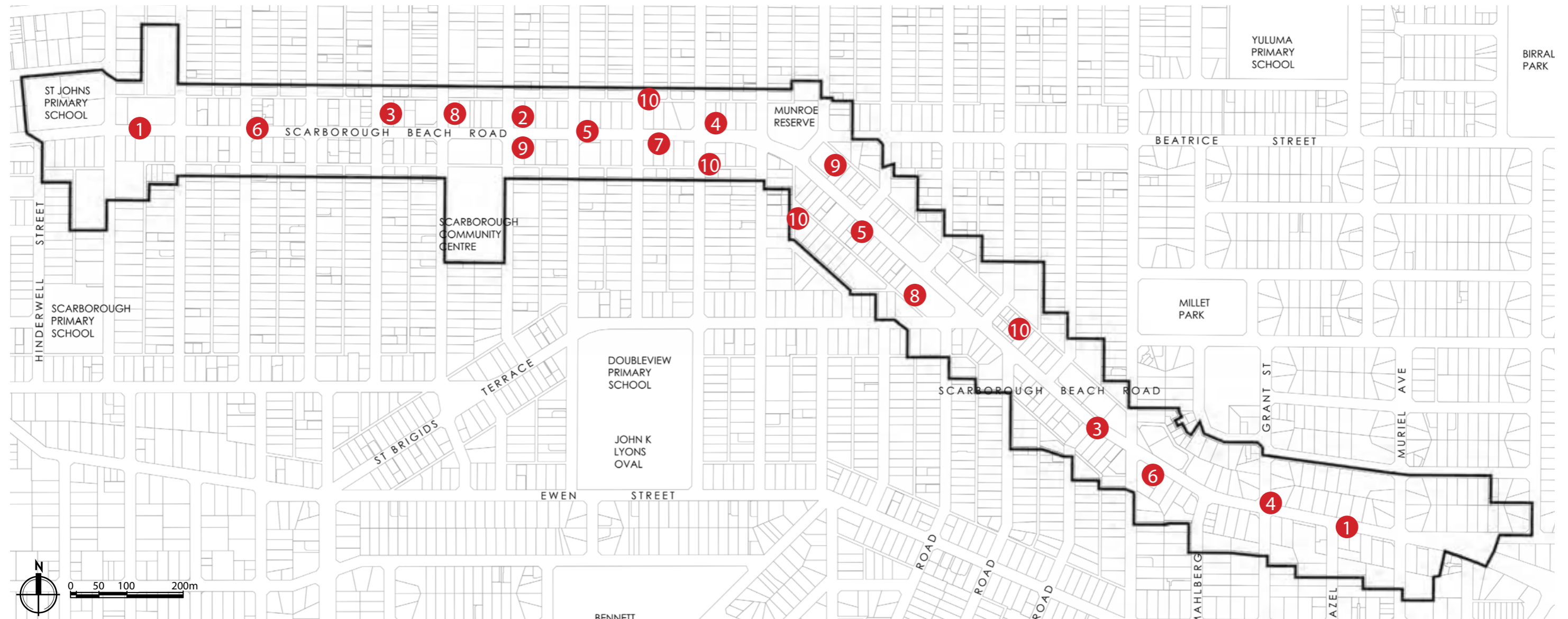
### 3.0 Landscape Opportunities

The landscape appraisal and site analysis reveal many opportunities to improve the streetscape. The poor physical condition and quality of much of the main street such as pathways, street furniture, general lack of trees and public facilities presents a key opportunity to enhance the public realm. Side streets and laneways represent further opportunities to extend improvements into surrounding areas and form strong connections to public facilities beyond the study corridor. Existing views and vistas can be retained, enhanced and framed through considered landscape design. Key areas of public open space and streetscape can respond to the surrounding land use becoming more accessible with potential to activate into lively, safe community spaces.



### 3.1 Redevelopment, Revitalisation, Enhancement & Key Aspirations

The following diagram shows points within the study corridor which will typically benefit from some degree of redevelopment and enhancement. These aspirations start to set out the broad approach and guide the vision for the landscape plan.



- ① Long term upgrade to Scarborough Beach Road with the addition of dedicated transit lanes and generous pedestrian facilities.
- ② New medium density mixed use developments to face onto the road providing new housing opportunities, creating a sense of arrival to an improved Doubleview Village area whilst minimising impact on existing residential areas.
- ③ Create comfortable, interesting and safe routes for pedestrians and cyclists. Enhancing the quality, identity, comfort, accessibility and usability of public areas, street, parks and civic areas.
- ④ The interface between new development and the road will be enhanced by high-quality landscaping and street furniture.
- ⑤ Creation of a lively 'Main Street' feel giving way to pleasant tree lined streets.
- ⑥ Street trees will help frame the road, providing natural protection from weather elements and buffering noise from traffic using the road.
- ⑦ Although nil to minimal setbacks would be encouraged, small gathering spaces coinciding with active ground floor retail in higher pedestrian trafficked areas may provide positive informal meeting places.
- ⑧ Access from Scarborough Beach Road to larger redeveloped amalgamated lots to be rationalised or where possible connect into existing side street or laneways.
- ⑨ On-site car parking should be located behind buildings though in mixed use centres on street parking to remain.
- ⑩ The area has a very good network of local laneways that provide an opportunity to become new activated public realm spaces.

### 3.2 Renewable Energy & Environmental Integration

The landscape will help to meet sustainable objectives by creating a sustainable urban community incorporating the following objectives.

#### Objectives

To employ widespread use of energy efficient landscaping techniques to reduce the carbon footprint and to create a more sustainable environment.

To use water sensitive urban design (WSUD) techniques to reduce water usage and create a more sustainable environment.

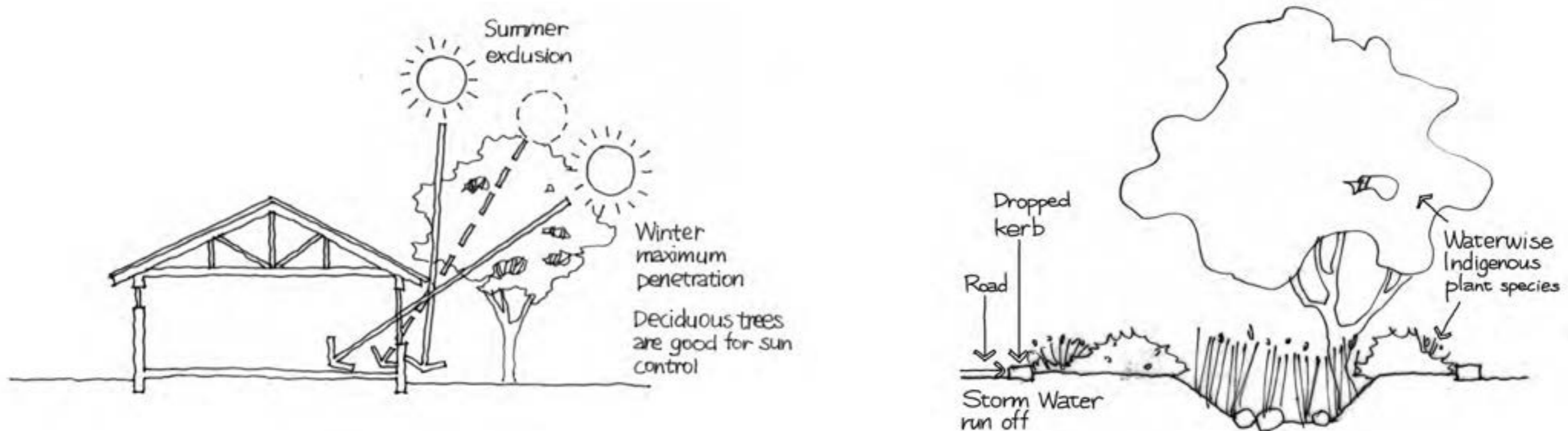
To achieve these objectives the landscape design will seek to meet the following design criteria.

The positioning and species selection of new tree planting along the main street, side streets and laneways will be well considered to provide good levels of solar access to property, positive microclimate effects, wind speed and urban heat sink reduction. The provision of shade to buildings will help to reduce cooling costs and planting windbreaks will slow winds near buildings which will reduce heat loss.

The landscape design will integrate urban water management to reduce the impact of the development on the natural water cycle. Collection and recycling of stormwater run-off into drainage swales and rain gardens will help to passively irrigate garden beds and trees. Water can be saved through use of native waterwise plant species which require less water and mulching of garden beds will reduce water loss due to evaporation. Irrigation could also be achieved from grey (waste) water recycling techniques.

Permeable paving can be used to reduce stormwater run-off and to allow rain water to infiltrate the ground and replenish ground water. High reflective paving can help reduce the urban heat island effect. Installation of solar lighting technology in areas of public open space and LED lighting in streetscapes will help to reduce power consumption and lower the carbon footprint of the corridor.

Use of sustainably harvested wood, composite wood products for street furniture and landscape products which are recyclable and contain recycled materials such as glass and rubber.



## 4.0 The Landscape Plan & Strategies for Delivery

### 4.1 Vision Statement & Guiding Principles

The Scarborough Beach Road West corridor will have a strong landscape infrastructure creating a recognisable destination and route. Quality landscape elements will seek to retain the character of the surrounding area whilst creating a safe, pedestrian friendly environment with enhanced visual amenity. Vibrant, shared spaces will encourage social and environmental awareness enhancing users experience whilst having a positive effect on property values.

#### Guiding Principles

1. Tree species, stature and scale relates to streetscape space creating a 'green' corridor.
2. Vegetation generates shade for pedestrians whilst positioning maintains valued view corridors.
3. A sustainable landscape capable of thriving without permanent irrigation.
4. Streetscape reinforces local character and sense of place.
5. Public realm detailed with a cohesive suite of streetscape elements.

The following images show indicatively how the study area could be transformed under this Landscape Vision.



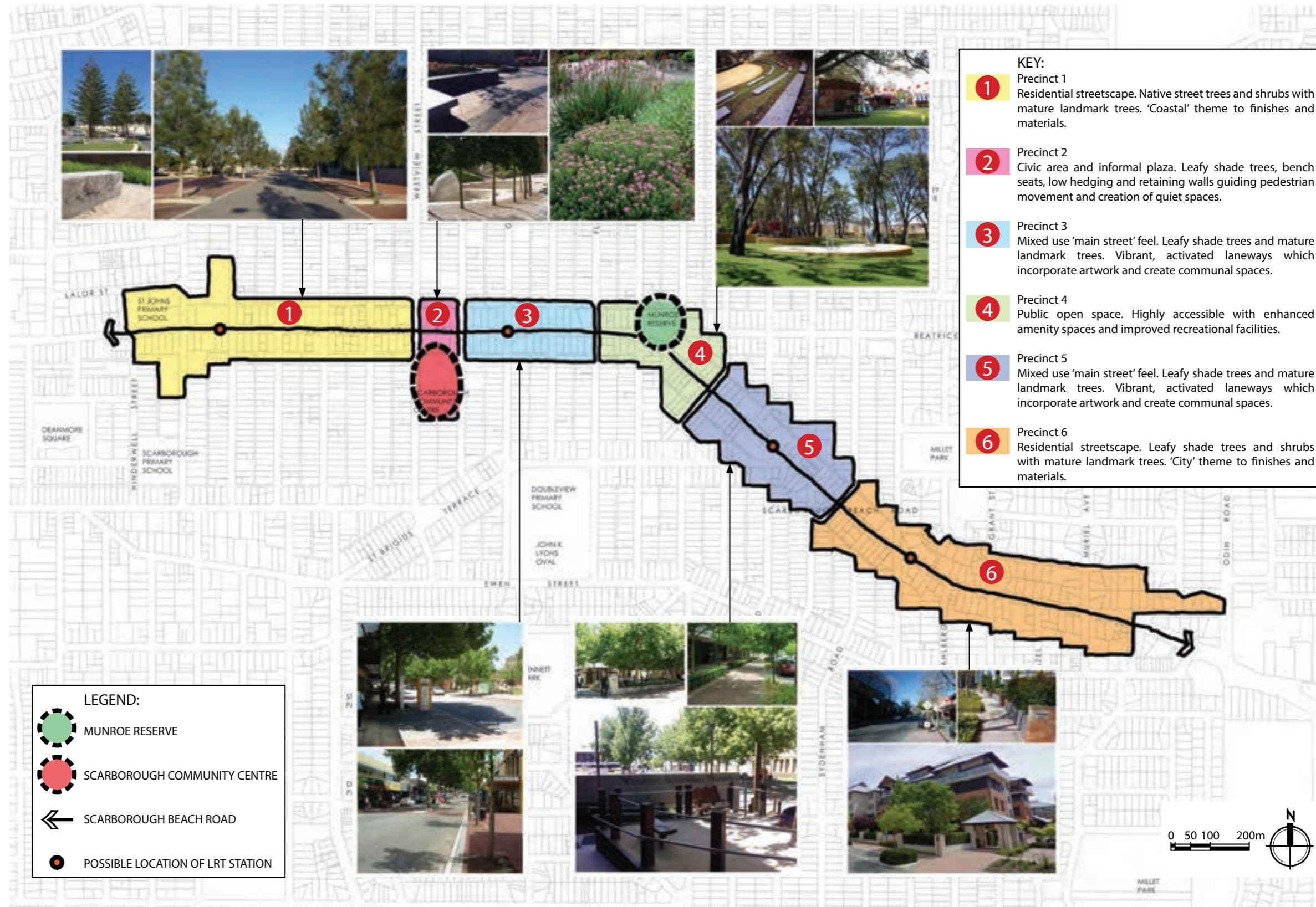
Gildercliffe Street Looking East Along Scarborough Beach Road



Artist Impression following redevelopment

### 4.1.1 Landscape Precincts

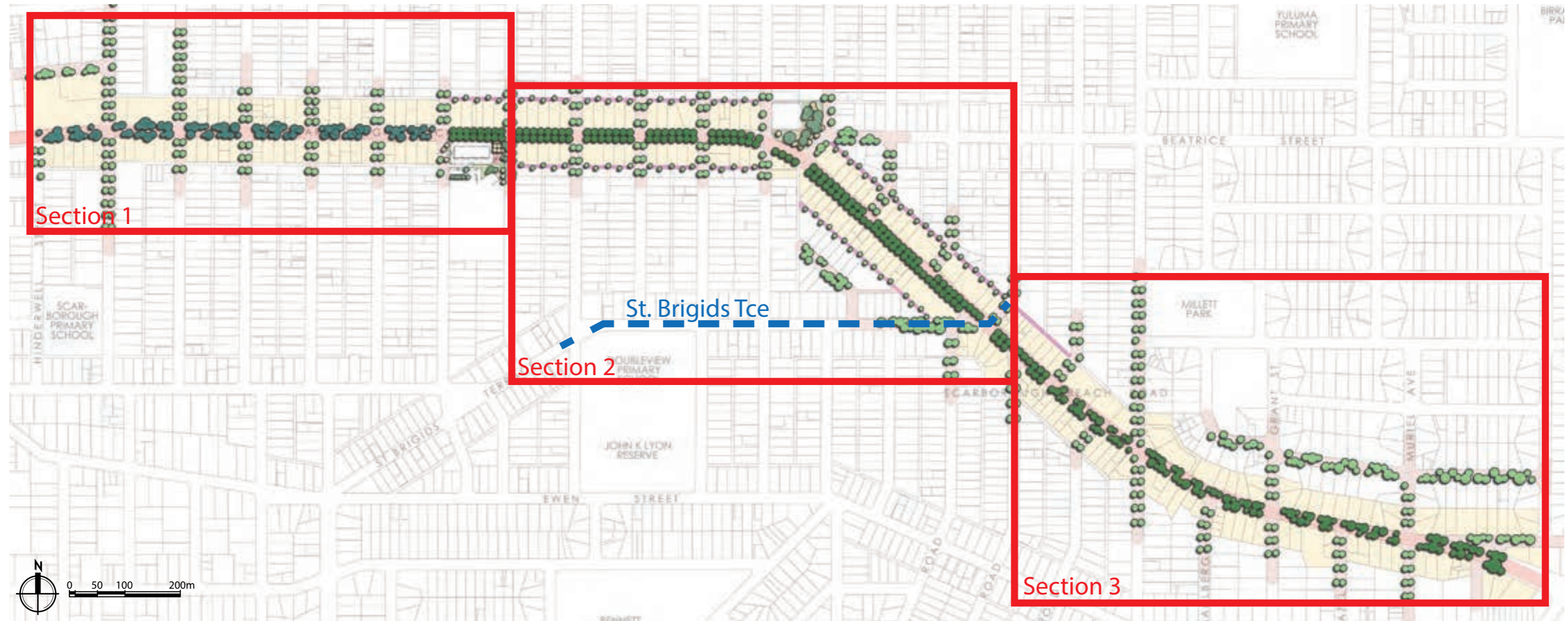
To achieve the vision it is proposed to adopt a strategy of neighbourhood definition through a series of precincts and implement the landscape through recommended detailed design responses and planning recommendations. The precincts will respond to the surrounding land use and geographic location through considered layout, plant species, street furniture and use of materials. Each precinct will have an identity in response to its context whilst maintaining continuity through carefully selected suites of street furniture and signage. Progression along the study corridor will suggest links to the City and Coast.



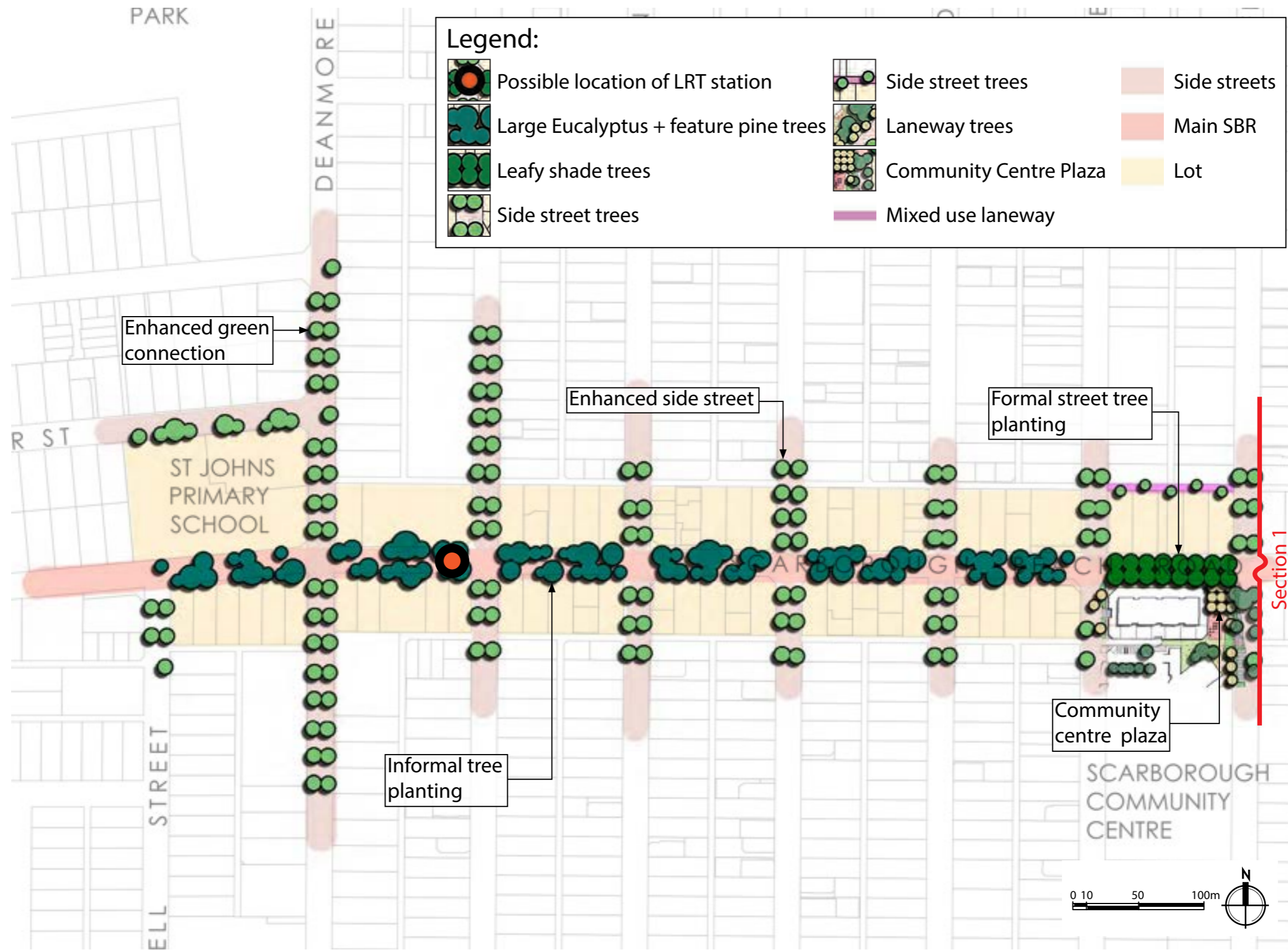


#### 4.1.2 Landscape Masterplan

The Landscape Masterplan follows the key guiding principles linking the precincts, side streets and laneways to create a distinct green 'urban street' public domain that compliments existing public areas, enhances the quality of the public realm, provides a safe and accessible pedestrian environment and accommodates future public transport infrastructure. The proposed landscape, material selection and arrangement will draw its inspiration from the unique Western Australian natural landscape and Scarborough Beach Road's proximity to the coast and city. A green corridor of new shade trees and garden beds will frame the main street and mature trees of good retention value will be retained where possible.



Landscape Masterplan - Key Plan



Landscape Masterplan - Section 1



Landscape Masterplan - Section 2



## 4.2 Landscape Types

### 4.2.1 Public Open Space

Two key areas of public open space adjoin the study area, the existing Community Centre and Munro Reserve. The landscape plan proposes to enhance these areas by retaining existing features which add to the landscape value and promote sense of community through additional facilities, function and space activation. Other areas of public open space present themselves as smaller, incidental spaces, nestled amongst the built form.



Key Plan

## 1. Community Centre Plaza

The proposed Community Centre Plaza will contain a series of walled and open spaces, with seating and shade trees. Ornamental tree species will provide colour, fragrance and calming effect. Community artwork will feature as sculptures, signage or furniture. Green walls, raised planters and garden beds will house bird and insect attracting plant species and offer information at a glance to promote sustainability and conservation. Road and paving materials will complement each other incorporating the surrounding side street and main road creating a distinctive and unified space.

### Critical aspects of the design:

- Large enough to service large events and small enough to be create intimate space.
- Universal access for the elderly, children and disabled.
- Easy vehicle access.
- Shade during summer and access to the sun during winter.
- Good safety during the day and night.
- Some protection from the wind and rain.
- High percentage of hard landscape treatment integrated into the built urban form to allow for events and alfresco seating.
- Planters and trees to soften the space.
- Direct pedestrian and cycle connection to the broader network.



Community Centre Plaza - Plan



Community Centre Plaza - Perspective



Community Centre Plaza - Laneway



Community Centre Plaza - Plaza

## 2. Munro Reserve

Munro Reserve will be enhanced to become a high use recreational space housing play facilities, kick about spaces and barbecue facilities. The space will respond and be activated through building use which will house commercial businesses on the ground floor and residential above. Open spaces have the potential to serve as a business incubator and to cater for community pop up events. Existing mature trees will be retained and a water feature or large sculptural artwork will provide a focal point to this 'jewel' reserve on the apex of the main street corridor.

### Critical aspects of the design

Good passive surveillance from the surrounding neighbourhood with clear view lines into the reserve from the adjoining homes and streets  
Direct pedestrian and cycle connection to the broader network and clear points of access.  
Universal access for the elderly, children and disabled.  
Shade during summer and access to the sun in winter.  
Good safety during the day and night.  
Some protection from the wind and rain.  
Regular maintenance to ensure the space is safe and regularly used.

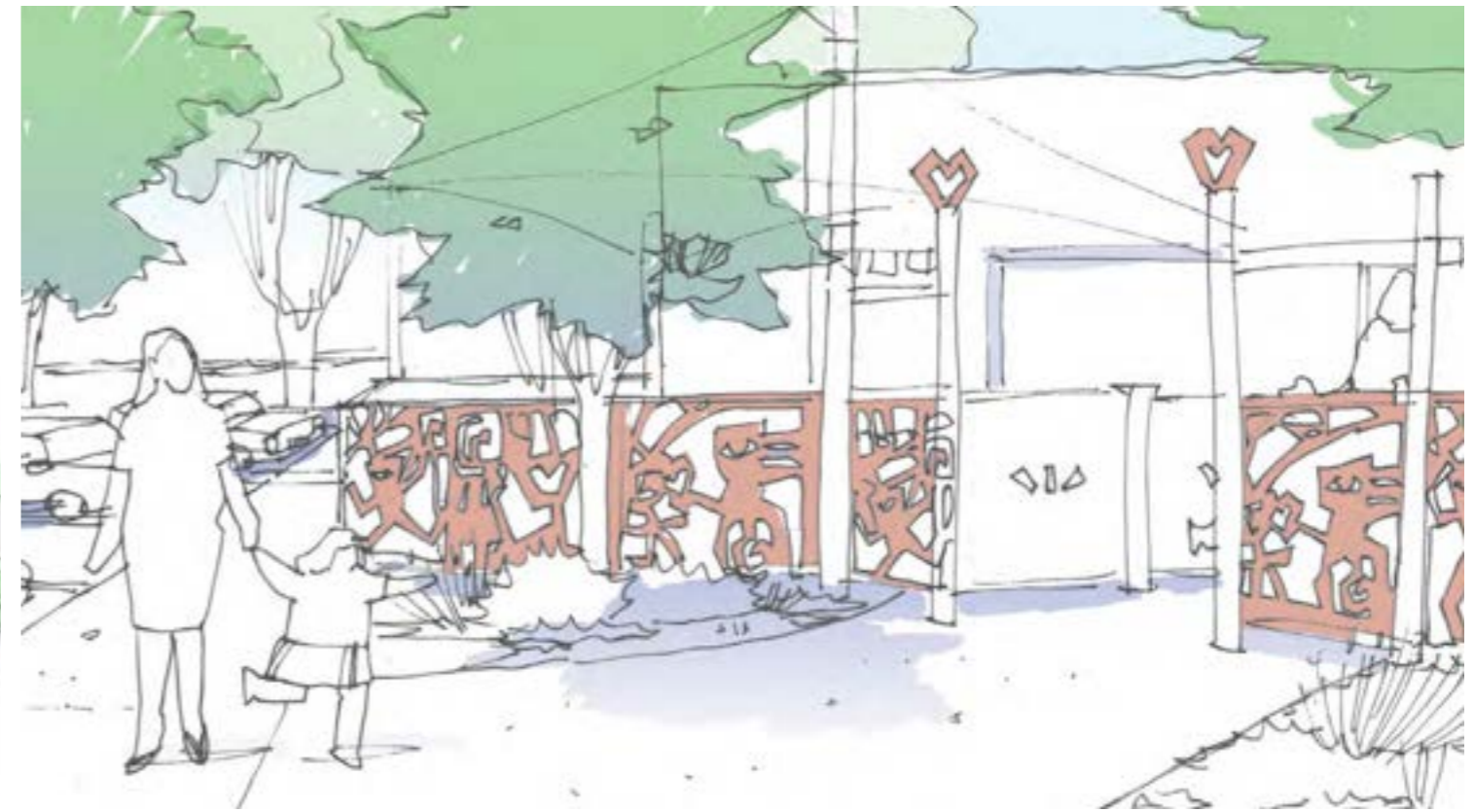


Munro Reserve - Plan





Munro Reserve - Perspective



Munro Reserve - Day Care



Munro Reserve - Cafe

### 3. incidental Public Open Space

Interfaces with the main street, side street and laneways can provide opportunities to create seating areas for al-fresco activities and a refuge from the busy street.



## 4.2.2 Streetscapes

The vision for the entirety of the main street will be to accommodate light rail in the centre with cycle paths and footpaths on each side. The typical configuration of elements within the main street corridor can be put into two categories - East of St. Brigids Terrace and West of St. Brigids Terrace.



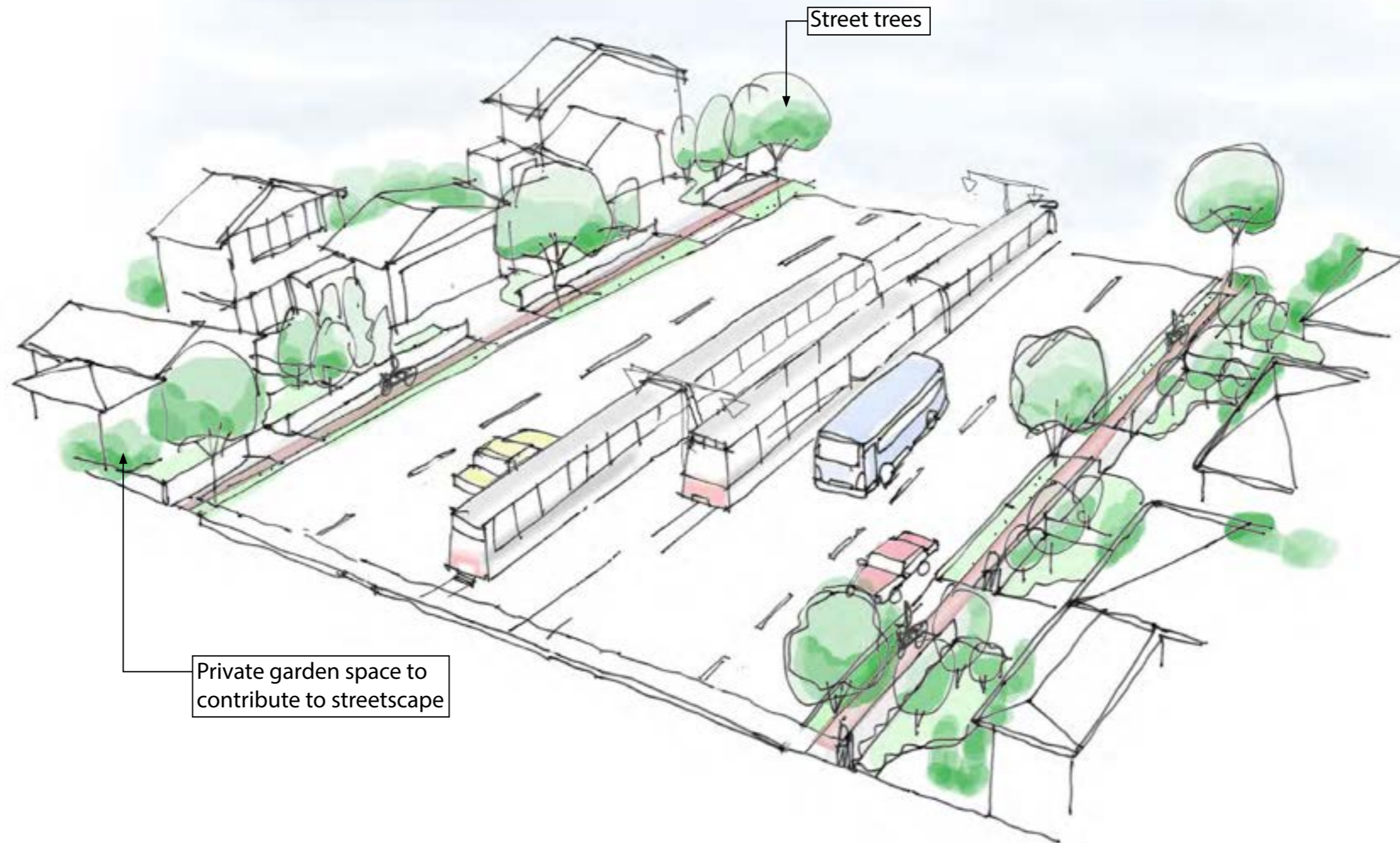
- 1 East of St. Brigids (Redisential)
- 2 West of St. Brigids (Mixed use)
- 3 West of St. Brigids (Redisential)



Key Plan

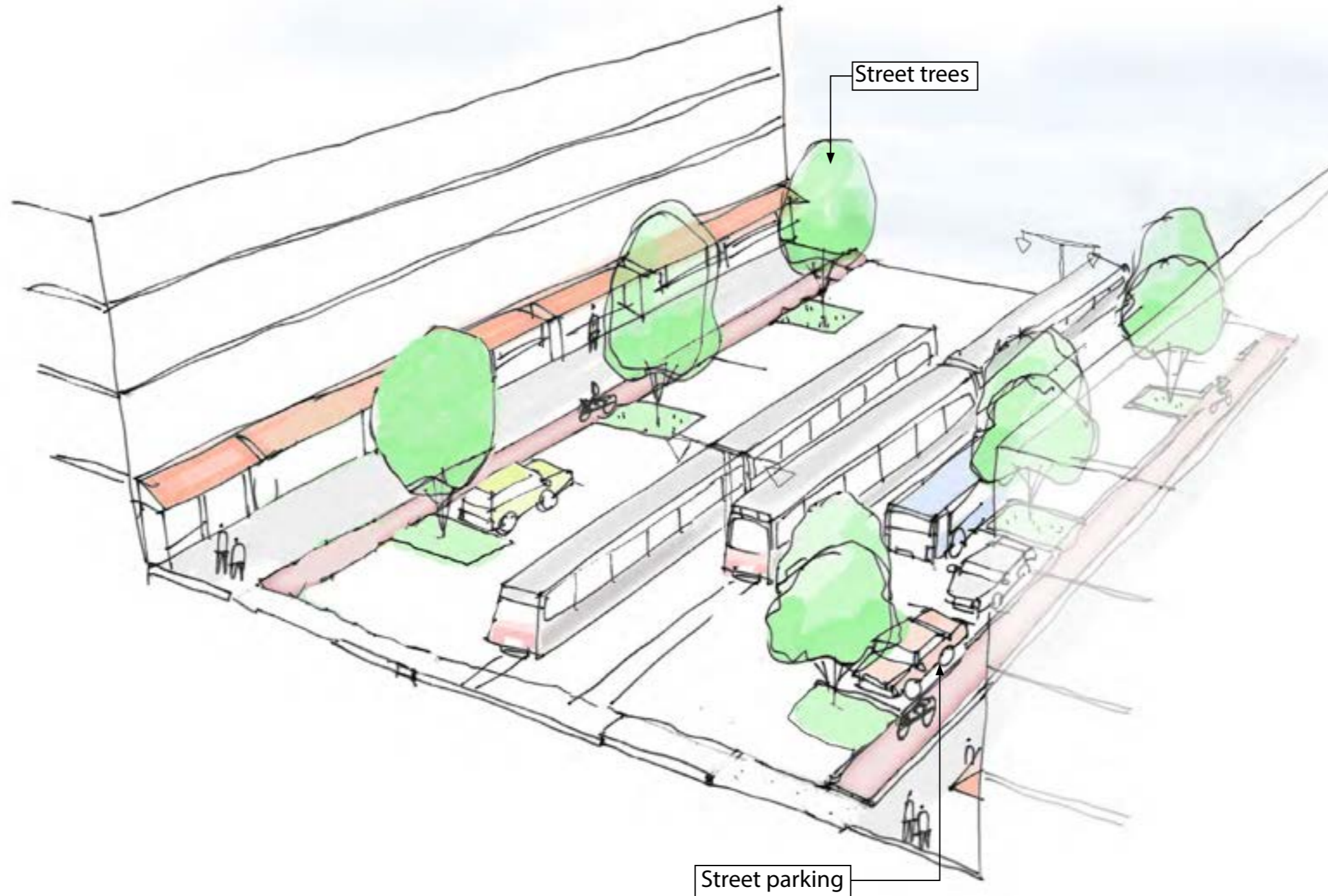
## 1. East of St. Brigids (Residential)

The ultimate 30.6m road reserve will house two lanes of traffic in each direction consisting of primarily 1-2 storey residential land use orientated more towards to city. The streetscape will enhance the private/public interface through a mix of informally planted leafy tree species to help with shading, screening and to act as buffers from traffic noise. Mature feature trees, sculptural elements and artwork will highlight key areas, changes in topography and frame views. A greener, lush environment will seek to increase public amenity and enhance the pedestrian experience.



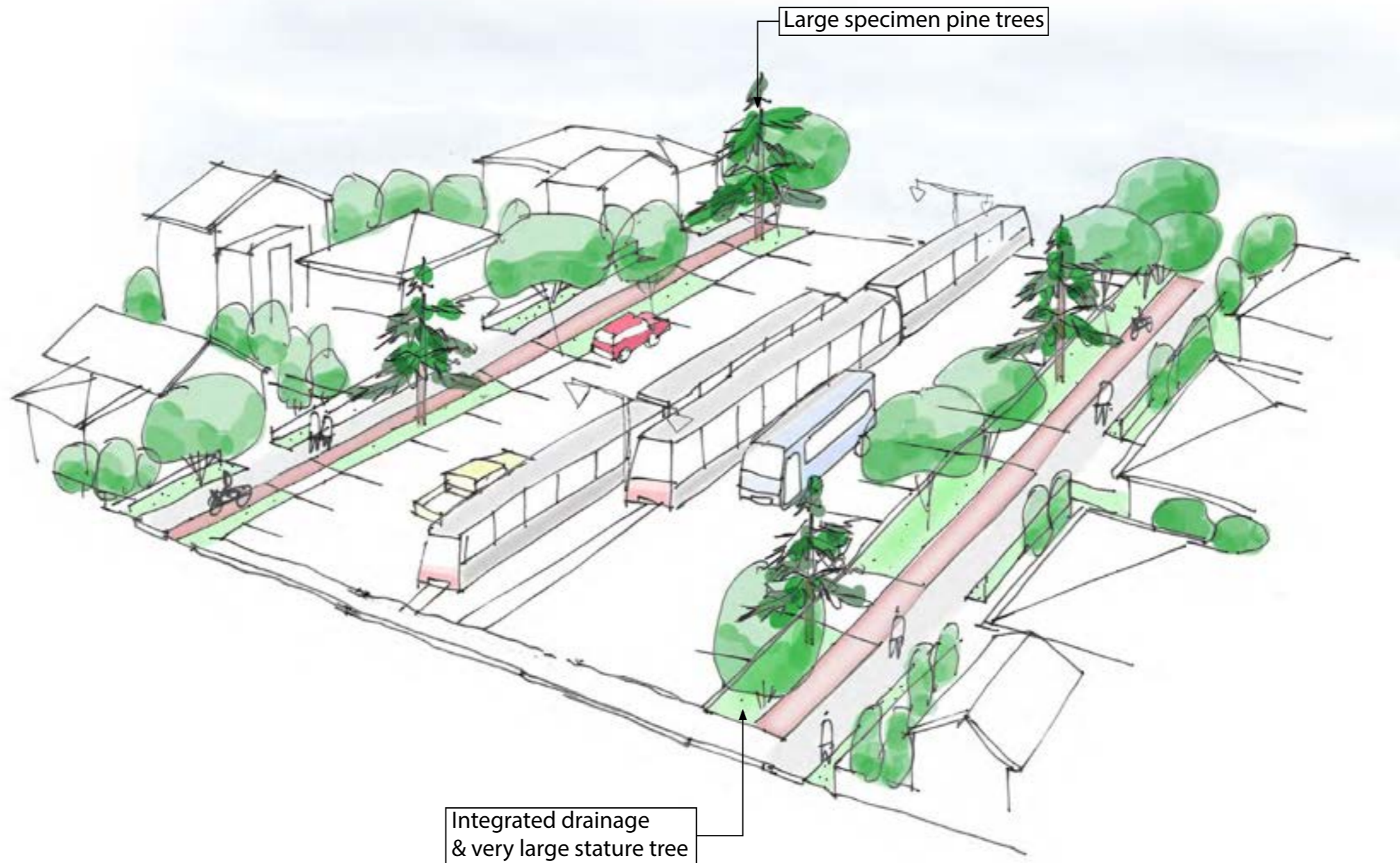
## 2. West of St. Brigids (Mixed Use)

The ultimate 27.5m road reserve will house one lane of traffic in each direction with on-street parking bays. Consisting of up to 3 storey mixed land use (residential and commercial) the streetscape will feature formal tree planting, low shrubs and hedging. Typical street furniture to include raised planters, bench seats, water fountains, bins and cycle racks. Lighting will become more focused and feature orientated with up-lighting on trees, walls and Public artwork.



### 3. West of St. Brigids (Residential)

The ultimate 29.0m road reserve will house one lane of traffic in each direction consisting of primarily residential land use orientated more towards the coast. The streetscape will enhance the private/public interface through informally planted native tree species helping with shading, screening and to act as buffers from traffic noise. Streetscape abutting public open space will adopt characteristics of the area and provide strong links, visual cues and signage accordingly. Mature feature trees, sculptural elements and artwork will highlight key areas, changes in topography and frame views. Formal shrubs and hedging will give way to rain gardens planted with coastal species and materials will seek to capture the more coastal orientation. A greener, lush environment will seek to increase public amenity and enhance the pedestrian experience.



### 4.2.3 Side Streets

Side streets provide key links to property, public open space and public facilities in and beyond the study corridor. They can be interpreted as visual wing walls of vegetation which can be enhanced and integrated into the main streetscape, providing strong visual links to surrounding public realm.

Side streets can be the first potential areas of early implementation in advance of widening. Selective tree species planting will add shade, bring identity, create new spaces and green corridors radiating from the main street.



#### 4.2.4 Laneways

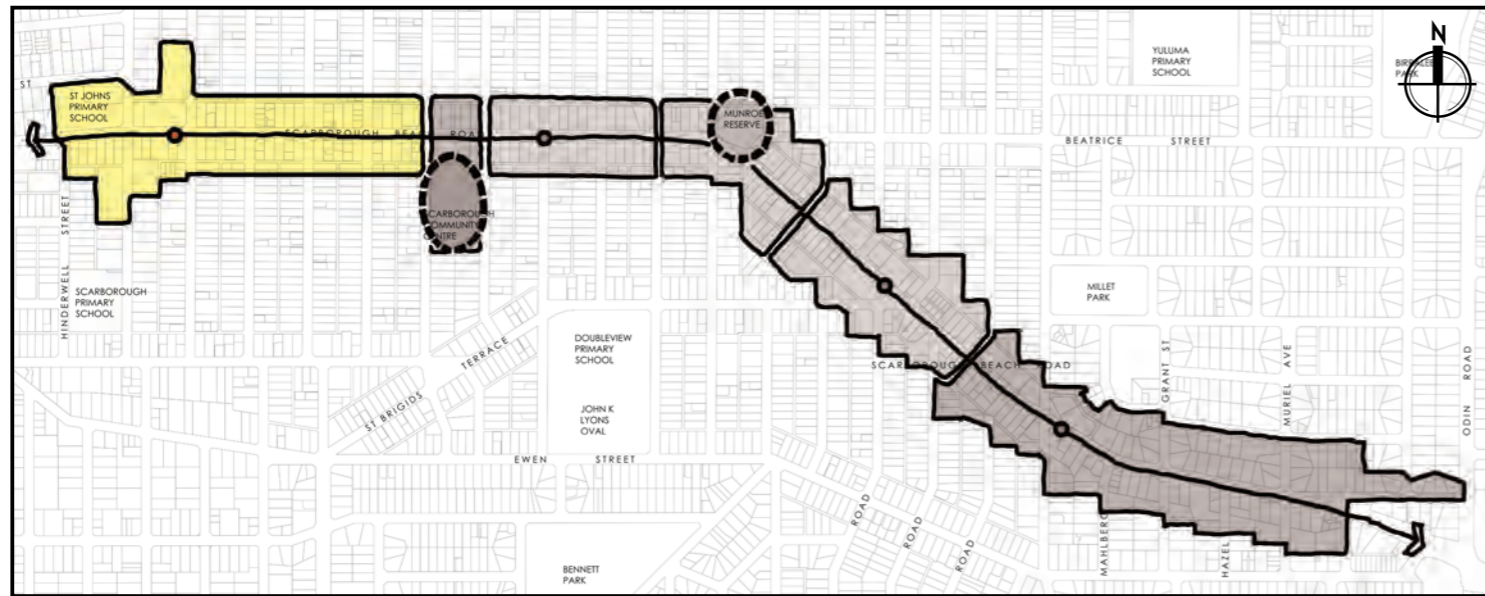
Laneways which sit behind primarily mixed use areas of Scarborough Beach Road will become activated. New shared use public realm places and spaces will be created at a human scale full of charm and character. Strong partnerships with local business and community organisations will encourage ownership and continued events such as food stalls, market gardens etc.





### 4.3 Species Recommendations

#### Precinct 1



#### TREES:



*Araucaria heterophylla*  
'Norfolk island pine'  
Grows to 20m+  
Evergreen  
Main Street Tree



*Corymbia calophylla*  
Grows to 40m+  
Evergreen  
Main Street Tree



*Casuarina equisetifolia*  
Grows to 8m+  
Evergreen  
Main Street Tree  
Side Street Tree



*Eucalyptus erythrocorys*  
Grows up to 10m  
Evergreen  
Side Street Tree

#### SHRUB:



*Acacia lasiocarpa*



*Conostylis candicans*



*Leucophyta brownii*



*Carpobrotus edulis*



*Melaleuca huegelii*

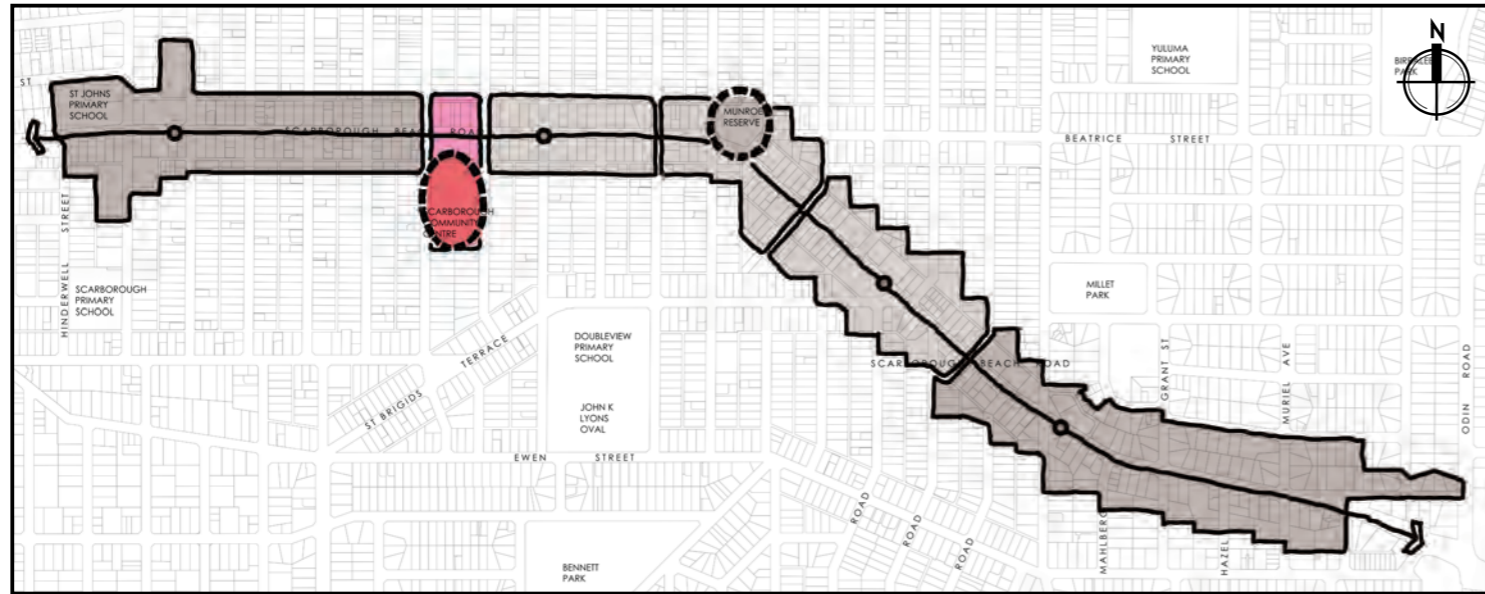


*Scaevola crassifolia*

Tree species to be generally native coastal species to capture the proximity to the coast with strong feature 'Norfolk island pine' trees. Trees will be large to mitigate urban heat and create cool shaded places for people to walk.

Shrubs to be generally native coastal species to capture the proximity to the coast. Low shrubs will be used to define spaces in verges and medians to ensure clear sightlines.

Precinct 2



TREES:



*Eucalyptus gomphocephala*  
'Tuart'  
Dominant Native  
Grows to 35m+  
Evergreen  
Main Street Tree



*Corymbia ficifolia*  
'Red Flowering Gum'  
Dominant Native  
Grows to 8m  
evergreen  
Side Street Tree  
POS



*Erythrina X sykesii*  
'Coral tree'  
Grows up to 8m  
Semi-deciduous  
POS



*Xanthorrhoea*  
'Grass tree'  
Grows to 1m+  
Evergreen  
POS

SHRUB:



*Westringia dampieri*



*Dianella 'Cassa Blue'*



*Olearia axillaris*



*Conostylis candidans*



*Senecio serpens*

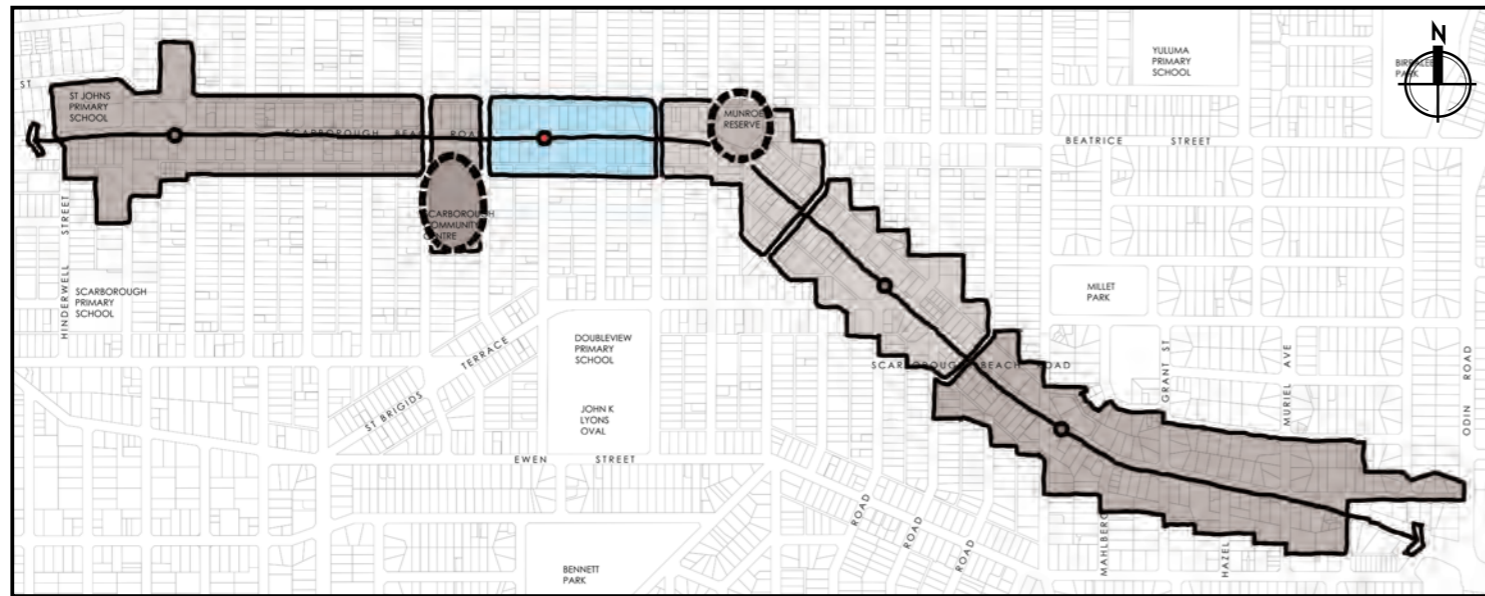


*Leucophyta brownii*

Large native main street trees to give presence and identity. Smaller more ornamental species in public open space, for shade and decorative effect.

Native species coastal shrubs planted in the main street. Small decorative shrubs to public open space areas. Low shrubs will be used to define spaces. Scented bird and insect attracting species.

Precinct 3



TREES:



*Plantanus x acerifolia*  
Grows to 12m+  
Deciduous  
Main Street Tree



*Eucalyptus gomphocephala*  
'Tuart'  
Dominant Native  
Grows to 35m+  
Evergreen  
Main Street Tree



*Gleditsia triacanthos*  
'Honey locust'  
Grows to 15m+  
Deciduous  
Side Street Tree

SHRUB:



*Beaufortia elegans*



*Senecio serpens*



*Dianella 'Cassa Blue'*



*Grevillea Gin Gin Gem*



*Eremophila nivea*

Trees to be large, leafy European species to produce shade and structure to the main street.

Shrubs and groundcovers to be low growing native waterwise species.

Precinct 4



TREES:



*Eucalyptus gomphocephala*  
'Tuart'  
Dominant Native  
Grows to 35m+  
Evergreen  
Main Street Tree



*Corymbia ficifolia*  
'Red Flowering Gum'  
Dominant Native  
Grows to 8m  
evergreen  
Side Street Tree



*Xanthorrhoea*  
'Grass tree'  
Grows to 1m+  
Evergreen  
POS



*Eucalyptus forrestiana*  
Grows to 6m  
Evergreen  
POS



*Eucalyptus leucoxylo*  
'Rosea'  
Grows to 6m+  
Evergreen  
Side Street Tree / POS

SHRUB:



*Callistemon* 'Little John'



*Dianella* 'Cassa Blue'



*Eremophila nivea*



*Westringia* 'Aussie Box'



*Ricinocarpus pinifolius*



*Pimelea ferruginea*



*Threlkeldia diffusa*



*Grevillea* Gin Gin Gem

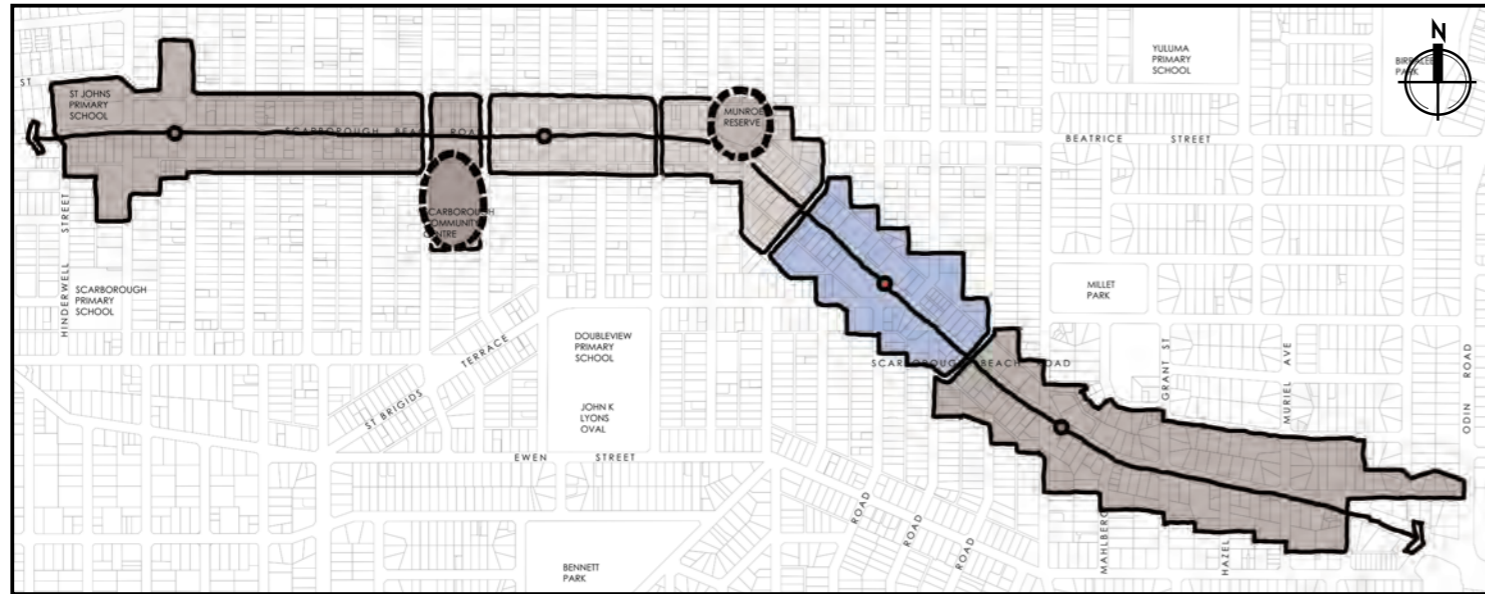


*Scaevola* Purple Fanfare

Shrubs to be low growing native waterwise species.

Large native species to integrate the main street with public open space. Trees will be large to mitigate urban heat and create cool shaded places for people to walk.

Precinct 5



TREES:



*Plantanus x acerifolia*  
Grows to 12m+  
Deciduous  
Main Street Tree



*Eucalyptus gomphocephala*  
'Tuart'  
Dominant Native  
Grows to 35m+  
Evergreen  
Main Street Tree



*Jacaranda mimosifolia*  
Grows to 10m+  
Deciduous  
Side Street Tree

SHRUB:



*Dianella 'Cassa Blue'*



*Westringia 'Aussie Box'*



*Eremophila nivea*



*Scaevola Purple Fanfare*



*Grevillea Gin Gin Gem*



*Threlkeldia diffusa*

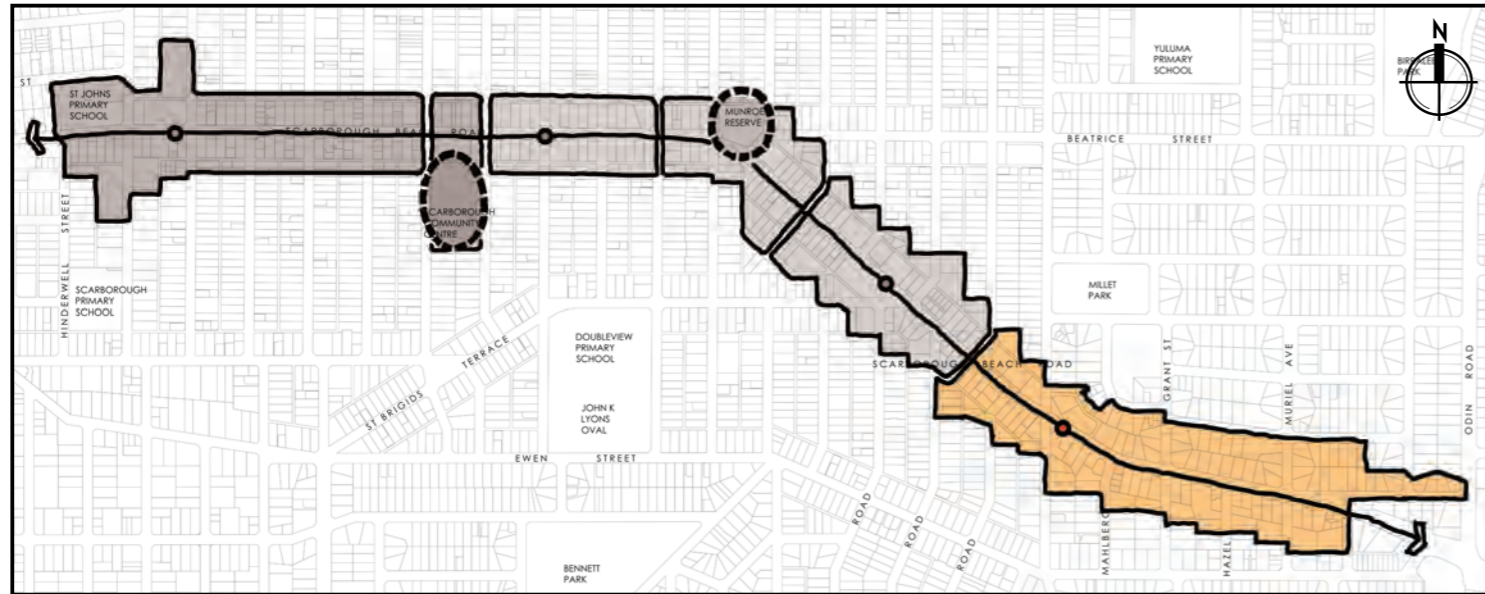


*Eremophila Kalbarri Carpet*

Trees to be a mix of leafy European species and ornamentals to produce shade and structure to the main street.

Shrubs to be low growing native waterwise species. Low shrubs will be used to define spaces in verges and medians to ensure clear sightlines.

Precinct 6



TREES:



*Corymbia calophylla*  
Grows to 40m+  
Evergreen  
Main Street Tree



*Corymbia ficifolia*  
'Red Flowering Gum'  
Dominant Native  
Grows to 8m  
evergreen  
Side Street Tree



*Agonis flexuosa*  
'Peppermint Tree'  
Grows to 8m  
Evergreen  
Side Street Tree



*Callistemon viminalis*  
Grows to 8m  
Evergreen  
Side Street Tree

SHRUB:



*Hymenosporum flavum*



*Templetonia retusa*



*Metrosideros* 'Fiji fire'



*Westringia* 'Aussie Box'



*Ricinocarpus pinifolius*



*Scaevola* Purple Fanfare



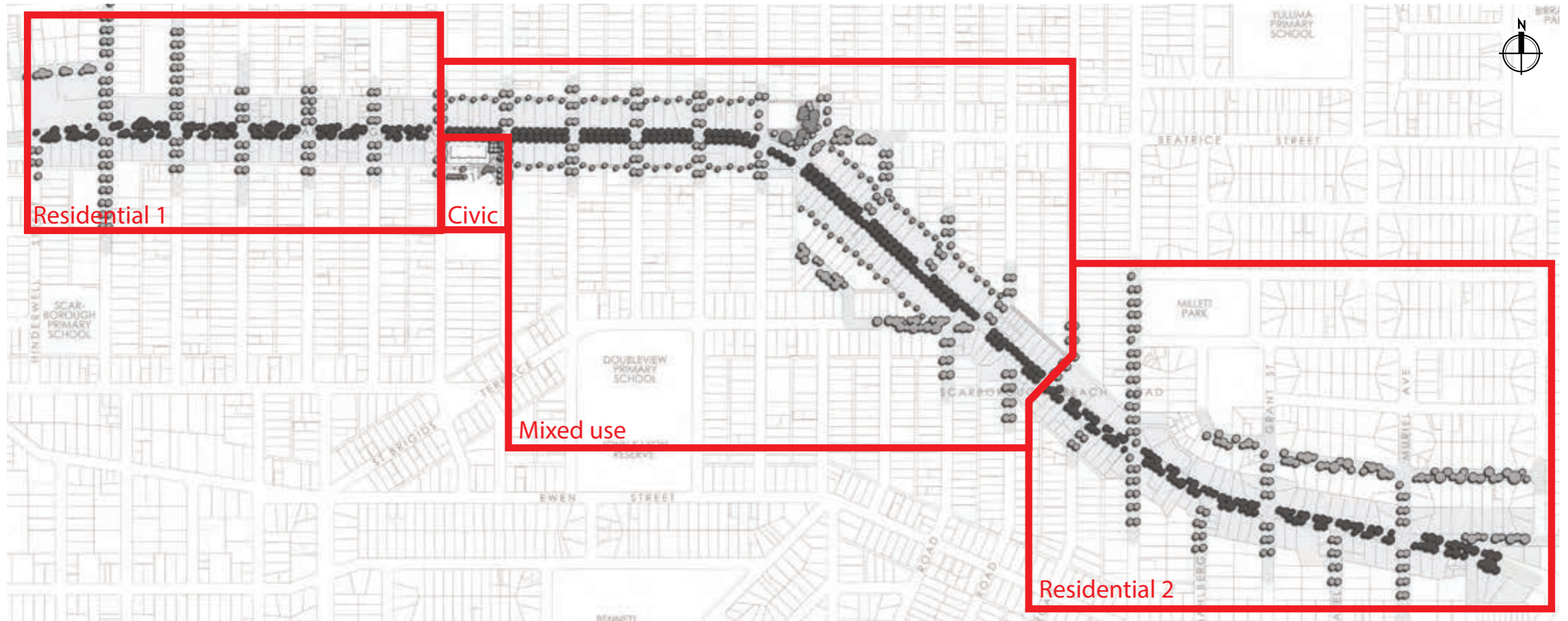
*Grevillea* Gin Gin Gem

Trees to be a mix of leafy European species and ornamentals to produce shade and structure to the main street. Trees will be large to mitigate urban heat and create cool shaded places for people to walk.

Shrubs to be low growing native waterwise species. Low shrubs will be used to define spaces in verges and medians to ensure clear sightlines.

#### 4.4 Street Furniture, Lighting & Materials

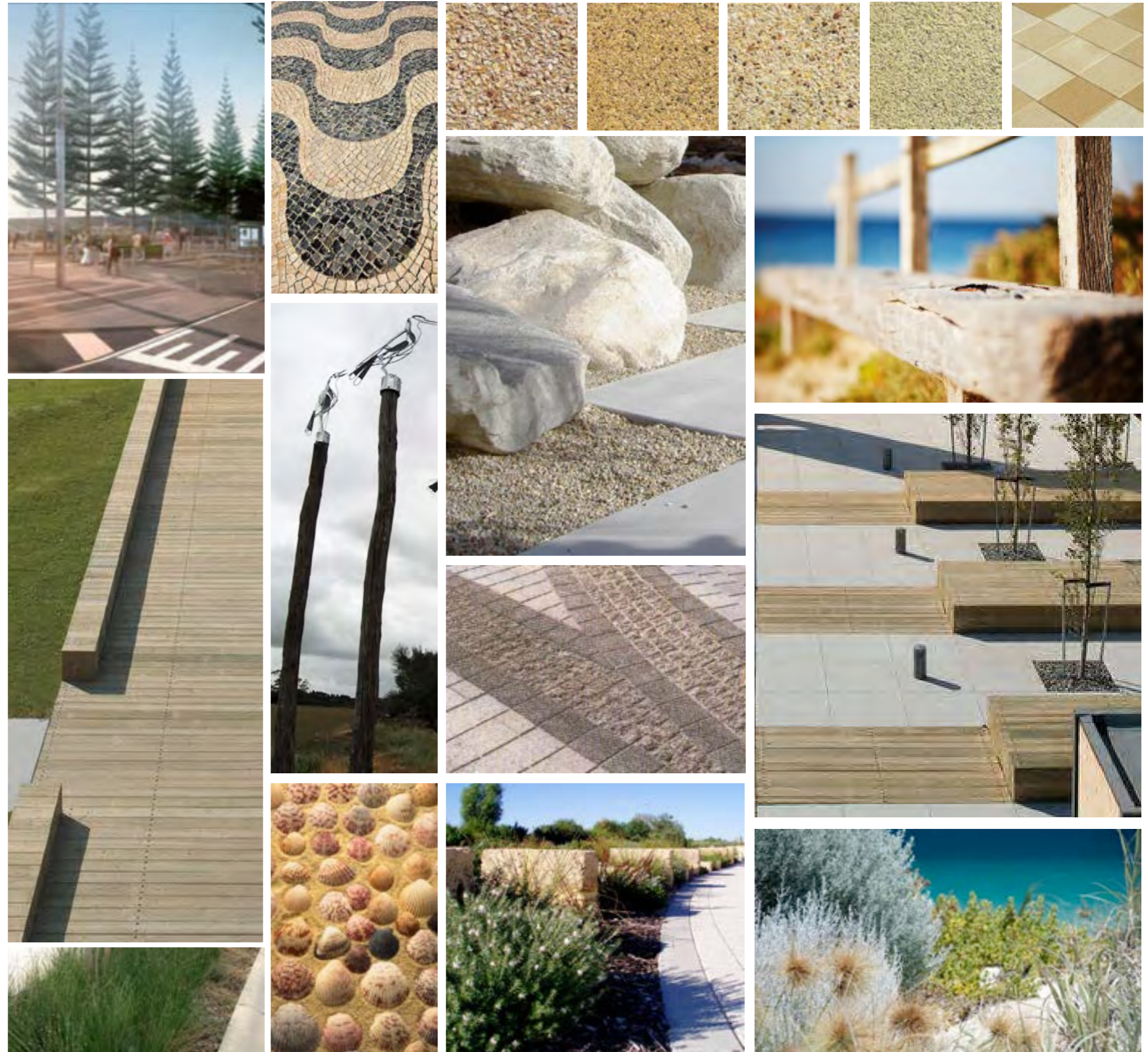
The aim of the material selection is to create a friendly and attractive public realm. Generally the materials will be robust and cost effective however to reflect the neighbourhood and community values the final selection should be able to express a human scale and richness that is engaging to the local residents. The urban furniture such as bus stops, seating and tables, BBQ, drinking fountains, rubbish bins and shade structures will improve the comfort and use of the public spaces. Selection of materials will support WSUD function including permeable pavements. Items will have robust design to minimise the effects of vandalism, theft and weathering and use of galvanised and powder coated finishes to maximise life span. The following plan shows the typical style, type of materials and street furniture used in the main street corridor largely following the defined landscape precincts outlined in section 4.1.1.



Key Plan

Residential 1

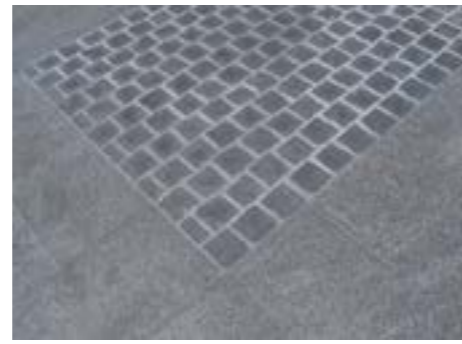
- Soft colour palette
- Informal plantings - clumps of trees and coastal heath
- Native plantings
- Limestone
- Exposed aggregate
- Wood
- Sculpture





Mixed use

Linear plantings  
European species  
Formal / modular seating  
Urban pavings



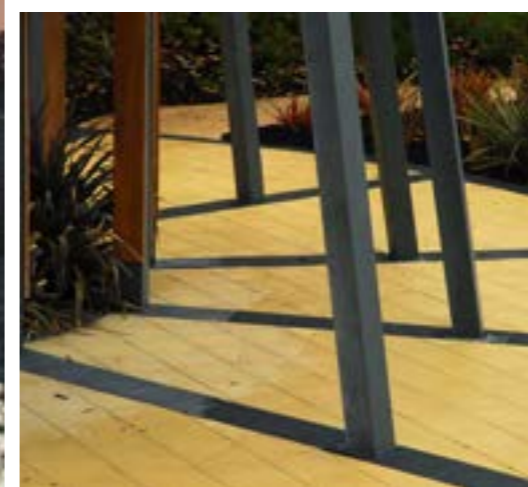
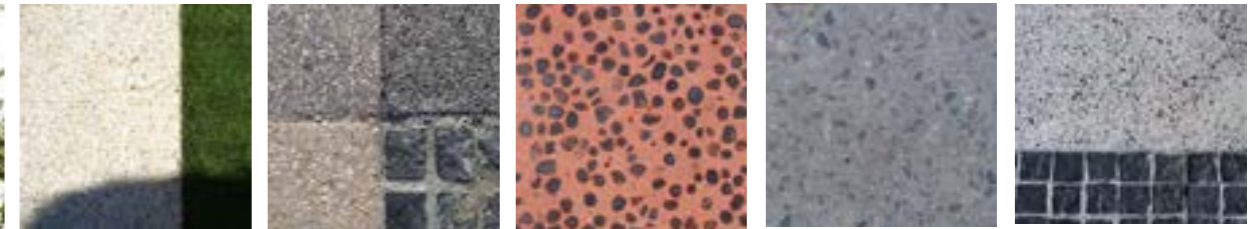
Civic

Pedestrian crossings  
Sculpture / interactive play



Residential 2

- Soft colour palette
- Native plantings
- Limestone
- Exposed aggregate
- Wood
- Sculpture



## 4.5 Implementation

A detailed design brief for a first demonstration project to be produced to enable construction of a section of streetscape or intersection. This will display a real world, tangible experience of the ultimate vision.

To maintain positive landscape design outcomes and retain a consistent streetscape quality, integration of landscape elements into planning strategies and policy.

An immediate landscape amenity upgrade in the under-used Munro Reserve apex site can provide a gesture of good faith, and positive incentive for investment into the area.

Consideration of staged early delivery of side streets will provide instant enhancement with minimal repeat work from future widening other than at the immediate interface with Scarborough Beach Road.

Consideration of advanced planting opportunities should be given to enable earlier establishment of mature trees.

Whatever detailed engineering design is delivered, the landscape must be a major component that has equal weight within the detailed design process. Therefore it is important to develop a detailed design brief for the Scarborough Beach Road final arrangement.

The longer term nature of the Landscape Masterplan should be acknowledged as it will be achieved only when the full widening and redevelopment of the corridor is achieved. To ensure implementation is achieved over a potentially protracted timeframe a strategy to deliver elements in the short, medium and long term should be adopted encouraging all future changes to the corridor to be undertaken in a manner to enhance the landscape.