

Scarborough Beach Road West Area

ACTIVITY CORRIDOR STRATEGY



DOCUMENT HISTORY AND STATUS

Scarborough Beach Road
West Precinct
Activity Corridor Strategy

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TABLE OF CONTENTS

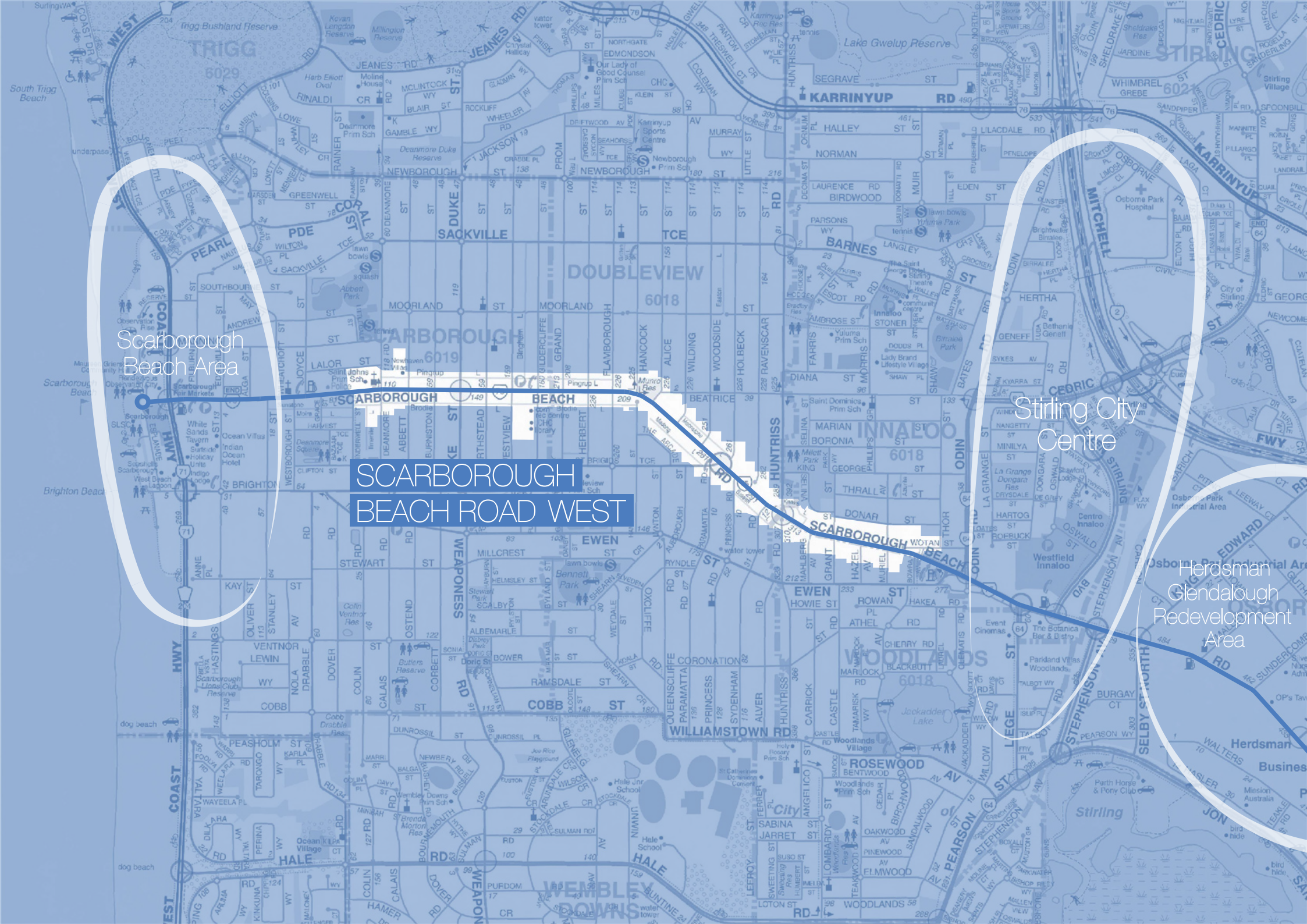
EXECUTIVE SUMMARY	1	4.6	INDICATIVE SHORT TERM CHANGES TO SCARBOROUGH BEACH ROAD	47	1.6.1	LAND USE & LOT CHARACTERISTICS	74
1. INTRODUCTION	3	4.7	PUBLIC OPEN SPACE AND STREETSCAPES	48	1.6.2	BUILT FORM	78
1.1 PURPOSE	3				1.6.3	PUBLIC REALM	79
2. BACKGROUND SUMMARY	4				1.6.4	MOVEMENT NETWORK	82
2.1 ACTIVITY CORRIDOR CHARACTERISTICS	4	APPENDIX 1		53	1.7	COMMUNITY CONSULTATION	85
2.2 AREA PHYSICAL ANALYSIS	5	1. BACKGROUND		54	1.7.1	VISION WORKSHOP (MARCH 2014)	85
2.3 AREA SOCIO-ECONOMIC ANALYSIS	5	1.1 ACTIVITY CORRIDOR CHARACTERISTICS		54	APPENDIX 2		86
2.4 PLANNING FRAMEWORK	5	1.2 ACTIVITY CORRIDOR EXAMPLES		55	1 OPPORTUNITIES & ISSUES		87
2.5 COMMUNITY CONSULTATION	5	1.3 AREA ANALYSIS		58	1.1 OPPORTUNITIES		87
3 VISION PLAN	6	1.3.1 LOCATION & EXTENT		58	1.1.1 LAND USE		87
3.1 VISION PHILOSOPHY	7	1.3.2 LOCAL CONTEXT		58	1.1.2 BUILT FORM		89
3.2 VISION PLAN PRINCIPLES AND OBJECTIVES	10	1.3.3 HISTORICAL CONTEXT		60	1.1.3 MOVEMENT NETWORK		91
3.3 VISION FRAMEWORK	15	1.4 STATUTORY AND POLICY FRAMEWORK		62	1.1.4 LANDSCAPING AND PUBLIC REALM		93
3.3.1 LAND USE	15	1.4.1 STRATEGIC PLANNING CONTEXT		62	1.2 ISSUES		95
3.3.2 MOVEMENT NETWORK	20	1.4.2 STATUTORY PLANNING FRAMEWORK		65	1.2.1 REDEVELOPMENT POTENTIAL		95
3.3.3 BUILT FORM	32	1.5 SOCIO-ECONOMIC SUMMARY		68	1.2.2 INFRASTRUCTURE AVAILABILITY		95
3.3.4 LANDSCAPE, STREETSCAPE AND PUBLIC SPACE	40	1.5.1 AGE PROFILE		68	1.2.3 MARKET ACCEPTABILITY		95
4 IMPLEMENTATION	46	1.5.2 EMPLOYMENT		69	1.3 COMMUNITY CONSULTATION		98
4.1 AMENDMENT TO METROPOLITAN REGION SCHEME	46	1.5.3 MODE OF TRAVEL TO WORK		70	1.3.1 DESIGN WORKSHOP (MAY 2014)		98
4.2 CEDING OF LAND FOR PUBLIC PURPOSES	46	1.5.4 PLACE OF EMPLOYMENT		71	1.3.2 COMMUNITY OPEN DAY (AUGUST 2014)		99
4.3 AMENDMENT TO LOCAL PLANNING SCHEME NO. 3	46	1.5.5 MEDIAN & WEEKLY INCOMES		71			
4.4 PREPARATION OF LOCAL DEVELOPMENT PLAN	46	1.5.6 FAMILY COMPOSITION & DWELLING STRUCTURE		72			
4.5 DEVELOPMENT CONTRIBUTION PLAN	46	1.5.7 TENURE		73			
		1.5.8 HOUSING PAYMENTS		73			
		1.6 PHYSICAL SITE DESCRIPTION		74			

Scarborough
Beach Area

SCARBOROUGH
BEACH ROAD WEST

Stirling City
Centre

Herdsman
Glendalough
Redevelopment
Area



EXECUTIVE SUMMARY

The Scarborough Beach Road West Activity Corridor Strategy has been prepared to assist in facilitating the growth of the Scarborough Beach Road West area as one of Perth's key Activity Corridors, including two activity centres. The Strategy will guide the assessment of land use and development of all private and public land within the Scarborough Beach Road West study area, demarcated opposite and in Figure 1: Vision Plan.

The vision of the Strategy is that:

“The Scarborough Beach Road West Activity Corridor will be a modern, vibrant, mixed use area shared by light rail, pedestrians, cyclists and vehicles, with high quality buildings capitalising on attractive views. The Activity Corridor will accommodate local businesses that serve local residents while taking advantage of passing trade. It will become a street containing many trees that encourages walking and cycling and will offer places for people to meet.”

The Strategy will facilitate the redevelopment of the Scarborough Beach Road West area as a Mixed Use area, incorporating higher density residential dwellings and additional retail, office and commercial facilities on ground level. This redevelopment will be in line with the objectives of Directions 2031 and Beyond and the Scarborough Beach Road Activity Corridor Framework.

The redevelopment of the Scarborough Beach Road West area will be characterised by the introduction of rapid public transport, including bus rapid transit in the short term and potentially light rail in the long term. This will act as a catalyst for land use change and built form transformation. The Scarborough Beach Road West area represents one of the major transit corridor development areas within the City of Stirling and redevelopment will have a strong focus on strengthening the area as a truly integrated activity corridor; one which performs more than just a traffic thoroughfare function.

This document should be read in conjunction with the Scarborough Beach Road West Activity Corridor Integrated Transport Strategy.



Existing poor amenity along Scarborough Beach Road



Proposed desirable outcome along Scarborough Beach Road



INDIAN OCEAN

Trigg Beach

Scarborough Beach

Rendezvous Hotel

SCARBOROUGH BEACH REDEVELOPMENT AREA

WEST COAST HIGHWAY

St Johns Primary School

TRIGG

SCARBOROUGH

Scarborough Civic Centre

ST BRIGIDS TERRACE

Munro Reserve

SARGVILLE TERRACE

KARRINYUP

Hale School

WEMBLEY DOWNS

DOUBLEVIEW

SCARBOROUGH BEACH ROAD

BEATRICE STREET

INNALOO

EWEN STREET

Jackadder Lake

WOODLANDS

Innaloo Cinemas

Bunnings

ODIN ROAD

CEDRIC STREET

JON SANDERS DRIVE

Herdsman Lake

Innaloo Shopping Centre

STIRLING CITY CENTRE

Stirling Station

MITCHELL FREEWAY

HERDSMAN BUSINESS PARK

OSBORNE PARK INDUSTRY

1. INTRODUCTION

1.1

PURPOSE

This report establishes a vision for the Scarborough Beach Road West area and provides a strategy to achieve this vision. The Activity Corridor Strategy provides the statutory information to support both a Metropolitan Region Scheme Amendment and a Local Planning Scheme Amendment. Appendices 1 and 2 provide the background information to this document.

This report provides information regarding the character, function and benefits of activity corridors and includes a series of relevant examples.

This strategy is to be read in conjunction with the Metropolitan Region Scheme, City of Stirling's Town Planning Scheme No. 3, Scarborough Beach Road Landscape Strategy, Scarborough Beach Road West Local Development Plan, the Scarborough Beach Road Activity Corridor Framework, Scarborough Beach Road West Activity Corridor Integrated Transport Strategy and Planning Control Area 123.

2. BACKGROUND SUMMARY

Activity corridors “are connections between activity centres that provide excellent, high frequent public transport to support the land uses that will occur along the activity corridors and at the activity centres. Activity corridors are not designed to be high-speed through traffic routes.” (Network City, 2004, DPI).

A full background report can be found in Appendix 1, including Activity Corridor examples, locational and historical context, statutory planning framework, socio-economic summary, existing site description and a summary of outcomes from the Community Visioning Workshop (March 2014). A summary of findings is provided below.

The Scarborough Beach Road West subject area currently connects the Stirling City Centre and Scarborough, but performs a predominantly through traffic function. The formulation of a vision and plan for the subject area provides the opportunity to establish a framework that facilitates its development as a truly integrated activity corridor; one which performs more than just a traffic thoroughfare function.

2.1 ACTIVITY CORRIDOR CHARACTERISTICS

The ideal activity corridor would typically be characterised by the following traits:

- High density residential facilities (i.e. apartments), sometimes as a component of mixed use development;
- A variety of non-residential uses, including retail, commercial, food and beverage, health, short-stay accommodation and education facilities, in a fine-grain and street-based built form;
- With major destinations or attractions as anchors at each end;
- Maximum intensity of development along the primary corridor, with a gradual reduction in intensity behind the corridor;
- A rail-based form of high frequency public transport along the length of the corridor;
- Buildings that address the street, with minimal front setbacks and parking excluded from the front setback area;
- On-street parking provided, enabling convenient access to businesses and limiting vehicle traffic speeds to promote safe non-vehicle movement (i.e. walking and cycling);
- Street trees and awnings to provide climatic relief;
- Generous footpaths and cycle paths on both sides of the main corridor and connecting with the surrounding area to encourage walking;
- Regular, safe and formalised pedestrian crossings;
- Limited vehicle traffic speeds (up to 50km/hr);
- Parallel rear laneways and local streets (but not continuous along the length of the corridor) that provide for efficient vehicle access. Direct vehicle access is ideally not provided to the activity corridor.

The planning for the future of the Scarborough Beach Road West area provides the opportunity to see these traits and characteristics incorporated as redevelopment occurs.

2.2 AREA PHYSICAL ANALYSIS

The 2.8km corridor runs over undulating topography east-west from Thor Street in the east to the eastern edge of the Scarborough Redevelopment Area at Hinderwell Street.

Scarborough Beach Road is an important connector in the movement network. However, whilst providing good connectivity for vehicles, the road acts as a barrier to safe pedestrian and cyclist movement. Many footpaths are narrow and there is limited pedestrian refuge in the centre of roads. There are no dedicated cycle lanes. A number of buses run through the area at a relatively rapid frequency of approximately every 7 minutes.

The area has been developed in stages with most of the location developed in the second half of the Twentieth Century. The predominant land use is residential, with two small scale mixed commercial centres. Over one third of homes in the area are single storey, brick and tile, on lots in the range of 700-1000m². Only 15% of lots, or 4% of the land area, in the area are lots less than 300m². The vast majority of lots are freehold, with approximately 50% being survey strata titles. There is potential for significant redevelopment, particularly on lots with unencumbered freehold title on large lots with side street or laneway access. There is potential for redevelopment to respond to views and the proximity to the beach, Stirling City Centre and Perth CBD.

The public realm is of average quality given the age of the neighbourhood. Overall there are very few mature trees or areas of vegetation within the public reservation on either side of Scarborough Beach Road. The impression of landscape and vegetation framing the road is derived from private front gardens. The main public realm feature is Munro Reserve, a large area of grass with some mature trees, located at a significant high point in the landscape. Other medium sized active and passive spaces are a short walk from the area. Community activity focuses on the Scarborough Civic Centre, St John's Primary School and the local shops. Other primary schools and local health and community facilities are a short walk away.

2.3 AREA SOCIO-ECONOMIC ANALYSIS

The area is relatively affluent and qualified, with an older demographic and a higher proportion of families, couples and singles without children compared to the Perth average.

Most of the workforce travel to their occupations by private car with those using public transport consistent with the Perth average. 20% of local workers are employed in the Perth CBD and about 15% in the Stirling City Centre/Osborne Park location.

2.4 PLANNING FRAMEWORK

The strategy for the area has given due regard to the prevailing strategic and statutory planning framework, which includes WAPC's Directions 2031 and the Central Sub Regional Strategy that highlight the potential for redevelopment and growth in accordance with the strategic goal of a consolidated and connected Metropolitan City. The strategy is also in accordance with the recent Scarborough Beach Road Activity Corridor Framework, which proposes an active vibrant community based on an improved and redesigned Scarborough Beach Road, improved opportunities for business and housing diversity, sustainable open space and streetscapes and the creation of destination tourism and cultural activities.

The Strategy will be implemented through the statutory framework, which includes the Metropolitan Region Scheme, City of Stirling Local Planning Scheme No. 3, Scarborough Beach Road West Local Development Plan and the City's Local Planning Policies. It is likely that an MRS Amendment will be required to create the improvements to the Scarborough Beach Road and a Local Planning Scheme No. 3 amendment required to put in place new zones and provisions to guide and manage future development

2.5 COMMUNITY CONSULTATION

The community's vision for the area is to retain the overall local character of the area but to allow redevelopment of an appropriate human scale to enable growth of the community, diversity of housing stock and an opportunity for older people to retire locally and for young families to settle. The opportunity for improved access to community places within the area and growth and diversity in the local centres is also an attractive proposition. The community seeks improvement to the public realm with better parks and gathering places, more trees and vegetation in the streets - wider, shady footpaths and less impact from car parking and traffic speed. Refer section 1.7 of Appendix 1 and section 1.3 of Appendix 2.

3

VISION PLAN

The ambition behind the study area's Vision Plan is for Scarborough Beach Road to become a vibrant and attractive 'green link' between the beach and the Stirling City Centre.

The Scarborough Beach Road West Activity Corridor will be a modern, vibrant, mixed use movement thoroughfare, shared by light rail, pedestrians, cyclists and vehicles, with high quality built form capitalising on attractive views and terminating key vistas. The Activity Corridor will accommodate local businesses that serve local residents and capitalise on passing trade. It will be characterised by a green public realm that encourages pedestrian and cyclist movement and provides places to socialise and congregate.



The vision focuses on the transformation of Scarborough Beach Road into one of Perth's great streets and the creation of a new urban destination – a linear urban experience of beautiful and captivating spaces and places.

The vision will not be achieved overnight; it is aspirational and will take time. A good plan is one that keeps opportunities open. By creating a vision, the plan is able to do this.

It is important that the revitalisation of Scarborough Beach Road be undertaken with a view to being attuned to the values and needs of local people whilst also serving a broader metropolitan role as a key transportation corridor. Fundamental to this sensitive balance is the ability to greatly enhance the inclusion and integration of pedestrians and public transport into the urban fabric.

The journey along Scarborough Beach Road will be one of wider verges for pedestrians and cyclists, with extensive street tree planting, and a central transit spine that maintains vistas to the ocean and CBD skyline. The section of Scarborough Beach Road east of St Brigids Terrace will accommodate four traffic lanes in conjunction with the transit, pedestrian and cyclist paths. The predominantly residential character of this section will contribute significantly to the appeal of the streetscape through attention to the quality of front landscaping and architecture.





West of St Brigids Terrace, the experience of Scarborough Beach Road will have less of a car-dominated feel, by having only two traffic lanes, and will be defined by the new, vibrant 'Doubleview Town Centre'. The town centre (extending for about 600m between Westview Street and Munro Reserve, and ultimately to St Brigids Terrace) will be characterised by a variety of opportunities to socialise, live, shop, play and do business. It will be enriched for supporting social interaction and the inclusion of local people in the life of their community.

Munro Reserve will be rejuvenated, which will bookend the eastern end of the town centre – or perhaps eventually become the centrepiece of a centre that extends through to St Brigids Terrace. Located at the apex of Doubleview, and at the nexus of the active, mixed-use sections of Scarborough Beach Road, Munro Reserve will have an elevated role in the use and experience of the locality.

The Vision Plan (refer Figure 1: Vision Plan) is a community-led outcome that reflects a strong desire to provide a place that is safe, convenient and enjoyable to use, live in and operate businesses in, whilst also retaining the valued community and built form qualities of the existing neighbourhood. In that sense, the opportunity to retain or reinterpret the form, building line and land use of the existing retail nodes at Westview Street, Flamborough Street and St Brigids Terrace is critical to maintaining the local community's social and cultural connection to place.

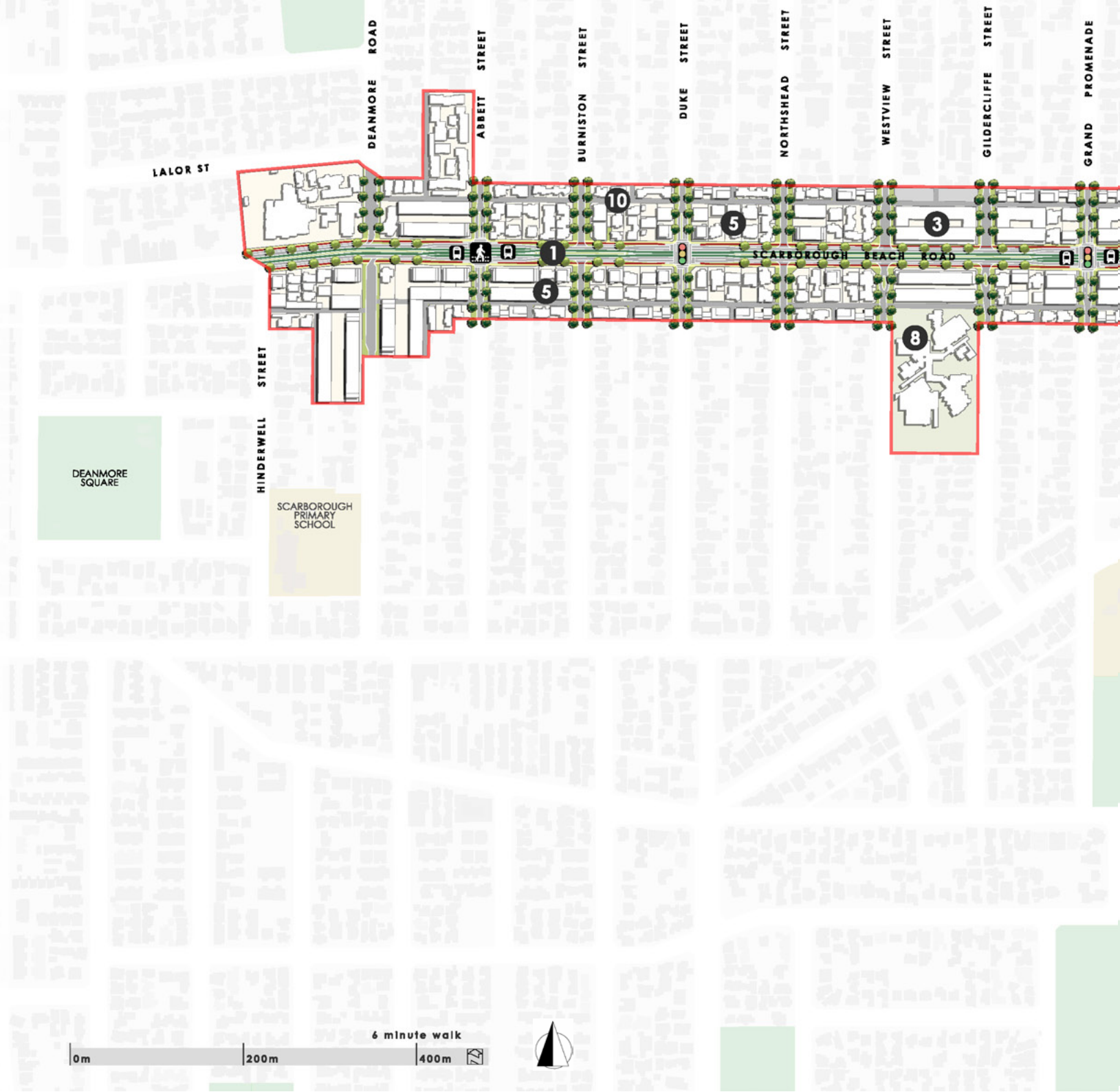
The design is consistent with the aspirations held by the City and Department of Planning for the growth and variety of high quality living and employment opportunities. The study area will integrate a strategically denser mix of housing and employment space with transit, key amenities such as shopping, local gathering places, improved parks, community facilities and civic spaces. Job space will be focused strategically – in mixed-use areas and in close proximity to transit stations. Although light rail is considered part of the aspirational vision, this plan will not deliver light rail, but will rather facilitate a built environment where light rail could be constructed in the future.

LEGEND

-  SCARBOROUGH BEACH ROAD WEST STUDY AREA
-  POTENTIAL FUTURE LIGHT RAIL STATION
-  EXISTING SIGNALISED INTERSECTIONS (including pedestrian crossing phase)
-  POTENTIAL FUTURE PEDESTRIAN ONLY SIGNALISED INTERSECTION/CROSSING POINT

NOTES

- 1** West of St Brigid's Terrace - Scarborough Beach Road upgrade accommodating rapid transit (bus/light rail), 2 lanes of traffic, on street parking, pedestrian footpath, Copenhagen cycle path and street trees.
- 2** East of St Brigid's Terrace - Scarborough Beach Road upgrade accommodating light rail, 4 lanes of traffic, pedestrian footpath, Copenhagen cycle path and street trees.
- 3** Higher density (4-5 Storey) mixed use development along Scarborough Beach Road with commercial / retail at ground and residential only above.
- 4** Higher density (4-5 Storey) development along Scarborough Beach Road with adaptable residential/commercial at ground and residential only above.
- 5** Higher density (3 Storey) residential development along and adjacent to Scarborough Beach Road.
- 6** Existing Munro Reserve enhanced to create a new active park to socialise, congregate and recreate.
- 7** Redevelopment of existing community building with 5 storey mixed use community building activating Munro Reserve and terminating key vistas along Scarborough Beach Road.
- 8** Celebrate Scarborough Community Centre as a focal point of study area.
- 9** Upgrade side streets to enhance and supplement the amenity along Scarborough Beach Road.
- 10** Upgrade and activate existing laneways through density, pedestrian movement and landscaping opportunities.
- 11** Parking on side streets providing support for mixed land uses on Scarborough Beach Road.



6 minute walk





MUNRO RESERVE REDEVELOPMENT (SECTION 3.4.4)

FIGURE 1: VISION PLAN

BIRRALEE PARK

MILLET PARK

DOUBLEVIEW PRIMARY SCHOOL

JOHN K LYON RESERVE

BENNETT PARK

The Vision Plan and the approach to future redevelopment are guided by several key principles and associated objectives. These deal with the overall patterns of development, the character of the area, and the special opportunities of the location. The principles and objectives also serve as the design rationale for the Vision Plan.

A comprehensive report of the areas 'Opportunities and Issues' can be found in Appendix 2.

PRINCIPLE 1

SUPPORT AN INTEGRATED AND COMPLETE COMMUNITY

- Complement and grow the existing land use mix throughout the study area to enhance the offer of opportunities to work, live, shop, play and learn.
- Consider the context and character of the different sub-areas within the study area, to provide the community with good access to social and material needs.
- Maximise the synergy between different forms of development and land uses.
- Ensure development contributes to community aspirations and supports walking, cycling and strong transit ridership.
- Focus retail and other commercial uses at street level within identified mixed-use areas, and design them to improve the pedestrian experience.
- Provide amenities and services, including entertainment and cultural facilities, that contribute to a complete community outcome.
- Review, monitor and consider the impacts of an increasing residential and employment population.
- Support social interaction, universal access and the ability for residents to be included in community life.



Create social interaction to support community life



Integrate transit, landuse and place making

PRINCIPLE 2

BALANCE BROADER GOALS WITH THE EXISTING COMMUNITY AND ITS CONTEXT

- Work with residents, property owners, workers, and business owners in planning the study area, reflecting local aspirations as well as City-wide and regional goals.
- Design and locate densities and building forms to meet city and regional needs with design approaches that respond to the local context and character.
- Provide dedicated public transport lanes along Scarborough Beach Road whilst supporting the effective conveyance of local and district car trips.
- Deliver higher-density forms and mix of uses through a variety of building types, with an emphasis on mid-rise buildings.
- Respect the special qualities of the area and be open to innovative ideas, alternatives and opportunities that support the Activity Corridor planning principles.
- Ensure that public transport, pedestrians and cyclists have appropriate priority and safe access on Scarborough Beach Road and other connecting streets at all stages of redevelopment.
- Provide residential densities and permissible land uses that have regard for the amenity of existing residents.
- The height and scale of new buildings should have an appropriate relationship with existing built fabric.



New buildings to have appropriate relationship with existing environment



Transit fitting sensitively into the public domain

PRINCIPLE 3

PROVIDE LAND USE THAT OPTIMISES THE INVESTMENT IN TRANSIT

- Provide new developments that significantly assists in optimising a shift in travel choice to walking, biking and taking transit.
- Facilitate supportive land uses that include high employee and residential densities, provide adequate space for businesses, encourage travel time outside of peak periods and attract reverse flow travel.
- Foster the growth and enhancement of the Doubleview and St Brigids Centres, with redevelopment to provide improved and additional fine-grain retail, commercial and residential outcomes.
- Support the consolidation of the redevelopment of the existing centres in the first instance to support business viability, prior to further growth along Scarborough Beach Road.
- Facilitate the development of apartments, town houses, short-stay accommodation and accommodation for the elderly - to improve housing diversity choices.
- Consider a parking strategy for new developments, providing relatively higher reductions as proximity to transit stations increase.



Increased density and mix of uses to support transit



Possible ultimate rapid transit to support redevelopment

PRINCIPLE 4

PROVIDE PUBLIC AMENITY AND FACILITIES AS A FOCUS FOR INTENSITY, MIX AND COMMUNITY ACTIVITY

- Improve public amenity and streetscape along Scarborough Beach Road.
- Facilitate the growth of non-residential uses at mixed-use nodes to improve local convenience, amenity, sense of community and local employment.
- Facilitate residential development that responds to the amenity of mixed-use nodes and public transport.
- Improve Munro Reserve and provide new public spaces for passive recreation, children's play, social interaction and hosting of local events.
- Provide architectural qualities that contribute to the attractiveness of the area.
- Minimise the visual impact of surface parking and parking structures on public domain amenity.
- Allow appropriate built form height to take advantage of views towards the ocean and city.
- Encourage a range of uses in the mixed-use areas to generate street-based activity throughout the day and evening.



Example of community/cafe uses in a Munro Reserve setting



Support mix of uses to activate public realm

PRINCIPLE 5

CREATE AN APPEALING URBAN PLACE FOR MOVING THROUGH AND LIVING IN

- Implement strategies that prioritise walking, cycling and transit trips over automobile use.
- Effectively manage vehicular traffic flow, distribution and speed.
- Design the streets for connectivity and safety rather than primarily peak hour capacity and high speeds.
- Provide on-street parking where possible, and manage parking effectively, particularly on Scarborough Beach Road west of St Brigids Terrace.
- Design laneways as people-oriented environments that also support effective vehicle connectivity requirements.
- Provide routes, crossing points and infrastructure (along Scarborough Beach Road and the side streets) for multi-generational pedestrians, cyclists and persons with disabilities and limited mobility that are safe, attractive, convenient and accessible to transit.
- Provide convenient and attractive cycling infrastructure including ample bicycle parking for all development within the study area.
- Building scales and uses should be active, engaging and people-oriented along the street edges to enhance the pedestrian experience.
- Buildings should contribute to the experience of the place by defining the public domain, providing visual interest, and fostering vitality and security.
- Provide a variety of attractive, convenient and connected routes for pedestrians and cyclists.



Improve public domain to enhance pedestrian experience



Create a pedestrian-friendly environment and streetscape

3.3.1 LAND USE

The Activity Corridor study area will contain a variety of uses that can essentially be categorised into four main types (refer to Figure 2: Land Use Plan):

- Residential 1, ranging from the existing low-density development through to new mid-density development along Scarborough Beach Road;
- Mixed-use development, adjacent to Scarborough Beach Road;
- Residential 2 development, adjacent to Scarborough Beach Road; and
- Civic, in various forms.

RESIDENTIAL 1

The Vision Plan creates higher density residential development providing a range of housing options and sizes, suitable for a mixture of family and household compositions, within a variety of densities. Existing lower density R30 and R40 development is proposed to be retained away from Scarborough Beach Road, to ensure that the existing residential amenity is not adversely affected.

Low-rise (up to 3 stories) development will be supported along Scarborough Beach Road, as it will be close to public transport stations, areas of public open space and local retail uses. These dwellings will mostly be in the form of apartments.

Residential development on lots 'siding-on' to laneways will be supported in between the Scarborough Beach Road development and the existing low-density housing. These dwellings will provide a suitable transition in scale and intensity, and could take the form of terraced-housing, villas and apartments (3 storey). In accordance with the project goal of optimising development potential, 3 storey townhouses could be developed as part of a grouped dwelling.

All residential development would be oriented to interact with the street, by means of frequent entrances and overlooking balconies. Home business 'live-work' opportunities will be encouraged throughout the residential areas, particularly in close proximity to the mixed-use parts of the study area.



Examples of high quality residential development



LALOR ST

SCARBOROUGH BEACH ROAD

DEANMORE SQUARE

SCARBOROUGH PRIMARY SCHOOL

DOUBLEVIEW PRIMARY SCHOOL

JOHN K LYON RESERVE

HINDERWELL STREET

DEANMORE ROAD

ABBETT STREET

BURNISTON STREET

DUKE STREET

NORTHSHED STREET

WESTVIEW STREET

GILDERCLIFFE STREET

GRAND PROMENADE

HERBERT STREET

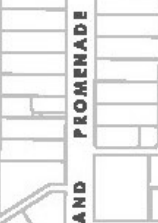
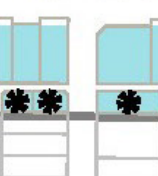
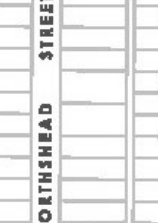
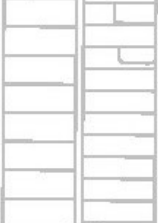
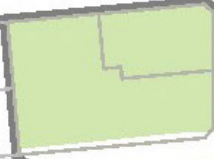
FLAMBOROUGH STREET

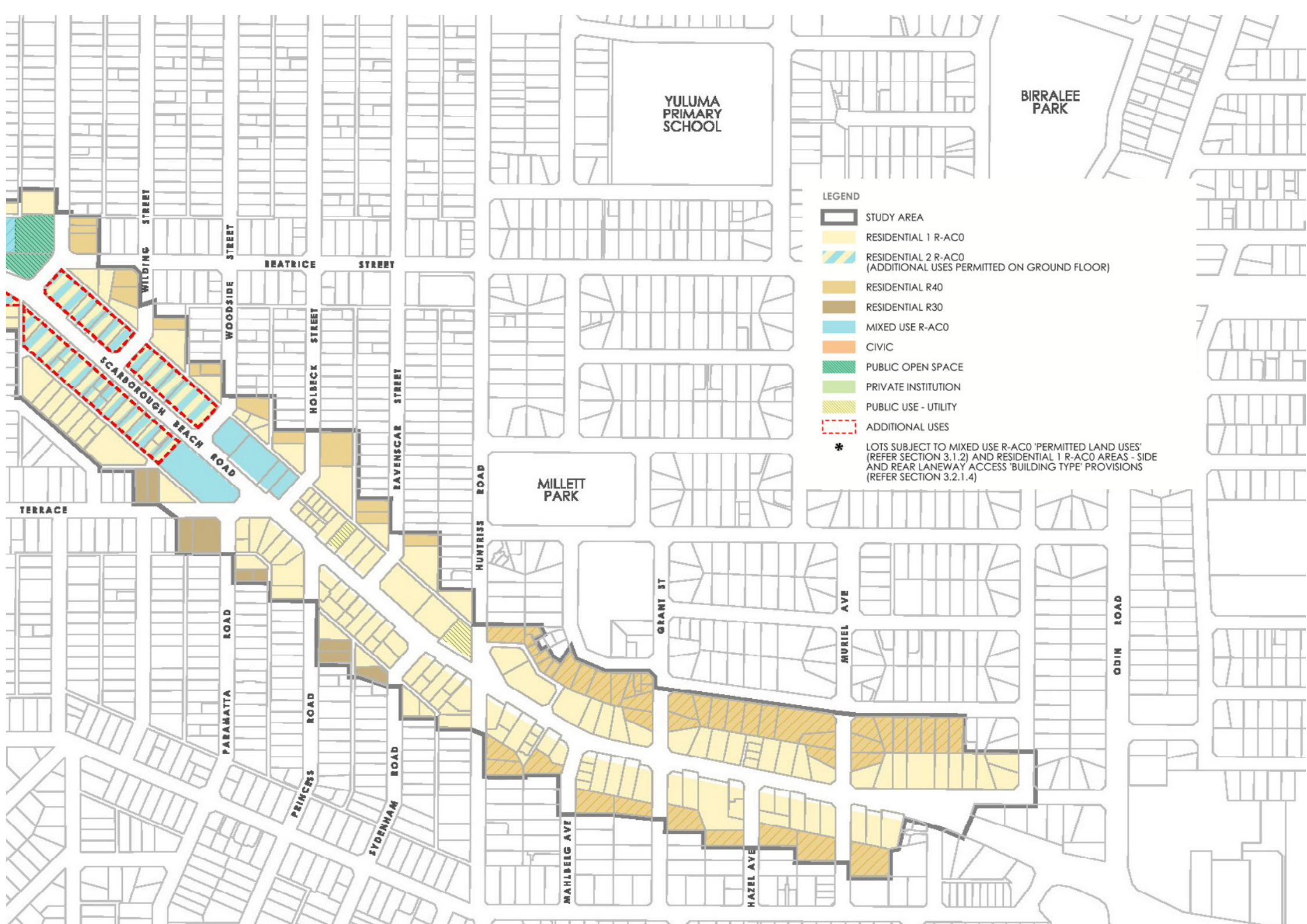
ST BRIGIDS

HANCOCK STREET

EWEN STREET

STREET





YULUMA
PRIMARY
SCHOOL

BIRRALEE
PARK

LEGEND

- STUDY AREA
- RESIDENTIAL 1 R-AC0
- RESIDENTIAL 2 R-AC0
(ADDITIONAL USES PERMITTED ON GROUND FLOOR)
- RESIDENTIAL R40
- RESIDENTIAL R30
- MIXED USE R-AC0
- CIVIC
- PUBLIC OPEN SPACE
- PRIVATE INSTITUTION
- PUBLIC USE - UTILITY
- ADDITIONAL USES

* LOTS SUBJECT TO MIXED USE R-AC0 'PERMITTED LAND USES'
(REFER SECTION 3.1.2) AND RESIDENTIAL 1 R-AC0 AREAS - SIDE
AND REAR LANEWAY ACCESS 'BUILDING TYPE' PROVISIONS
(REFER SECTION 3.2.1.4)

MILLETT
PARK

TERRACE

WILDING STREET

WOODSIDE STREET

BEATRICE STREET

SCARBOROUGH BEACH ROAD

HOLBECK STREET

RAVENSCAR STREET

HUMTRISS ROAD

PARAMATTA ROAD

PRINCES ROAD

SYDENHAM ROAD

GRANT ST

MURIEL AVE

ODIN ROAD

MAHLBERG AVE

HAZEL AVE

MIXED USE

The Vision Plan promotes the creation of mixed-use development in the area between Westview Street and Hancock Street/Munro Reserve, between Woodside Street and Holbeck Street and Lot 20 on the corner of Scarborough Beach Road and St Brigids Terrace.

The mixed-use character of the study area creates the opportunity for a wide variety of retail and commercial uses along Scarborough Beach Road that are compatible with residential development. The specific amount of retail and commercial floorspace will need to be tested with the market at a time closer to delivery. It is proposed that active retail and commercial uses populate the ground floor of buildings along Scarborough Beach Road, with residential being provided on the upper floors.

Retail will likely be located in close proximity to the transit stations and key public spaces, providing for the convenience needs of the residents and employees from the surrounding area. Convenience and specialty shops, cafes and restaurants will edge the public spaces and provide a level of activation and passive surveillance. Short stay accommodation could be located within the mixed-use areas, further adding to activation of the area.



Example of Mixed Use Development

RESIDENTIAL 2

The Vision Plan allows for Residential 2 Development between Alice Street and Woodside Street and Lot 20 on the corner of Scarborough Beach Road and St Brigids Terrace.

Strategically located between the 2 Mixed Use centres, the Residential 2 Development allows for residential with additional commercial uses (compatible with residential development) on ground floor and residential (only) to upper floors. This promotes the short term consolidation and intensity of retail uses within the mixed use development, optimising active uses at street level within the centres.

With a similar built form typology to Mixed Use development, Residential 2 Development will be developed with an adaptable ground floor. This provides the opportunity to future proof Residential 2 Development with the ability to change its ground floor use over time. In the long term, when the market demands further retail, the Residential 2 Development will be considered for re-zoning to Mixed Use, allowing additional retail on ground.



Example of Residential 2 Development

CIVIC

The area contains a variety of educational, community-support and personal-growth civic uses. The Vision Plan seeks to capitalise on these uses as integral components of the social fabric. In particular, the Scarborough Community Centre is designed to feature more in the life of the town centre area by forging a stronger presence with Scarborough Beach Road and potentially adding new development to its northern laneway edge.

Additionally, the community facilities within Munro Reserve could be integrated and upgraded into a new mixed-use building that becomes a central land use feature for the locality.



Examples of Civic Development

3.3.2 MOVEMENT NETWORK

For a comprehensive outline of the movement network, refer to the Scarborough Beach Road Activity Corridor West Integrated Transport Strategy 2015 (Integrated Transport Strategy). The Integrated Transport Strategy demonstrates the ability of the network to accommodate the road design and land uses proposed in the area.

The development and implementation of a sustainable and fully integrated transport network and system is a critical and essential element of the Scarborough Beach Road West Strategy. The movement network and access strategy has been planned and designed to enable people to move efficiently along the corridor by a variety of transport modes, providing good connectivity between the different mixed use activity nodes.

Whilst the current transport system is highly dependent on the car, the future system will be more balanced with greatly improved accessibility by public transport, walking and cycling. This reduced bias towards accommodating car travel will assist in making the future transport system more robust and resilient. Furthermore, a reduction in the proportion of movement along the corridor by car from about 60% to 40% will make a major contribution to reducing congestion and improving the environment and amenity of those living and working and visiting the area.

The future Scarborough Beach Road will include:

- A dedicated rapid transit route for Buses or light rail;
- Dedicated 'Copenhagen' style (off-street) bicycle paths on both sides of Scarborough Beach Road;
- Provision for two traffic lanes each way east of St Brigids Terrace, and one traffic lane each way (plus pocketed right turn lanes) west of St Brigids Terrace;
- Predominantly rear lane access to properties following redevelopment;
- On-street parking and reduced (30-50kmph) speed limit at the mixed-use centres along the Scarborough Beach Road;
- Safe pedestrian access and movement with signal crossings at key intersections and at future rapid transit stations.

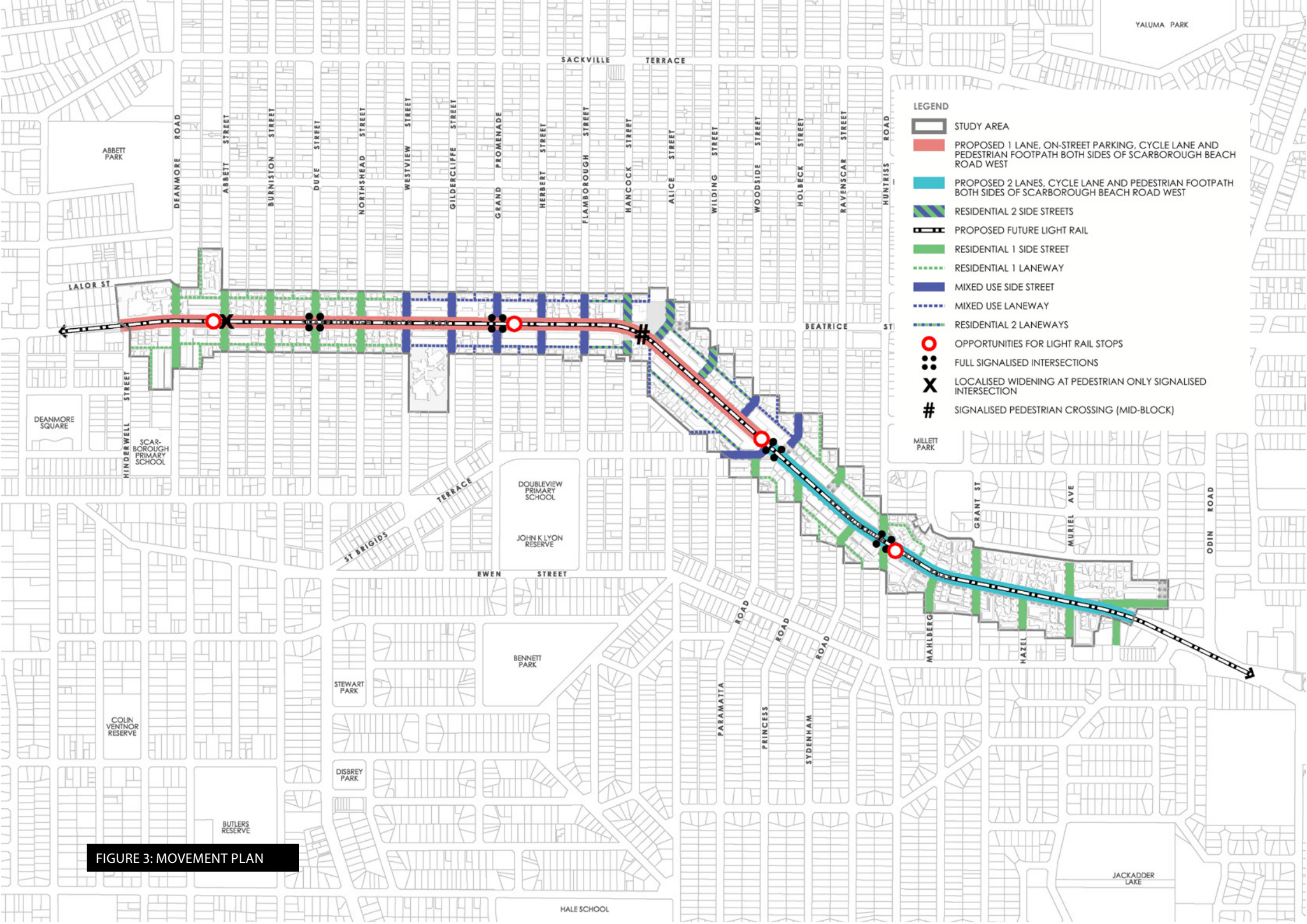
The local streets intersecting with Scarborough Beach Road will experience an improvement in tree planting, surface treatments and infrastructure to provide a high quality pedestrian experience. The side streets in the mixed-use areas will also be designed to provide a suitable quantity of on-street parking between the laneways and Scarborough Beach Road to support ease of access to businesses.

The laneways in the residential and mixed-use areas will all undergo landscaping and surface treatment improvements as redevelopment occurs. The laneways will become important for the effective movement of traffic when applicable street intersections to Scarborough Beach Road have reduced turning opportunities. This function will need to be carefully balanced with the need for the laneways to also provide suitable amenity for residences along its edges.

Refer Figure 3: Movement Plan opposite illustrating the movement network.



Possible future dedicated rapid transit system along Scarborough Beach Road



LEGEND

- STUDY AREA
- PROPOSED 1 LANE, ON-STREET PARKING, CYCLE LANE AND PEDESTRIAN FOOTPATH BOTH SIDES OF SCARBOROUGH BEACH ROAD WEST
- PROPOSED 2 LANES, CYCLE LANE AND PEDESTRIAN FOOTPATH BOTH SIDES OF SCARBOROUGH BEACH ROAD WEST
- RESIDENTIAL 2 SIDE STREETS
- PROPOSED FUTURE LIGHT RAIL
- RESIDENTIAL 1 SIDE STREET
- RESIDENTIAL 1 LANEWAY
- MIXED USE SIDE STREET
- MIXED USE LANEWAY
- RESIDENTIAL 2 LANEWAYS
- OPPORTUNITIES FOR LIGHT RAIL STOPS
- FULL SIGNALISED INTERSECTIONS
- X LOCALISED WIDENING AT PEDESTRIAN ONLY SIGNALISED INTERSECTION
- # SIGNALISED PEDESTRIAN CROSSING (MID-BLOCK)

FIGURE 3: MOVEMENT PLAN

SCARBOROUGH BEACH ROAD/RAPID TRANSIT

The Scarborough Beach Road Rapid Transit Route will be designed to provide priority for public transport vehicles (buses initially with the potential for light rail in the future). The rapid transit will link Scarborough Beach to Stirling and Glendalough railway stations (refer Figure 3: Movement Plan). It will provide a fast efficient service and move large numbers of people along the corridor.

Scarborough Beach Road West will need to be widened in the future to provide safe efficient movement for rapid transit, motor vehicles, bicycles (refer Figure 13: Bicycle Network Plan) and pedestrians. The ultimate width of Scarborough Beach Road will vary along its length as shown in Figure 4: Proposed Scarborough Beach Road Widths Plan. The extent of the Scarborough Beach Road widening on private land varies and is shown indicatively in Figure 4: Indicative Road Widening Plan. Some additional widening will be required at signal intersections and potential light rail stations.

West of St Brigids Terrace, it is proposed to widen Scarborough Beach Road (refer Figure 5: Proposed Scarborough Beach Road Cross Section for cross section) to accommodate one traffic lane in each direction, with potential right turn lanes where right turning traffic will be permitted. This is sufficient to meet demand for traffic movement along this part of the corridor.

At three locations West of St Brigids Terrace, it is proposed to widen Scarborough Beach Road (refer Figure 6: Proposed Scarborough Beach Road Cross Section for cross section) for the purpose of retaining existing built form facades, preserving the character of the area.

To the east of St Brigids Terrace existing traffic volumes are higher and this is expected to remain the case in the future. The highest traffic volumes are in the section to the east of Huntriss Road. Traffic volumes decline as you move west with traffic filtering off along Huntriss Road and St Brigids Terrace. The Integrated Transport Strategy has shown that two through traffic lanes in each direction should be provided to meet reasonable traffic demand along this section of the corridor. The proposed cross section along this section of Scarborough Beach Road West Activity Corridor is shown in Figure 7: Proposed Scarborough Beach Road Cross Section.

Rapid Transit Stations within the area are proposed at Abbett Street, Grand Promenade, St Brigids Terrace and Huntriss Road as shown in Figure 3: Movement Plan and Figure 4: Proposed Scarborough Beach Road Widths Plan.

Typical street cross sections and a conceptual plan of a signalised intersection West of St Brigids Terrace, are shown in Figure 9: Proposed Scarborough Beach Road Cross Section at Light Rail

Stations and Figure 10: Proposed Transit Station/Intersection Design. Far side transit platforms are proposed. On the near side of the intersection potential right turn lanes are proposed to permit safe right turning and provide acceptable intersection capacity.

The only proposed transit station to the east of St Brigids Terrace is at Huntriss Road. Typical street cross sections and a conceptual plan for this intersection and transit station is shown in Figure 11: Proposed Scarborough Beach Road Cross Section at Light Rail Stations and Figure 12: Huntriss Road Intersection Design.



Possible future Scarborough Beach Road Rapid Transit Route



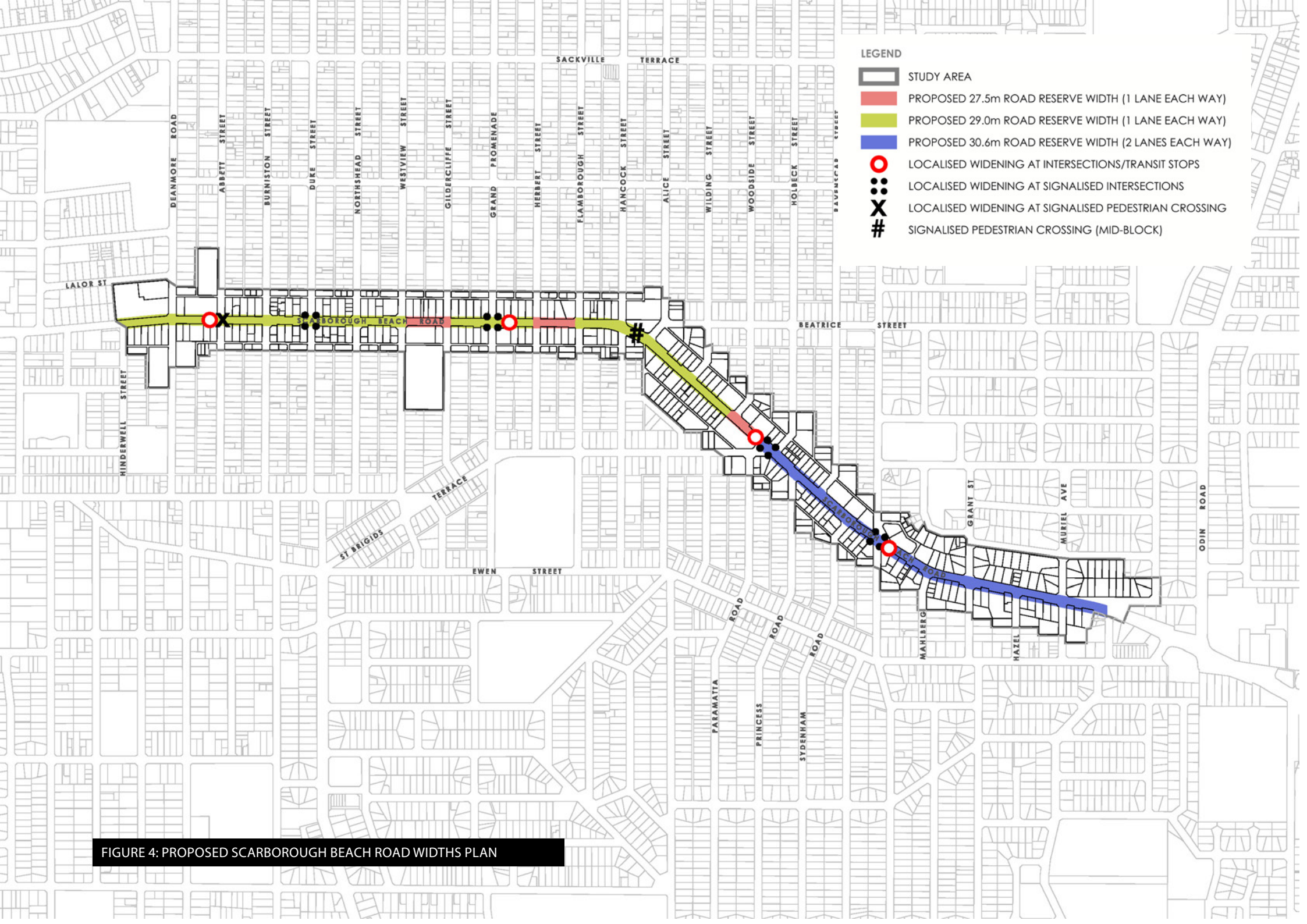


FIGURE 4: PROPOSED SCARBOROUGH BEACH ROAD WIDTHS PLAN

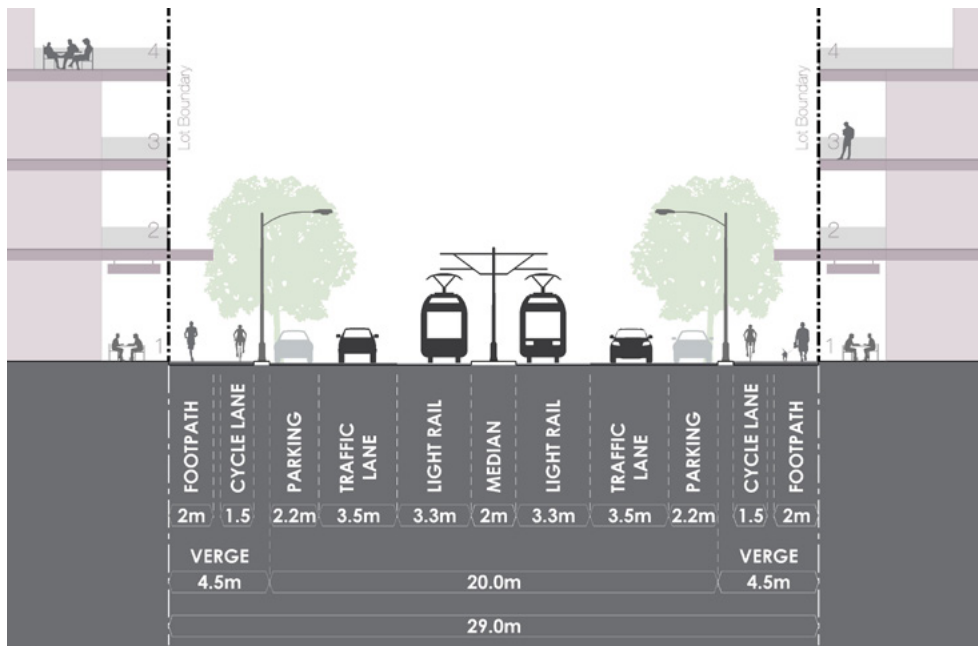


FIGURE 5: PROPOSED 29.0M SCARBOROUGH BEACH ROAD CROSS SECTION (WEST OF ST BRIGIDS TERRACE)

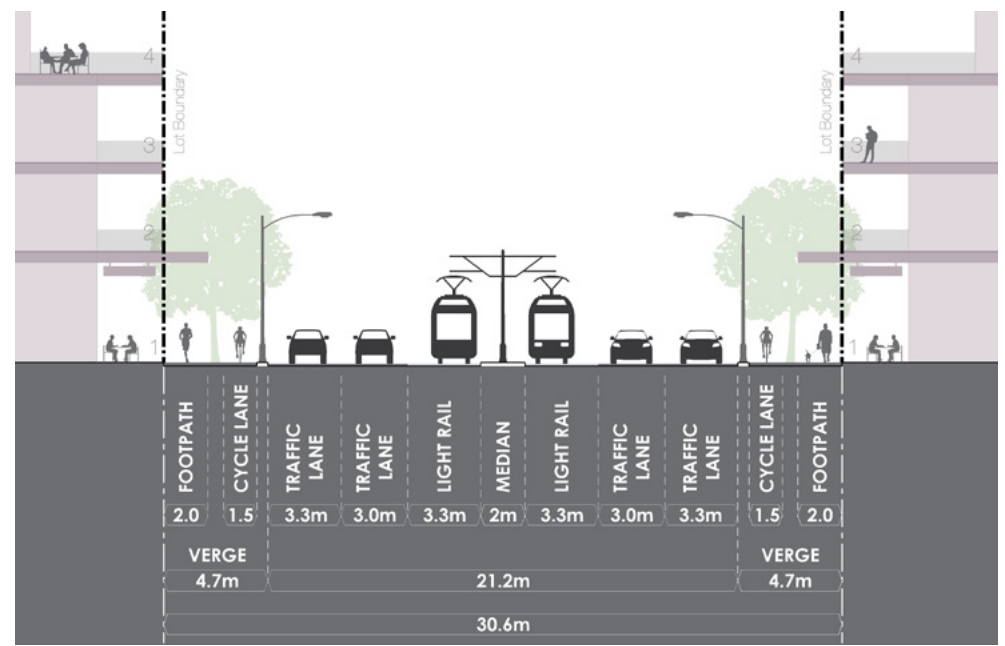


FIGURE 7: PROPOSED 30.6M SCARBOROUGH BEACH ROAD CROSS SECTION (EAST OF ST BRIGIDS TERRACE)

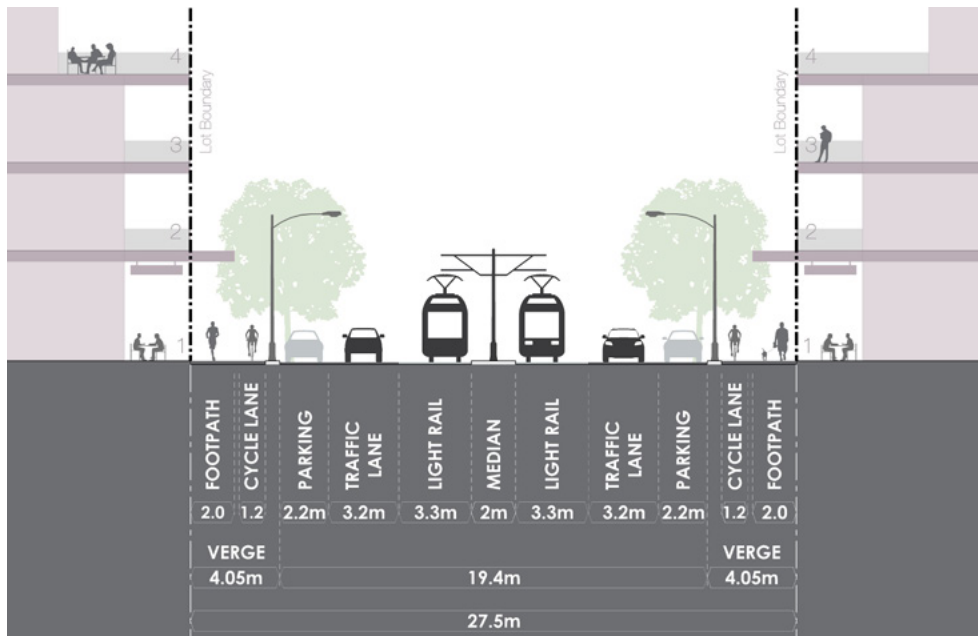
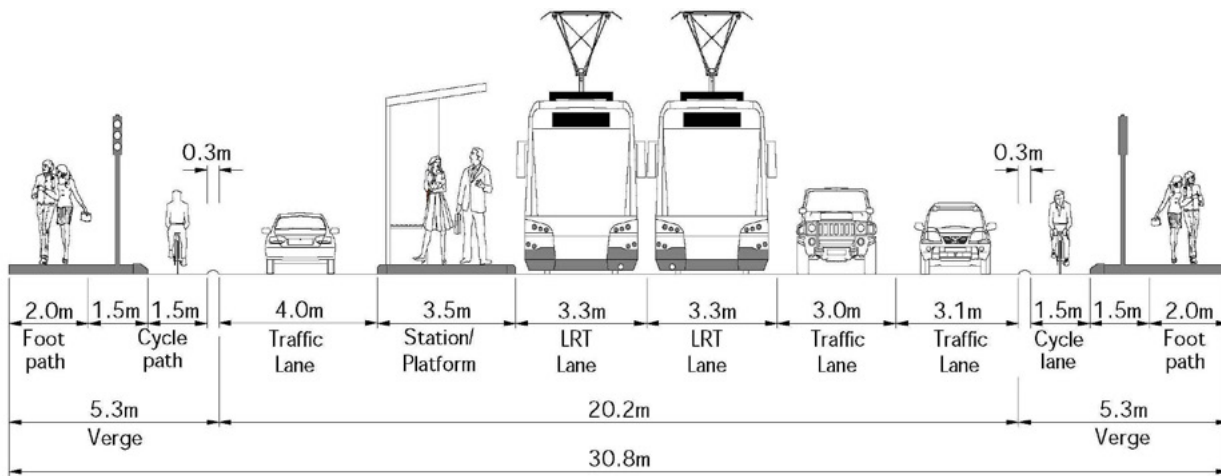
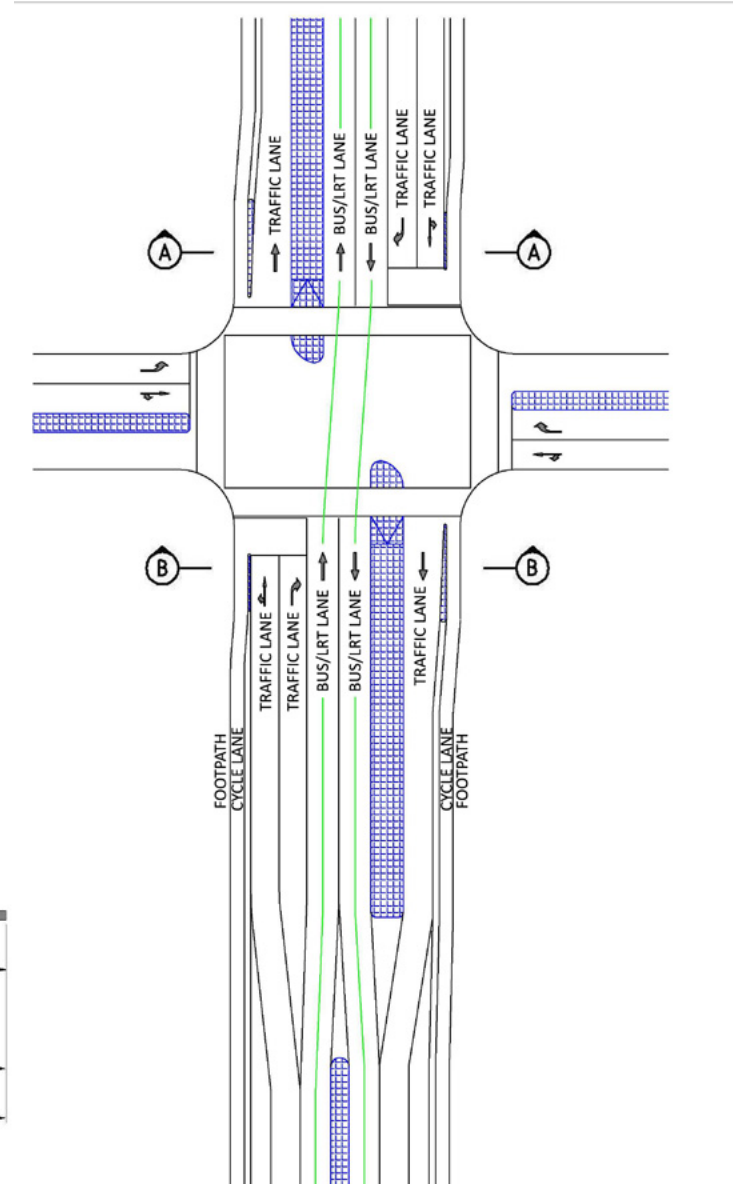


FIGURE 6: PROPOSED 27.5M SCARBOROUGH BEACH ROAD CROSS SECTION (WEST OF ST BRIGIDS TERRACE) AT CHARACTER NODES



SECTION A-A



SECTION B-B

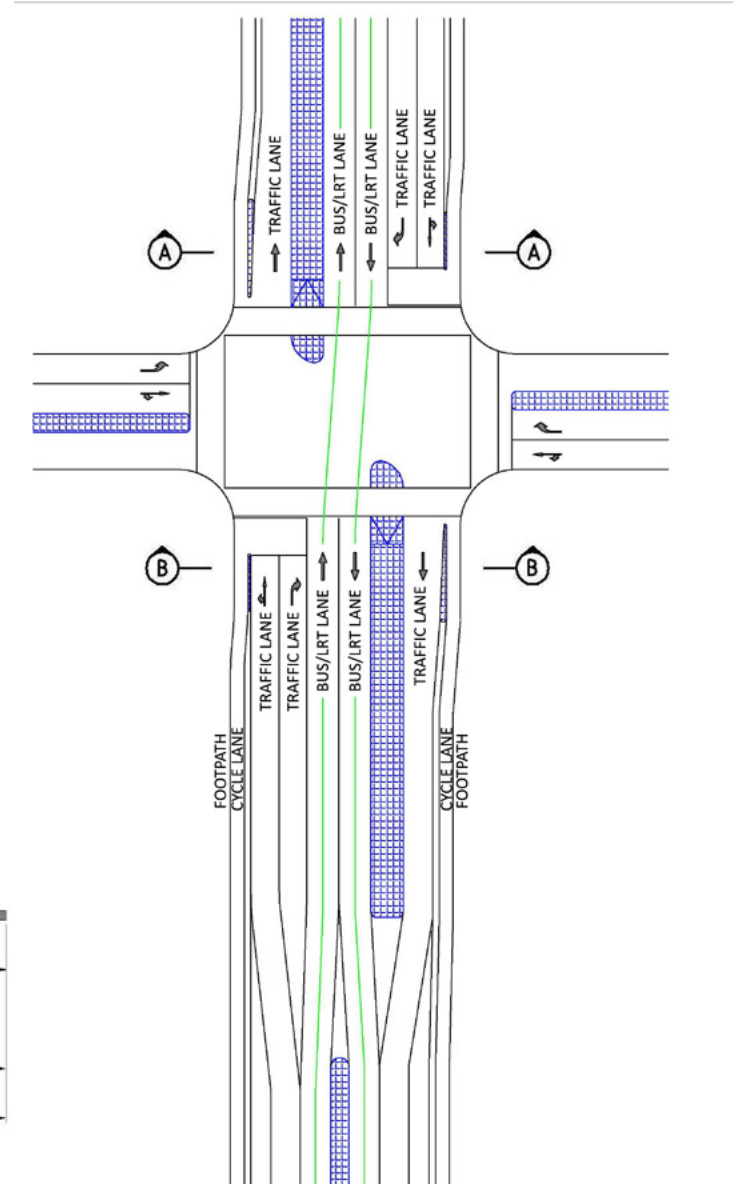
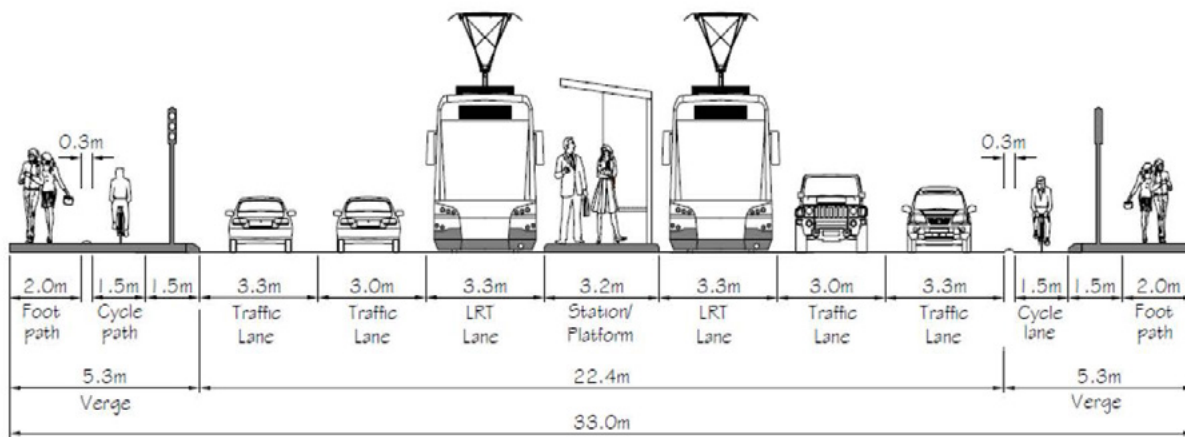
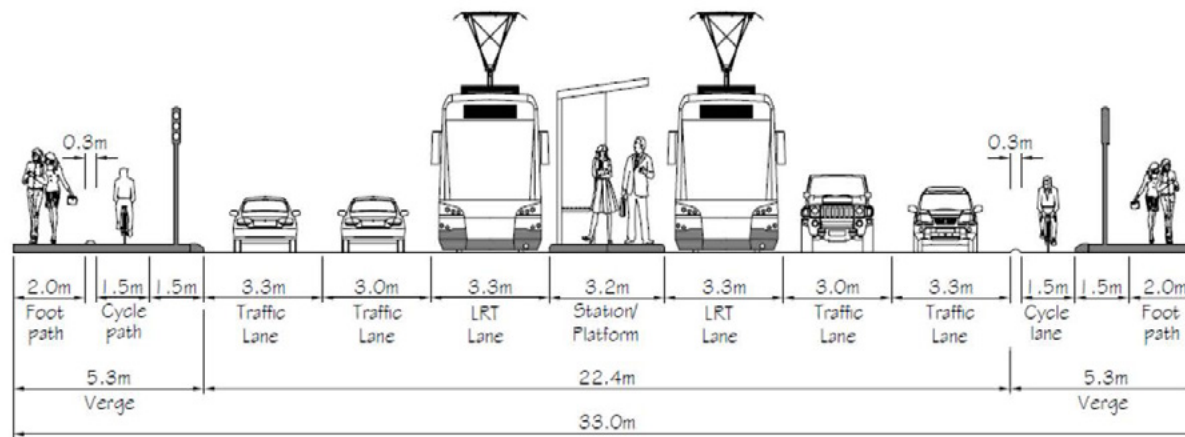


FIGURE 10: PROPOSED TRANSIT STATION/INTERSECTION DESIGN

FIGURE 9: PROPOSED SCARBOROUGH BEACH ROAD CROSS SECTION AT LIGHT RAIL STATIONS



SECTION A-A



SECTION B-B

FIGURE 11: PROPOSED SCARBOROUGH BEACH ROAD CROSS SECTION AT LIGHT RAIL STATIONS

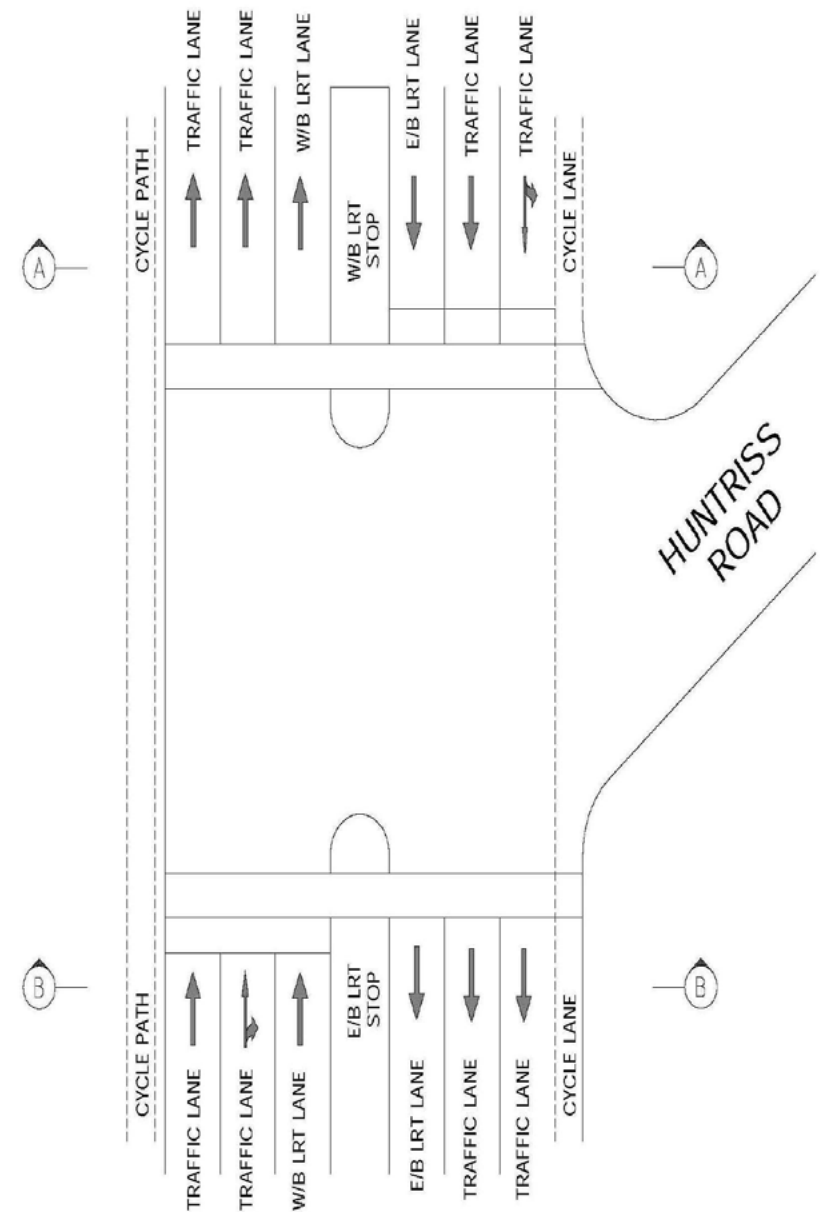


FIGURE 12: HUNTRISS ROAD INTERSECTION DESIGN

CONNECTED BICYCLE NETWORK

The bicycle network in the short term will continue to travel along Sackville Terrace/Barnes Street and Moorland Street (refer Figure 13: Bicycle Network Plan); until on-street cycling is implemented along the ultimate Scarborough Beach Road Activity Corridor.

Copenhagen-style cycle paths will be provided along Scarborough Beach Road West within the activity corridor. These lanes are a well-established means of increasing the level of cycling due to their separation from heavy traffic. They have been used for many years in some European cities and are now being introduced into North American and Australian cities.

These paths are located on the verge between parked vehicles and the footpaths rather than on the roadway between parked cars and moving vehicles including trucks.

A key principle is to provide for safe cycling movement where a large number of cyclists are likely to have a destination (i.e. within the activity corridor). This cycleway will connect to other important cycle routes in the vicinity (eg. coastal route, the proposed network in the Stirling City Centre and the freeway cycleway that connects to the Perth City) (refer Figure 13: Bicycle Network Plan).



Copenhagen-style Bike Paths

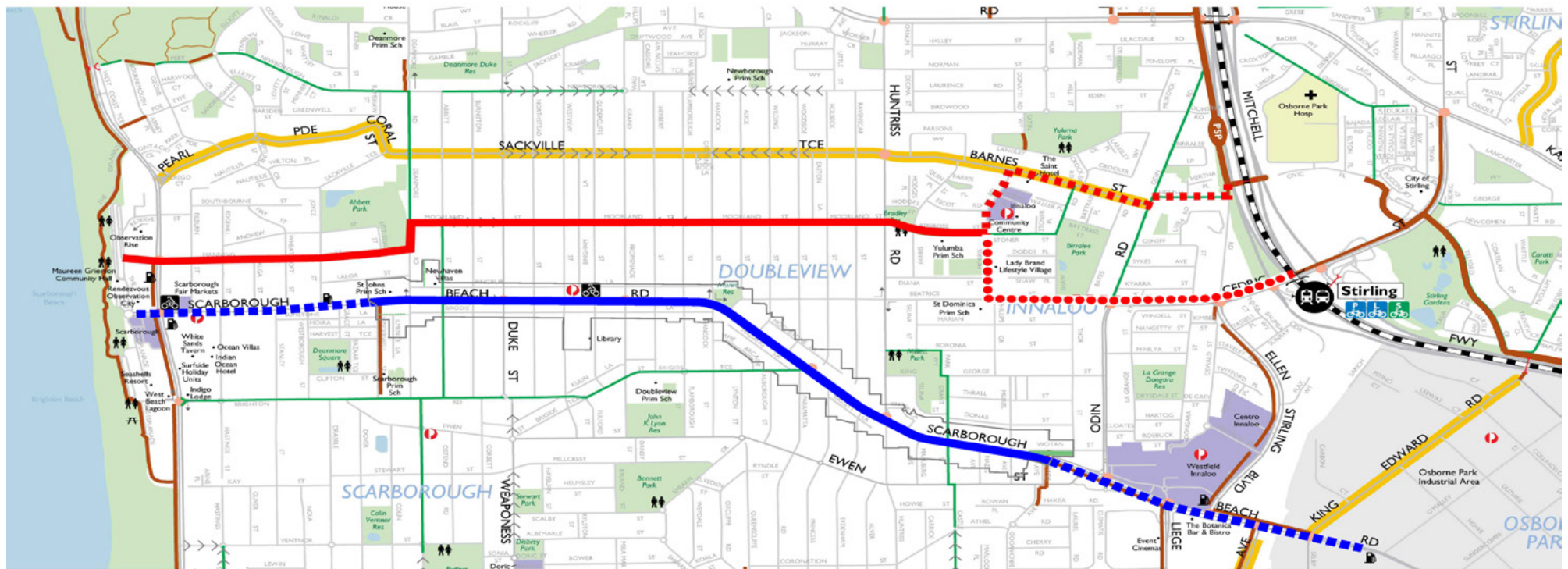











FIGURE 13: BICYCLE NETWORK PLAN

LEGEND

-  STUDY AREA
-  EXISTING BICYCLE PATH
-  FUTURE (SHORT TERM) BICYCLE PATH
-  FUTURE (SHORT TERM) BICYCLE PATH CONNECTION TO FREEWAY PSP (NORTHWARDS)
-  FUTURE (SHORT TERM) BICYCLE PATH CONNECTION TO STIRLING TRAIN STATION
-  FUTURE LONG TERM BICYCLE PATH ALONG SCARBOROUGH BEACH ROAD (WITHIN STUDY AREA)
-  FUTURE (LONG TERM) BICYCLE PATH ALONG SCARBOROUGH BEACH ROAD (OUTSIDE OF STUDY AREA)
-  EXISTING PRINCIPLE SHARED PATH
-  EXISTING SHARED PATH

IMPROVED PEDESTRIAN FACILITIES

Footpaths will be provided on both sides of Scarborough Beach Road West. Pedestrians will be protected by shelter from awnings within the centres and by trees along the length of Scarborough Beach.

Safe crossing points will be provided at the signal intersections and rapid transit stops to be generally consistent with Figure 3: Movement Plan.

SECONDARY STREET NETWORK

Sackville Terrace/Barnes Road to the north of Scarborough Beach Road and St Brigids Terrace and Ewen Street to the south provide alternative routes for local east-west traffic. These streets are linked to and across Scarborough Beach Road by a series of north/south streets. If light rail is to be constructed it will be necessary to limit movement to and from these streets to left-in and left-out, except where a signal intersection is provided.

The land uses along these streets will predominantly remain residential, but some mixed uses will be permitted, particularly close to Scarborough Beach Road West.



Pedestrian crossing points over Scarborough Beach Road to facilitate safe pedestrian movement



Improved pedestrian amenity within verges



Improved amenity to side streets

LANEWAYS

Laneways exist to the rear of properties facing Scarborough Beach Road West for most of the length west of Flamborough Street. Over time it is proposed that the laneway network will be widened where possible.

The principle traffic network function of laneways is to provide low speed access to the rear of properties along Scarborough Beach Road. Laneways will generally be 6 metres in width. Landscaping, parking and raised areas can be used in laneways to calm traffic speeds.

Some small pockets of activity may occur facing laneways. However the principle purpose of the laneways is to provide access to properties and car parks.

Laneway upgrades to be in accordance with City's 'Development Abutting Rights of Ways' Policy.



Activity encouraged in laneways, however principle purpose is for access



3.3.3 BUILT FORM

For specific built form guidelines, refer to the Scarborough Beach West Local Development Plan.

The majority of the study area (the area west of St Brigids Terrace) has a system of streets and laneways, which allows for development that does not require access from Scarborough Beach Road. The development of new buildings within the area will occur within one of three situations:

- Mixed Use R-AC0/Residential 2 R-AC0;
- Residential 1 R-AC0 (with and without laneway access); and
- Residential 1 R-AC0 (with side and/or rear laneway access).

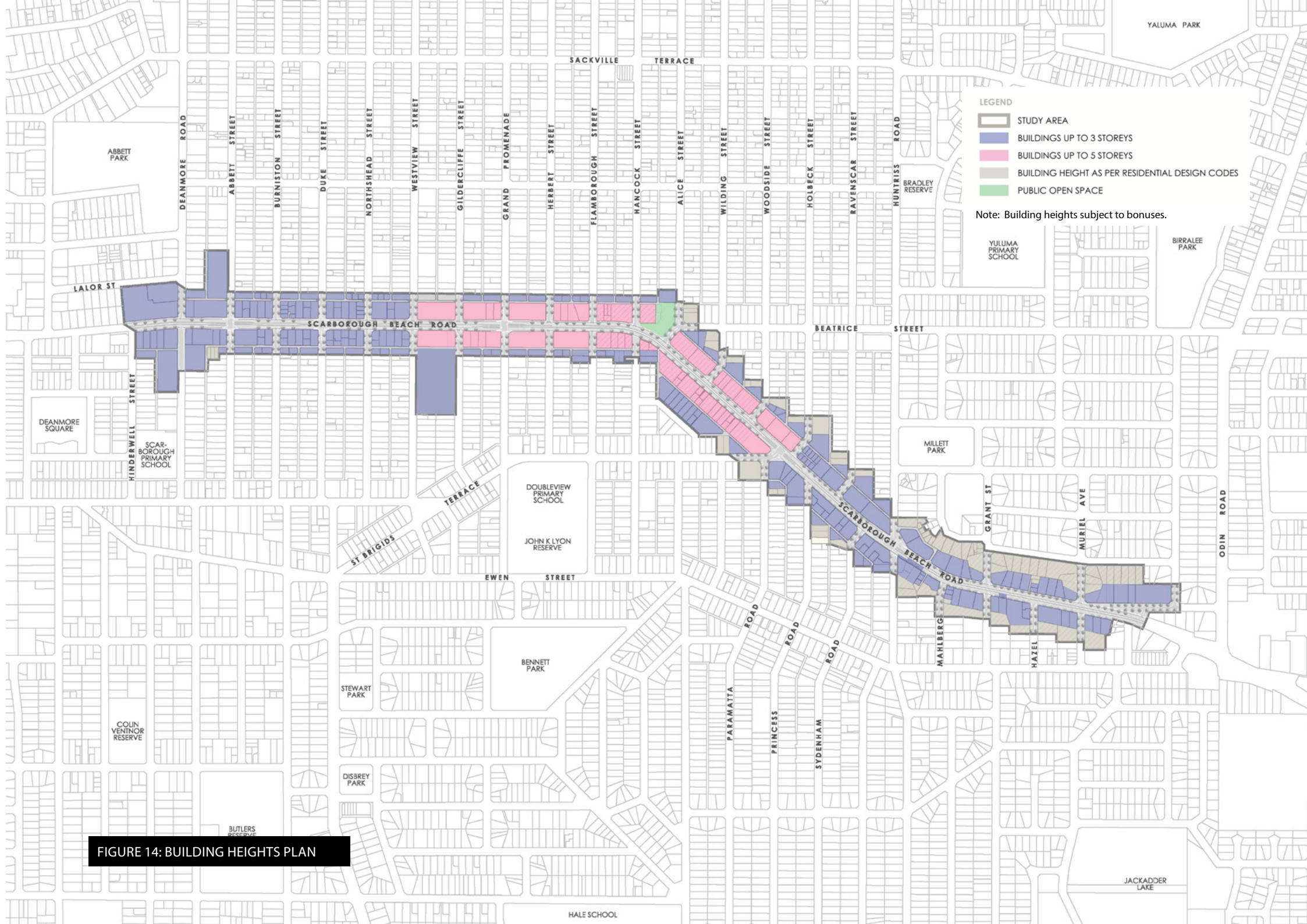
Properties east of St Brigids Terrace and adjacent to Scarborough Beach Road will be developed for Residential 1 use only and generally do not have the benefit of laneways, so will require vehicle access from Scarborough Beach Road or side streets.

This context of land use and access arrangements enables future development opportunities to be easily categorised and then considered through the application of controls relevant to the type of building that will fit a particular location. The Local Development Plan will be utilised to outline the requirements for the various building type categories.

The community has demonstrated a desire to limit height to three storeys in Residential 1 areas, and is generally open to allowing development up to five storeys in the Mixed-Use/ Residential 2 (refer Figure 14: Building Heights Plan). These building heights will serve to create a pleasant experience at street level whilst providing opportunities to gain views of the ocean and city skyline, and promote development fitting of its proximity to the future transit stations.

All new development needs to have an appropriate interface to the surrounding residential

properties, and needs to be designed to a high standard that contributes to the visual amenity of the locality. Contemporary architectural styles should be encouraged, which also respect in part any admirable architectural qualities of the existing built form in the area. As part of this, buildings need to provide variety and interest in the street facade through modulation of building walls and balconies, and the use of materials.



LEGEND

- STUDY AREA
- BUILDINGS UP TO 3 STOREYS
- BUILDINGS UP TO 5 STOREYS
- BUILDING HEIGHT AS PER RESIDENTIAL DESIGN CODES
- PUBLIC OPEN SPACE

Note: Building heights subject to bonuses.

FIGURE 14: BUILDING HEIGHTS PLAN

MIXED-USE/ RESIDENTIAL 2

Buildings developed in the Mixed-Use/ Residential 2 areas will serve an important role in accommodating business enterprises and supporting the activation of the public domain. Building setbacks will facilitate the creation of a continuous building edge along Scarborough Beach Road between the various side streets.

Ground floor setbacks to Scarborough Beach Road will also create additional pedestrian space inside the property boundary to provide a wider footpath that can accommodate outdoor dining, shop displays and more movement space. Upper levels would still merit being located at the front property boundary.

In relation to the massing of Mixed-Use/ Residential 2 buildings at the Scarborough Beach Road edge, the community has demonstrated preference for setback storeys above three levels. This setback will reduce building mass along Scarborough Beach Road and provide visual relief from the street level.

The Mixed-Use/ Residential 2 buildings also need to contribute to the amenity and surveillance of the side streets and laneways, through the appropriate design and siting of dwellings along these edges. Development to the rear laneway needs to address the laneway and be of a scale and form that respects neighbouring sites.

The provision of apartments in these developments needs to be balanced with the provision of useable, pleasant communal open space that is located centrally to the dwellings. Amenity of this kind is important for residents living in the intensity of the mixed-use activity corridor.

Corner buildings provide a transition between streets and define the public realm at intersections. The design of a building at the corners shall be considered carefully to ensure there is continuity or harmony of materials and detailing to both elevations. The corner may be emphasised by height, form or feature elements such as wrapping balconies. Buildings on corner sites should reinforce the street edge, provide sufficient truncation and assist in ameliorating wind conditions.



Indicative examples of maximum five storey Mixed Use/Residential 2 Development



Indicative Streetscape Mixed Use/Residential 2 Development - Street Perspective



Indicative Mixed Use/Residential 2 Development - Aerial Perspective



Indicative Mixed Use/Residential 2 Development on Single Lot - Aerial Perspective



Indicative Mixed Use/Residential 2 Development Adjacent to Laneway - Street Perspective

RESIDENTIAL 1 (FRONTING SCARBOROUGH BEACH ROAD WITH AND WITHOUT LANEWAY ACCESS)

Residential 1 buildings along Scarborough Beach Road will also need to provide the amenity of communal open space for the same reason (as specified above), again preferably located centrally in the development. Street setbacks should be generous enough to provide space for planting trees and vegetation that will contribute to the amenity of the streetscape, consistent with the existing contribution that private landscaping frequently makes to the quality of the street.

Residential 1 development with rear laneway access need to address the laneway and be of a scale and form that respects neighbouring sites. The inclusion of space for trees along the laneway, in the reserve and the front setbacks is also important.

Corner buildings provide a transition between streets and define the public realm at intersections. The design of a building at the corners shall be considered carefully to ensure there is continuity or harmony of materials and detailing to both elevations. The corner may be emphasised by height, form or feature elements such as wrapping balconies. Buildings on corner sites should reinforce the street edge, provide sufficient truncation and assist in ameliorating wind conditions.



Indicative examples of maximum three storey Residential 1 Development



Indicative Streetscape Residential 1 Development - Aerial Perspective



Indicative Residential 1 Development - Aerial Perspective



Indicative Residential 1 Development on Single Lot - Streetscape Perspective



Indicative Residential 1 Development - Sidewalk Perspective

RESIDENTIAL 1 (SIDE AND REAR LANEWAY ACCESS)

The Residential 1 developments with side and rear laneway access are located on the opposite side of the laneways from Scarborough Beach Road. Development to the rear and side laneway needs to address the laneway through openings, articulation and passive surveillance.

Development should be of a scale and form that respects existing neighbouring sites, transitioning down from higher built form along Scarborough Beach Road.

It is important for Residential 1 buildings siding onto laneways to provide the amenity of communal open space; preferably located centrally in the development and adjacent to the side laneway, sharing its 'green' amenity with the laneway.



Indicative Residential 1 Development (siding laneway) - Aerial Perspective



Indicative examples of maximum three storey Residential 1 Development



Indicative Residential 1 Development (siding laneway) - Streetscape Perspective



INDICATIVE BUILT FORM STREETScape TO SCARBOROUGH BEACH ROAD

3.3.4 LANDSCAPE, STREETScape AND PUBLIC SPACE

For a more comprehensive outline of the landscape, streetscape and public space within the area, refer to the Landscape Masterplan document.

The Landscape Masterplan follows the key guiding principles linking the areas, 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.

Critical Aspects of the Landscape Masterplan include:

- new public realm places and spaces;
- human scale experience, full of charm and character;
- memorable cut through and place to rest;
- shared use roads 'shareway';
- events, food stalls, market gardens;
- inner-urban garden; and
- integrate public art.

Two key areas of public open space adjoin the study area, the existing Community Civic Centre and Munro Reserve. The Landscape Masterplan proposes to enhance these areas by retaining existing features which add to the landscape value and promote a 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.



BEFORE



AFTER

LANEWAYS



BEFORE



AFTER

SIDE STREETS



BEFORE



AFTER

MUNRO RESERVE

For specific built form guidelines within the Munro Reserve development site, refer to the Scarborough Beach Road Local Development Plan document.

Munro Reserve, including a community facility, 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 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; and
- Regular maintenance to ensure the space is safe and regularly used.



Indicative redevelopment outcomes within Munro Reserve



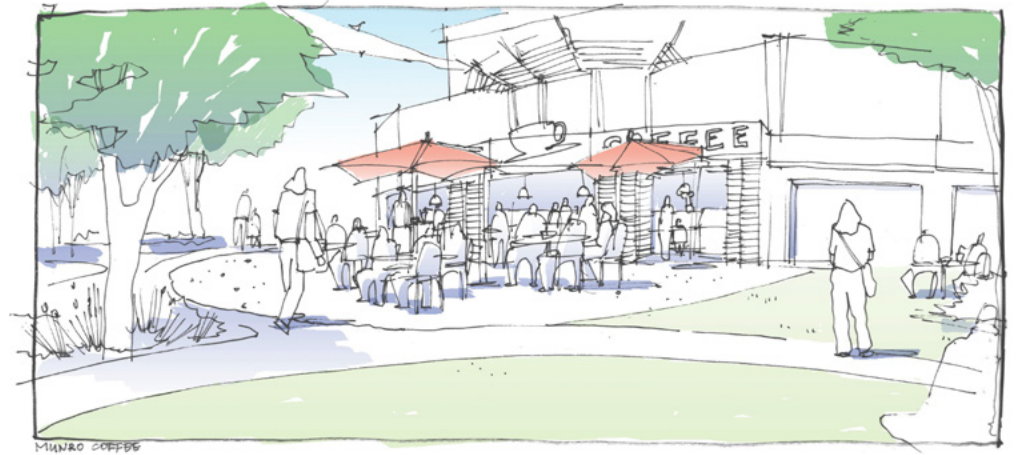
Indicative development (plan) in Munro Reserve



Indicative development (perspective) in Munro Reserve



Artist impression of a Day Care Development in Munro Reserve



Artist impression of an active use (i.e. cafe) activating the adjacent Munro Reserve

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.

For a more comprehensive outline, refer to the Landscape Masterplan.



An incidental Public Open Space creating refuge from street

STREETSCAPE IMPROVEMENTS

The long term vision for the entirety of Scarborough Beach Road will be to enhance the existing poor public amenity through the inclusion of, but not limited to, light rail, on-street parking, cycle paths, footpaths, street trees, separator landscaping, street lighting, pedestrian crossings and paving upgrades.

For a more comprehensive outline, refer to the Landscape Masterplan document.



Indicative streetscape improvement of Scarborough Beach Road

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.

For a more comprehensive outline, refer to the Landscape Masterplan document..



Indicative enhanced side street

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.

For a more comprehensive outline, refer to the Landscape Masterplan document..



Activation of a laneway through landuse, landscape, movement and passive surveillance

4 IMPLEMENTATION

4.1 AMENDMENT TO METROPOLITAN REGION SCHEME

A request will be made by the City of Stirling to the Western Australian Planning Commission (WAPC) to amend the extent of the Other Regional Roads reservation in the Metropolitan Region Scheme (MRS) for Scarborough Beach Road. The request will seek to have the reservation amended to reflect the widening requirements outlined in Section 3.4.2. As an interim measure, the WAPC has introduced Planning Control Area 123 to identify the road widening requirements.

Should the WAPC resolve to initiate an amendment to the MRS, then it will be referred to various agencies for assessment prior to being released for public comment and then ultimately determined by the WAPC.

Amending the Scarborough Beach Road Other Regional Road reservation will provide certainty about statutory widening requirements and therefore certainty for redevelopment of sites abutting the road.

4.2 CEDING OF LAND FOR PUBLIC PURPOSES

Following the gazettal of the MRS amendment, landowners affected by the road widening wanting to develop their land will be required to cede land affected by the Other Regional Road reservation to the Crown free of cost, in exchange for increased development potential. The requirement to cede the necessary land will be a condition of subdivision or development approval. In some circumstances development bonuses will be given for ceding of land for the widening of Scarborough Beach Road - refer Local Development Plan.

4.3 AMENDMENT TO LOCAL PLANNING SCHEME NO. 3

The City of Stirling will prepare an amendment to Local Planning Scheme No. 3 to update the zonings, density codings and development control provisions for the area, in line with the development vision outlined in Section 3 above.

Any amendment to a Local Planning Scheme is initiated by the City of Stirling, before being referred to the Environmental Protection Agency and the WAPC. The amendment is subsequently advertised for public comment for a period not less than 42 days. The Council then considers submissions made during advertising before making a decision to adopt, refuse or change the amendment. If adopted, the amendment is then forwarded to the WAPC for its consideration and the Minister for Planning's Approval.

4.4 PREPARATION OF LOCAL DEVELOPMENT PLAN

A Local Development Plan has been prepared for the subject area, in conjunction with this Activity Corridor Strategy. As outlined in Section 1.1, the Local Development Plan provides detailed guidance regarding the onsite building development requirements for privately owned land within the subject area. The provisions of the Local Development Plan constitute variations to the requirements of the R-Codes and all Development Applications are to be prepared, assessed and approved in accordance with the Local Development Plan.

4.5 DEVELOPMENT CONTRIBUTION PLAN

A Developer Contributions Plan may be prepared to provide a mechanism for the City to collect contributions prior to finalisation and adoption of a Developer Contributions Plan and Scheme.

This would be used to ensure that landowners who choose to develop prior to the implementation of a Developer Contributions Plan still make a contribution for common infrastructure, open space and/or road improvements. Where used elsewhere in the Perth metropolitan area, a per lot (or per m²) rate is used to calculate the contribution owing for a particularly development, with this being a condition of development approval.

The payment of this contribution discharges the landowner/developer obligations and provides the City with some funds to use on common works.

4.6 INDICATIVE SHORT TERM CHANGES TO SCARBOROUGH BEACH ROAD

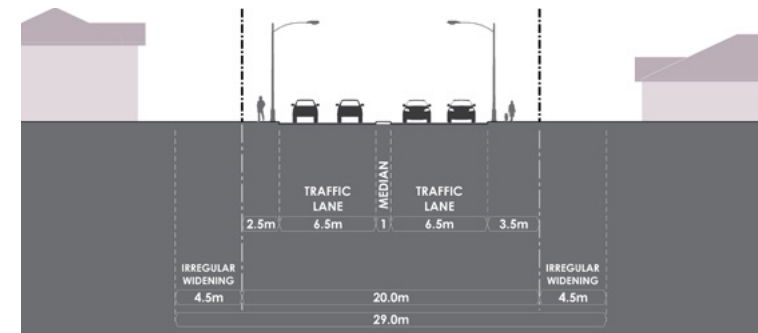
The ultimate redevelopment of Scarborough Beach Road is subject to a Metropolitan Region Scheme Amendment to achieve the ultimate widening requirements (refer section 5.1). However, the more time consuming process is the reliance on redevelopment of all private sites abutting Scarborough Beach Road, which through conditions of redevelopment will trigger ceding of this land as road reserve.

Acknowledging that the reliance on private redevelopment along the length of Scarborough Beach Road to achieve the ultimate widening will be a long term prospect, the following is proposed to achieve some short term changes/demonstration projects along Scarborough Beach Road.

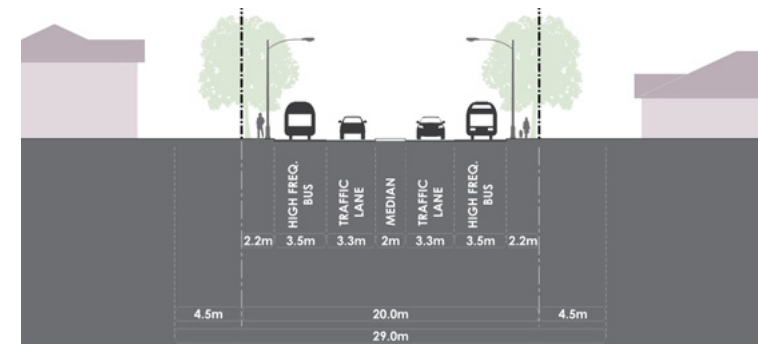
With the centreline of the ultimate 29.0m Scarborough Beach Road road reserve consistent with the centreline of the existing 20m Scarborough Beach Road road reserve, there is an opportunity to implement some staged upgrades in the interim. These include:

- Widen the median from 1m to 2m;
- Narrow the verges/footpaths to 2.2m (from 3.5m to the north and 2.5m to the south) giving careful consideration to the placement of signposts, utility poles, bins, street furniture, etc. to ensure that a suitable clear path is available for use by pedestrians and cyclists;
- The above results in a 0.3m widening in the 2 lane carriageway, from 6.5m to 6.8m. This new 6.8m would accommodate a 3.5m high frequency bus lane (dedicated within peak times – e.g. Beaufort Street) to the outside lanes and a 3.3m vehicle lane to the inside lanes; and
- Plant street trees within the 2.2m verge/footpath along the ultimate alignment. This would allow for these trees to mature over time, ready for when the ultimate Scarborough Beach Road widening eventuates.

Note: Indicative cross-sections opposite only apply west of St Brigids Terrace and areas outside of localised widenings at signalised intersections and future light rail stations.



Existing Scarborough Beach Road cross section



Interim short-term upgrades to Scarborough Beach Road cross section



Ultimate Scarborough Beach Road cross section

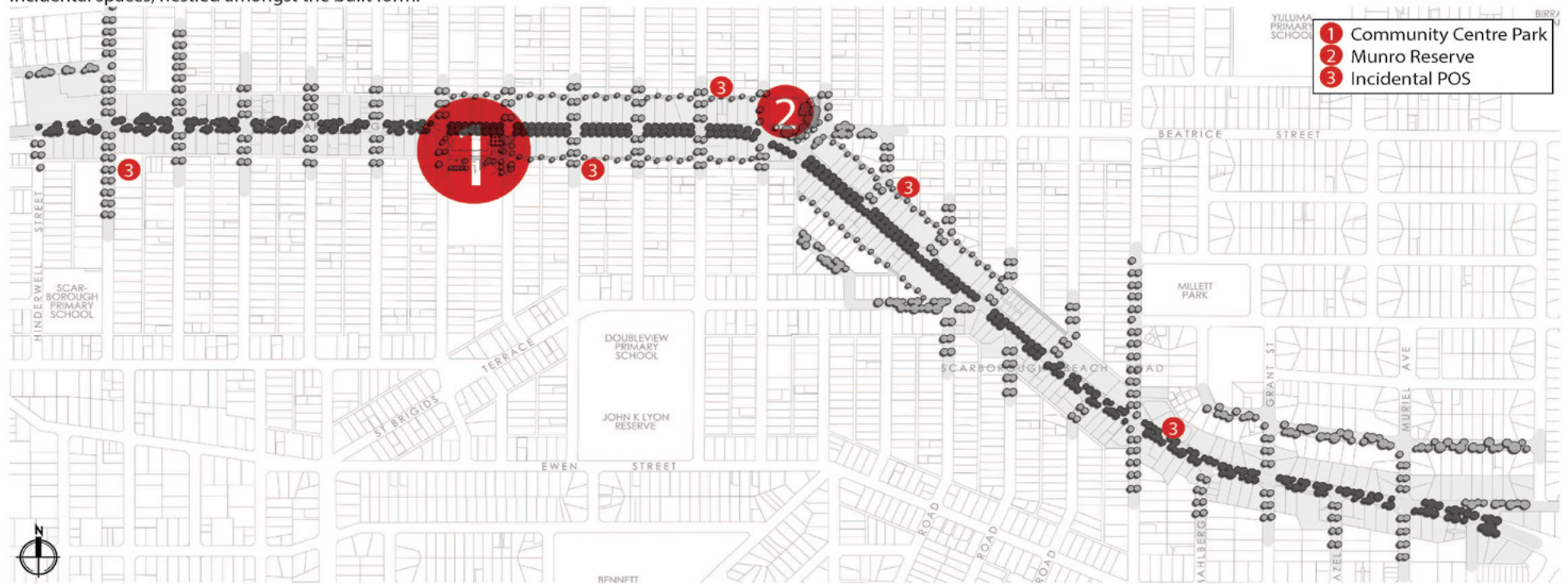
4.7 PUBLIC OPEN SPACE AND STREETSCAPES

The redevelopment of public open space and upgrading of streetscapes in the Scarborough Beach Road West Area will be guided by the Scarborough Beach Road West Activity Corridor Landscape Master Plan.

The Scarborough Beach Road West corridor will have a strong landscape emphasis 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.

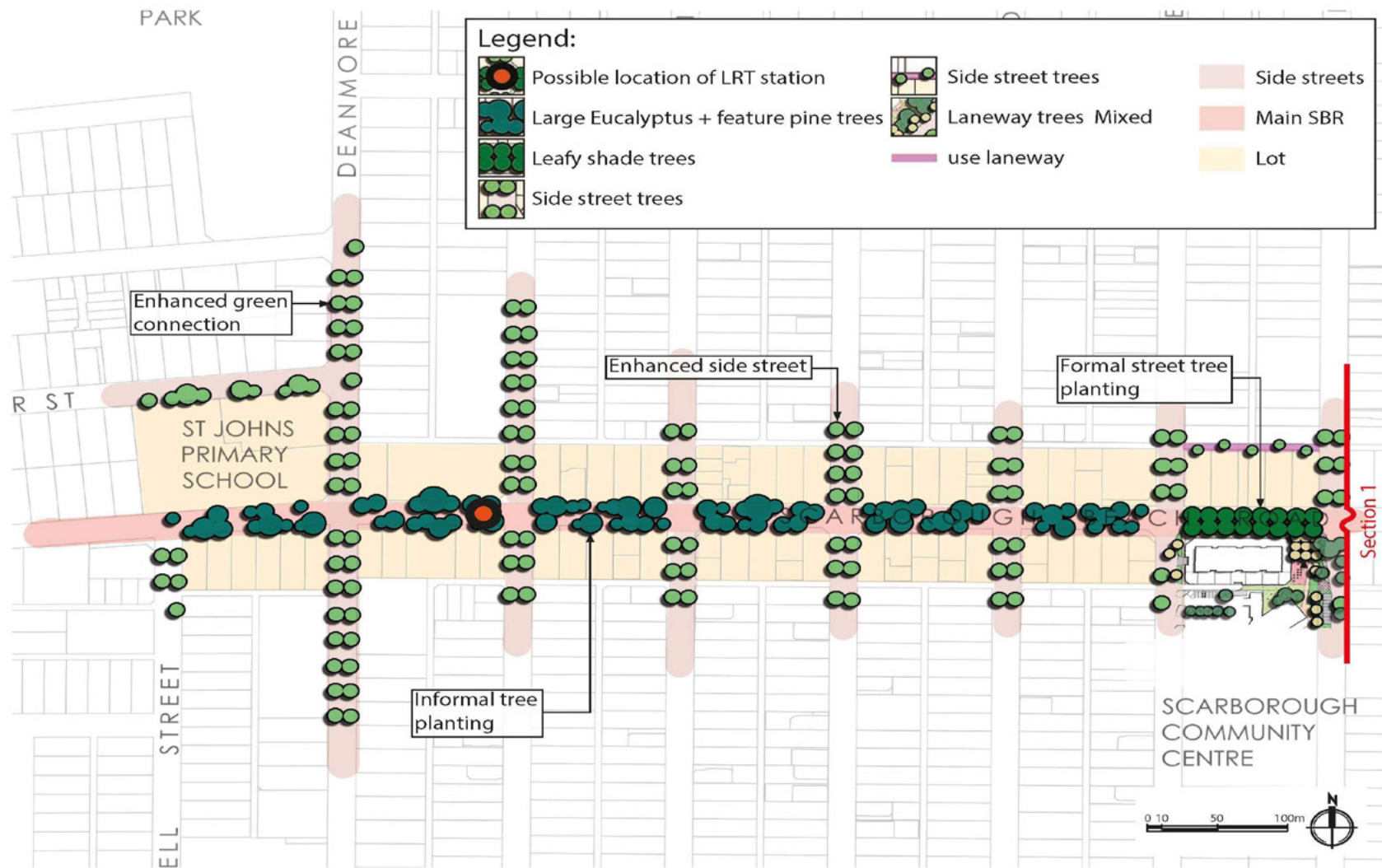
An overview of the Public Open Space in the area shown in Figure 15. An overview of the Landscape Master Plan is shown in Figures 16, 17, 18.

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.



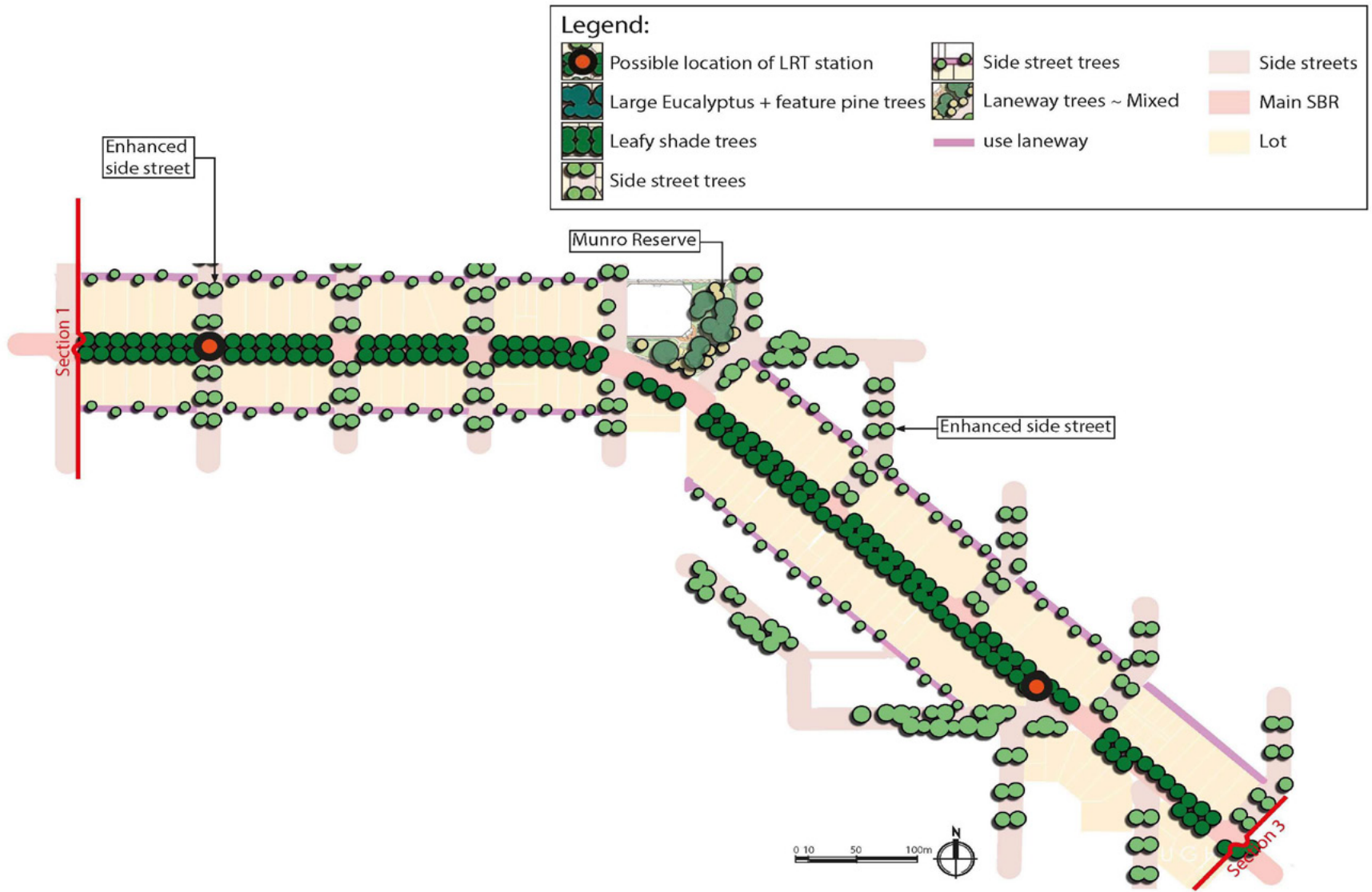
Key Plan

Figure 15 - Pubic Open Space



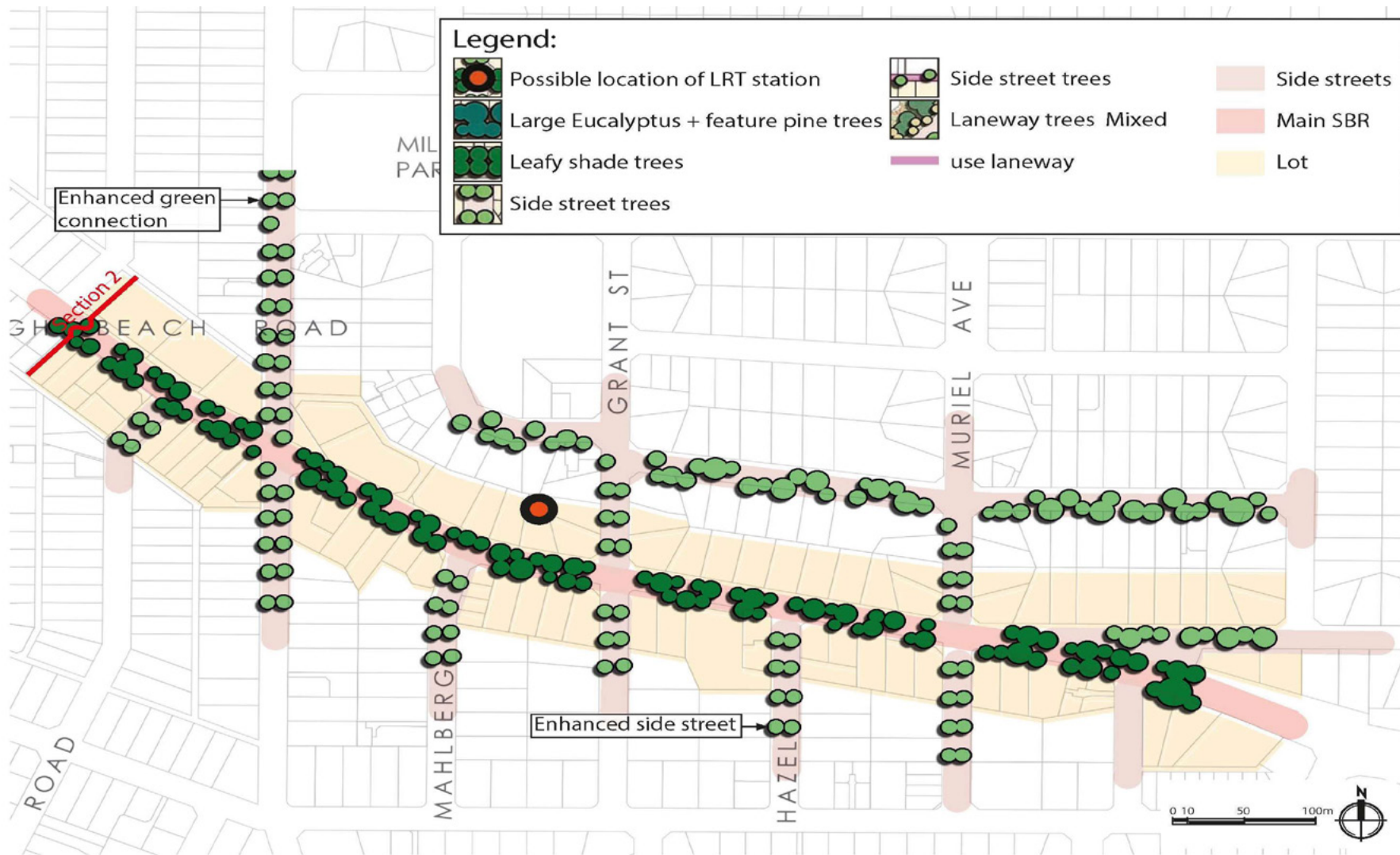
Landscape Masterplan - Section 1

Figure 16 - Landscape Master Plan Section 1



Landscape Masterplan - Section 2

Figure 17 - Landscape Master Plan Section 2



Landscape Masterplan - Section 3

Figure 18 - Landscape Master Plan Section 3

APPENDIX 1

Provides an analysis of the area including activity corridor examples, locational and historical context, statutory planning framework, socioeconomic summary, existing site description and a summary of the outcomes from the Community Visioning Workshop (March 2014).

1. BACKGROUND

Activity corridors “are connections between activity centres that provide excellent, high frequency public transport to support the land uses that will occur along the activity corridors and at the activity centres. Activity corridors are not designed to be high-speed through traffic routes.” (Network City, 2004, DPI).

Scarborough Beach Road West (the area) currently connects the Stirling City Centre and Scarborough Beach, but performs a predominantly through traffic function. The formulation of a vision and plan for the subject area provides the opportunity to establish the framework that facilitates its development as a truly integrated activity corridor; one which performs more than just a traffic thoroughfare function.

1.1 ACTIVITY CORRIDOR CHARACTERISTICS

The ideal activity corridor would typically be characterised by the following traits:

- High density residential facilities (i.e. apartments), sometimes as a component of mixed use development;
- A variety of non-residential uses, including retail, commercial, food and beverage, health, short-stay accommodation and education facilities, in a fine-grain and street-based built form;
- With major destinations or attractions as anchors at each end;
- Maximum intensity of development along the primary corridor, with a gradual reduction in intensity behind the corridor;
- A rail-based form of high frequency public transport along the length of the corridor;
- Buildings that address the street, with minimal front setbacks and parking excluded from the front setback area;
- On-street parking provided enabling convenient access to businesses and limiting vehicle traffic speeds to promote safe non-vehicle movement (i.e. walking and cycling);
- Street trees and awnings to provide climatic relief;
- Generous footpaths and cycle paths on both sides of the main corridor and connecting with the surrounding area to encourage walking;
- Regular, safe and formalised pedestrian crossings;
- Limited vehicle traffic speeds (up to 50km/hr);
- Parallel rear laneways and local streets (but not continuous along the length of the corridor) that provide for efficient vehicle access. Direct vehicle access is ideally not provided to the activity corridor.

The planning for the future of the area provides the opportunity to see these traits and characteristics incorporated as redevelopment occurs.

The following photographic examples illustrate a number of existing or potential Activity Corridors in the Portland, Oregon USA and Perth metropolitan area. The captions below each image highlight issues which are relevant to the study of the area and which should be addressed in any redevelopment opportunities by the public and private sectors.

PORTLAND MALL REVITALISATION

Portland Mall, a legacy project and icon for progressive urban planning and design, has been transformed into a Great Street. Today it extends the entire length of downtown Portland, mixes multiple modes of transportation, stimulates adjacent development and re-establishes itself as Portland's civic spine. A new benchmark in design, placemaking and infrastructure for the 21st century, the design is a formal, powerful order of widened sidewalks, transit lanes, trees, lights and sidewalk. Stainless steel is used in new amenities for its refined surface and highly-durable finish. A comprehensive system of graphic and written information unifies the transit system environment for all users. A highly-engineered design for flexible-set brick pavers allows for continuity of the pedestrian system at intersections. Shelter architecture was deliberately designed for openness and transparency. Roof and windscreen elements are minimal. Low-energy, LED lighting is incorporated into column cladding and ridge beam for enhanced night use.



A high quality public realm including widened sidewalks, transit lanes, street trees, lighting and street furniture to encourage use.



A rich interaction of urban street life and transit in the heart of the area. New shelters, signage, furnishing and street lights are all set within the street trees and renovated sidewalks.



Area benefits from the direct interaction of retail and station activity in comfortable proximity. Transit and strong built form edge frame wide verges that provide a quality public realm accommodating a mix of uses.



A vibrant urban environment around a transit station at a signalised intersection, supported by urban landscaping, wide verges, street furniture, mixed uses and a strong built form edge.

SCARBOROUGH BEACH ROAD,
MT HAWTHORN

At approximately 600m long (from Oxford Street to The Boulevard), the Mount Hawthorn main street is a length that works well as a local shopping destination with speciality and convenience goods.



A high quality public realm including street trees, awnings, ample footpaths and on-street parking to encourage use. Built Form at 3-4 storeys and small shop fronts has a good relationship with the street.



Signalised intersections, speed humps and crossings points provide for a safe pedestrian environment and reduce the impact of through traffic as a barrier between the two sides of the centre provide for safe environment for pedestrians.

BEAUFORT STREET,
MT LAWLEY/HIGHGATE

At approximately 1000m long (from Walcott Street to Bulwer Street), the Beaufort Street main street works well as a subregional centre with large scale outlets, chain brands and convenience goods.



Public realm with street trees and wide footpaths but limited on street parking and fairly high traffic volumes restrict interaction between two sides of street. 3 -4 storey building height creates a relationship with the street, but office and large scale retail uses reduce human scale.



Scale and form of mixed use buildings have a good relationship with the street but lack of street trees creates a hard public/private interface.

NEWCASTLE STREET,
NORTHBRIDGE



Public realm includes some mature street trees which reduce the impression of height and scale of buildings.



Central median manages left in/left out traffic movement intersections and creates an appropriate pedestrian refuge.

WILLIAM STREET



Mature and varied landscape frames long distance views of Perth CBD, creates a sense of place and assists orientation.



Street trees provide a soft edge to private public interface with greatest landscape amenity at side street intersections.

ALBANY HIGHWAY, VICTORIA PARK



Red asphalt suggests local road rather than highway status, however, no median to facilitate safe crossing for pedestrians, lack of soft landscaping and low built form in relation to street width.



Street trees provide an attractive shady streetscape whilst framing distant views. 40 km/h allows safer pedestrian environment.

STIRLING HIGHWAY



Dual carriageway to facilitate traffic flow and speed over pedestrian comfort and unification of both sides of the street.



Poor public realm amenity and streetscape, unfriendly pedestrian environment and lack of street trees and soft landscaping. Big box scale and built form of development not of human scale.

1.3.1 LOCATION & EXTENT

The area is a 2.8 km corridor, running east-west from Wotan St in the east to the eastern edge of the Scarborough Redevelopment Area at Hinderwell St, and centred on the existing Scarborough Beach Road reserve (refer Figure 1: Location/Context Plan). It includes all lots fronting or siding onto Scarborough Beach Road, with additional lots behind rear laneways also included.

The area is located approximately 10km north-east of the Perth CBD and 1km from both the edge of the Osborne Park industrial area and Scarborough Beach.

1.3.2 LOCAL CONTEXT

The area benefits from its proximity to the natural amenity of the coastline (approximately 1km to the west of the area) and the functional amenity of the Stirling City Centre (approximately 300m to the east). Refer Figure 1: Location/Context Plan.

The importance of Scarborough Beach Road as the main east-west connector in the area dominates the landscape of the area. Whilst providing good accessibility, the nature of this major traffic route also act as a barrier for vehicle, pedestrian and cycle linkages into the surrounding areas. Whilst it is important that development along Scarborough Beach Road is optimised to realise the benefit of exposure to significant volumes of traffic, pedestrian and cycle linkages in particular must also be considered and improved.



Existing poor amenity along Scarborough Beach Road

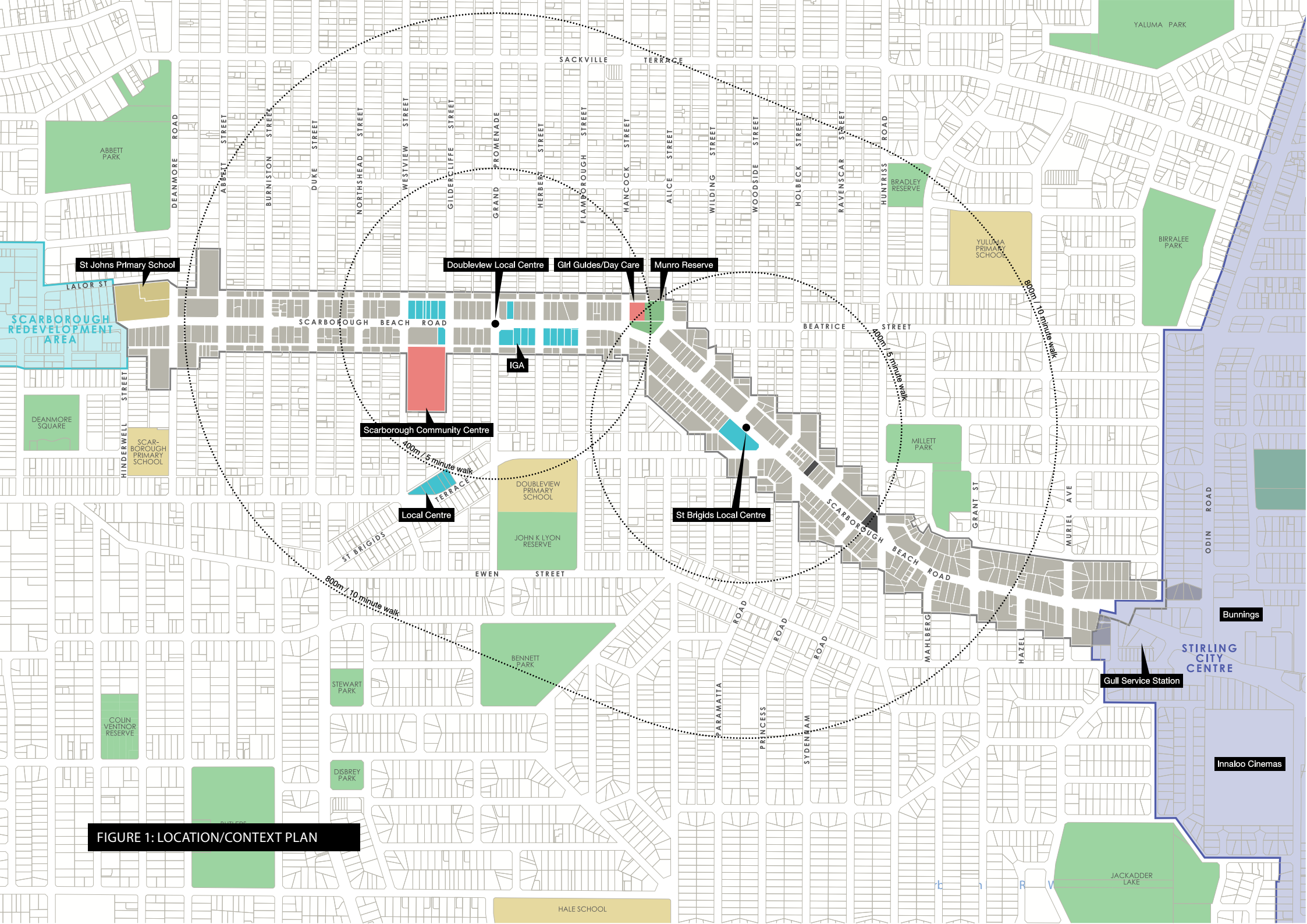


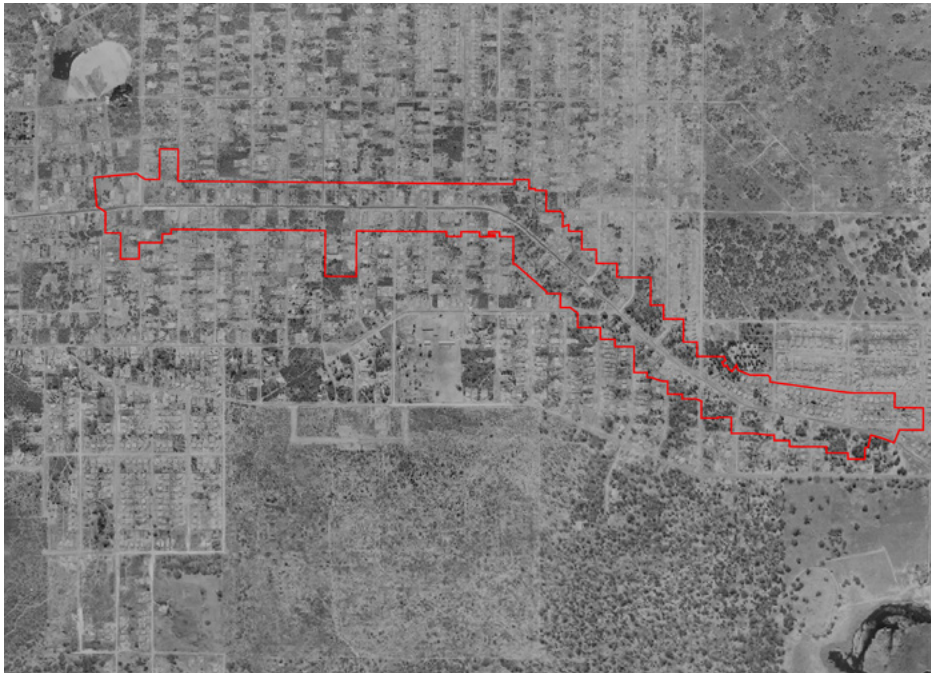
FIGURE 1: LOCATION/CONTEXT PLAN

1.3.3 HISTORICAL CONTEXT

The area (originally known as North Beach Road) began its existence in the early Twentieth Century as a sand track connecting the Swan River settlement to the coast at Scarborough Beach. It was extended as wooden plank road in 1912 and has always formed an important link between the inner-northern suburb of North Perth and the coast at Scarborough Beach.

The area was developed in multiple stages, in line with the subdivision and development of land surrounding it – firstly from North Perth to Glendalough (1900), then to Innaloo (1912) and finally extending on to Scarborough Beach (1927).

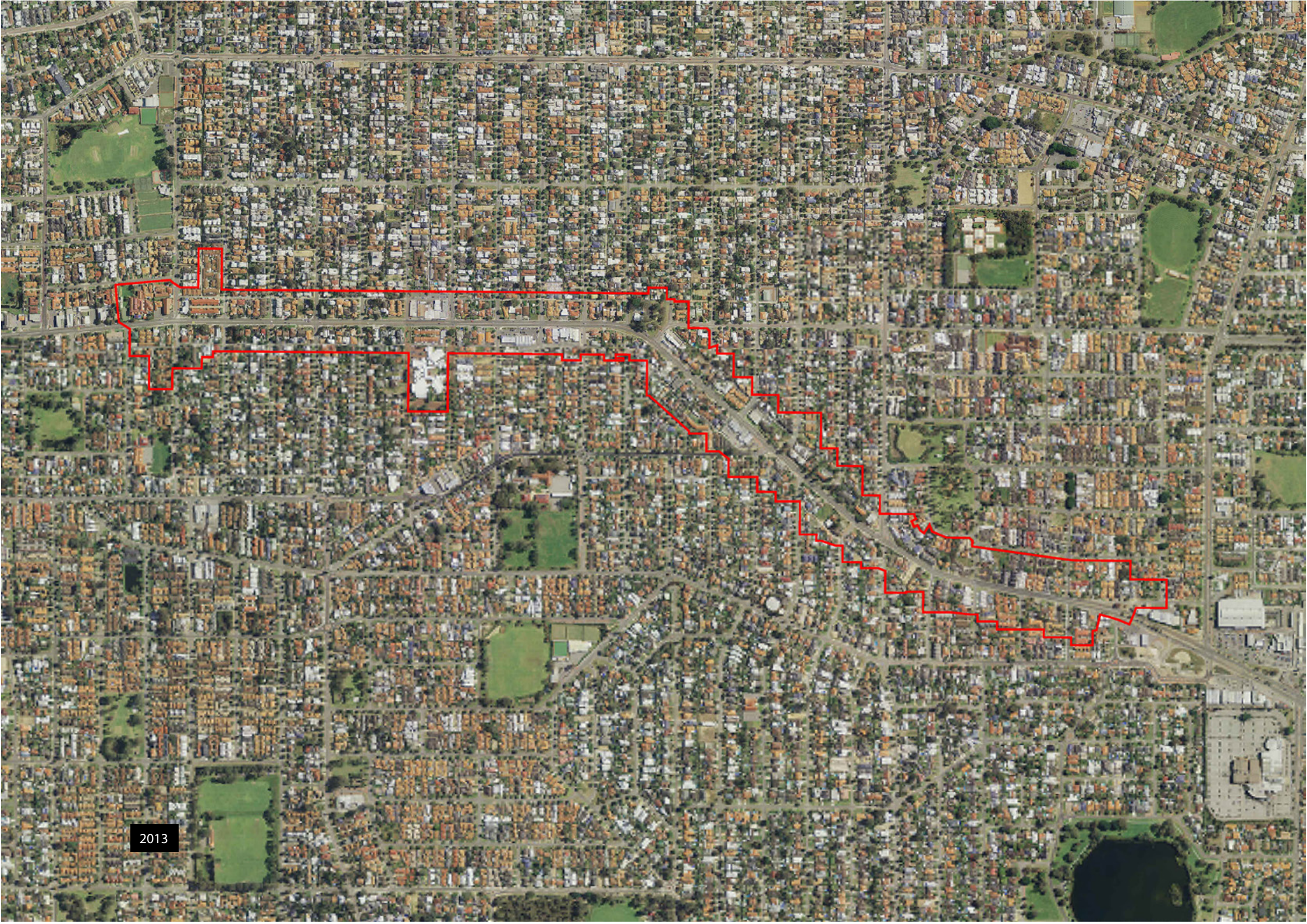
The extension of the Mitchell Freeway (1983) and the northern suburbs rail line (1992) continued to emphasise the importance of Scarborough Beach Road as an east-west link between the coast and the CBD. The direct transport linkage between inner city locations such as Mount Hawthorn, Doubleview and Scarborough Beach has seen encouraging levels of renewal and redevelopment as residents and businesses see the potential that exists along the movement corridor.



1953



1974



2013

1.4.1 STRATEGIC PLANNING CONTEXT

DIRECTIONS 2031 AND BEYOND

The WAPC's Directions 2031 and Beyond (2010) is intended as a high level spatial framework and strategic plan for the Perth and Peel Region, establishing a vision for future growth and guiding the planning and delivery of housing, infrastructure and services necessary to accommodate a rapidly expanding population.

The area falls within the central metropolitan Perth sub-region of Directions 2031. In the context of the area, Directions 2031 provides the following guidance:

- The Stirling centre is identified as a 'Strategic Metropolitan Centre' which is to provide a mix of retail, office, community, entertainment, residential and employment activities, and is to be well serviced by high frequency public transport; and
- Scarborough Beach is identified as a 'Metropolitan Attractor', which are places or tourist destinations that are highly valued and visited by local and regional residents alike. Scarborough Beach is a highly popular swimming and surfing beach - with many restaurants and night-time activity spots located along it. The Rendezvous Hotel at the beach is also identified as a supplier of jobs to the area.

Directions 2031 also identifies the preparation of an urban corridor policy informed by the outcomes of two pilot projects on Stirling Highway and Scarborough Beach Road. This work has been undertaken by the WAPC, with the release of the Scarborough Beach Road Activity Corridor Framework, which is discussed in Section 3.1.5 below.

The area is strategically located between two significant activity nodes identified in the broader metropolitan region and this provides the potential for increased non-residential facilities to capture trade from passing traffic. In turn, increased residential density can be supported in proximity to functional amenity (i.e. shops, medical services etc). With increased residential density along the corridor, there is likely to be a greater demand placed on Scarborough Beach Road as a movement corridor/thoroughfare, serving to improve the viability of additional public transport options (i.e. light rail).

CENTRAL METROPOLITAN PERTH SUB-REGIONAL STRATEGY

The Central Metropolitan Perth and Peel Sub-Regional Strategy provides a framework for delivering the objectives of Directions 2031 within the central Perth metropolitan region. The document is intended to aid in linking State and local government strategic planning, particularly in the review of structure plans and local planning strategies.

With respect to the area, the Central Metropolitan Perth and Peel Sub-Regional Strategy provides the following guidance:

- The Scarborough Beach Road urban corridor (excluding the SEAS/Stirling City Centre) is identified as a 'Major Growth Area – Yield: 400-999', with a future yield of 400 additional dwellings. The corridor sits between the Stirling Strategic Metropolitan Centre TOD and Scarborough Environs Area Development, which have a combined growth target of 9,700 dwellings; and
- The premise of rapid transport on Scarborough Beach Road is supported by the Strategy's expectation for consolidated redevelopment around key existing and new intersections and transit nodes.

The Central Metropolitan Perth and Peel Sub-Regional Strategy also makes reference to the need to complete the Scarborough Beach Road corridor development project to confirm Metropolitan Region Scheme land requirements and planning guidelines for abutting land and establishing a framework to coordinate the planning of transport infrastructure for all modes, and for local government strategies and planning schemes.

DRAFT PUBLIC TRANSPORT FOR PERTH STRATEGY IN 2031

The draft Public Transport Strategy identifies the majority of public transport infrastructure investment and system improvements are needed within 15km of the Perth central area. The emphasis in the Strategy is not for heavy rail but road-based rapid transit services (bus or light rail), and standard bus services. By 2031, the Strategy envisions light rail infrastructure between the Subiaco, Glendalough and Stirling railway stations, with Bus Rapid Transit infrastructure from Stirling to Scarborough. Rapid transit east of Glendalough or Stirling (connecting to the Mirrabooka Light Rail Transit route) is identified to occur after 2031.

An issue for future delivery will be the arrangements for the development of public transport priority infrastructure requiring negotiation and cooperation between state agencies and local governments. Provisions for the State to have an appropriate level of authority are required, potentially Main Roads WA having powers and allowances for constructing and maintaining infrastructure items, as well as responsibility for care and control.

ACTIVITY CENTRES FOR PERTH AND PEEL (SPP 4.2)

SPP 4.2 applies to activity centres classified as 'District' and above and does not technically apply to the Scarborough Beach Road activity corridor. Notwithstanding this, the corridor is positioned between the Stirling Strategic Metropolitan Centre in the west and the Scarborough District Centre in the east, many of the activity centre principles being applicable to activity corridor development.

Development along the corridor should complement development within each of the centres, which is to be characterised by the following:

- Bus network hub (with buses traversing the corridor);
- Typical retail types of discount department stores, supermarkets, convenience goods, small-scale comparison shopping, personal services, some specialty stores, district-level office development and local professional services;
- Minimum residential density target per gross hectare of 20, and desirable target of 30; and
- Mix of land uses as a proportion of the centre's total floor space.

The development framework for the corridor should be cognisant of the development proposed within the adjacent centres.

SCARBOROUGH BEACH ROAD ACTIVITY CORRIDOR FRAMEWORK

The Scarborough Beach Road Activity Corridor Framework has been adopted by the Western Australian Planning Commission to set out a vision for 50,000 residents, 40,000 jobs, priority public transport, pedestrian and cycling infrastructure, and renewed built form. Detailed planning for Scarborough Beach Road within the City of Stirling is intended to follow Directions 2031 and the Scarborough Beach Road Activity Corridor Framework, with the Department of Planning undertaking Metropolitan Region Scheme amendments to update reservations that are required to be modified.

Local planning workshops for the Doubleview area were held in May 2010, at which the aspirations of the community for the area were presented and discussed. Community representatives at these workshops supported a future environment with the following characteristics.

- A safe environment, with an improved/redesigned Scarborough Beach Road;
- An active and vibrant community enhanced through local centres and active local spaces;
- A centre with places and activities for all ages, building a sense of community;
- Sustainable environments through open space and streetscape trees;
- A centre with strengthened sustainable transport modes through cycle ways, walkways and public transport;
- A centre that supports, builds and broadens local business potential building activity centres; and
- Centres that develops tourist and cultural activities within the area.

The Scarborough Beach Road Activity Corridor Framework provides cross section designs for Scarborough Beach Road from Charles Street to Odin Road, but notes that the section west of Odin Road requires additional design and consultation before a road design is known. The Scarborough Beach Road Activity Corridor Framework recommends that the road be enhanced over the longer term to improve safety and provide a more effective public transport, cycling and pedestrian environment.

The Scarborough Beach Road Activity Corridor Framework outlines the following vision elements for the Doubleview-Scarborough area:

- A long-term upgrade to Scarborough Beach Road with the addition of dedicated transit lanes and generous pedestrian facilities.
- Redevelopment in the existing centres along this section to take the form of high-quality medium-density mixed-use development that is responsive to the topography of the area.
- Redevelopment in between is encouraged and to take the form of high-quality, terrace-style residential development at mid-rise heights.
- Development is to be designed in such a way to frame Scarborough Beach Road whilst minimising impact on established suburban development behind.
- Upon redevelopment of larger or amalgamated lots, access points to Scarborough Beach Road are to be rationalised or, where possible, new access points provided from existing side streets/laneways running parallel or perpendicular to Scarborough Beach Road.
- Enhanced interface between new development and the road, via high-quality landscaping and street furniture. Street trees are to frame the road, providing natural protection from weather elements and buffering noise from traffic using the road.
- Nil to minimal setbacks to be encouraged to frame the road over time (as already exists with older commercial development in Doubleview, St Brigids and Wheatcroft-Hinderwell centres), with greater rear setbacks to manage the transition to residential behind. On-site car parking to be located behind buildings, though in centres on-street parking is to remain.
- Notwithstanding the preference for nil to minimal setbacks, small gathering spaces coinciding with active ground floor retail in higher pedestrian trafficked areas may be suitable to provide positive informal meeting places, particularly in the Doubleview and St Brigids centres.

- The area's good network of local laneways to be used as an opportunity to encourage the development of ancillary dwellings (granny flats), garage-top studios or laneway houses.

The Scarborough Beach Road Activity Corridor Framework notes that the City of Stirling is committed to progressing detailed land use planning for the Doubleview-Scarborough area, using the Scarborough Beach Road Activity Corridor Framework as a guiding document. The Scarborough Beach Road Activity Corridor Framework also note that the City of Stirling and Department of Transport will develop detailed road designs (Odin Road to West Coast Highway), establishing carriageway designs and addressing access requirements on and around the road to plan for an 'enhanced transit corridor'. An MRS reservation amendment may be required based on the outcomes of the detailed road design.

CITY OF STIRLING DRAFT INTEGRATED TRANSPORT STRATEGY

The City of Stirling's Integrated Transport Strategy provides for a strategic approach to transport in the City with a view to enhancing social, economic and environmental outcomes. The Strategy integrates land use and transport planning, pedestrian amenity, cyclist amenity, public transport, parking and demand management and reflects the need to consider different aspects of transport planning including physical infrastructure, policy and governance and travel behaviour in an integrated manner at both the local and regional level.

The Strategy develops the long-term vision that 'it is intended by 2025, the City of Stirling will form part of an integrated transport network that provides all community members with a choice of accessible, resource efficient methods to connect their home, work and leisure activities'.

A key opportunity raised within the Strategy for further investigation was the introduction of a Light-Rail Transit route along Scarborough Beach Road.

1.4.2 STATUTORY PLANNING FRAMEWORK

METROPOLITAN REGION SCHEME

The Metropolitan Region Scheme provides the statutory framework for land use in the Metropolitan Region (refer Figure 2: Existing Metropolitan Region Scheme). The Scarborough Beach Road reserve is identified as an 'Other Regional Road'. The land to the north and south identified as 'Urban', which is identified as land 'in which a range of activities are undertaken, including residential, commercial, recreational and light industry'.

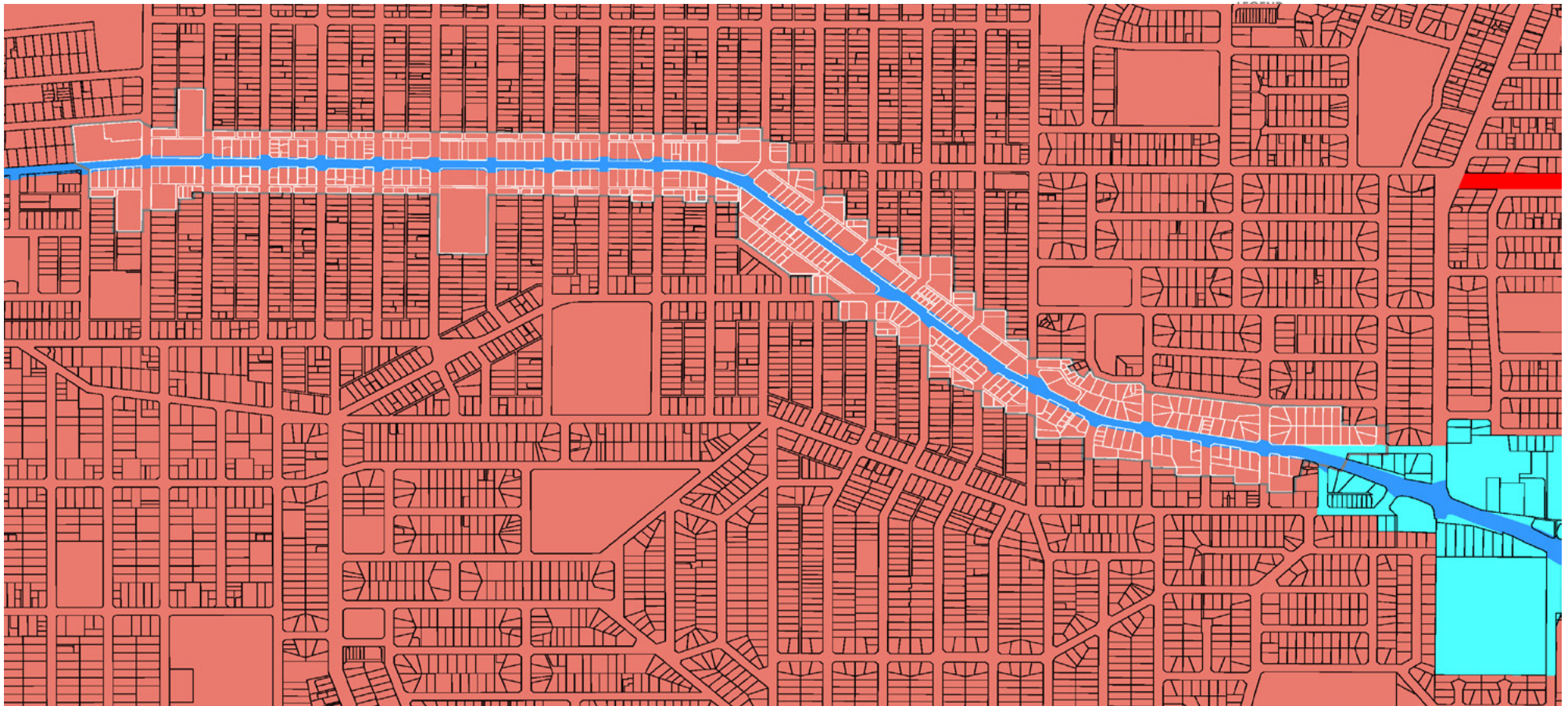



FIGURE 2: EXISTING METROPOLITAN REGION SCHEME






















CITY OF STIRLING TOWN PLANNING SCHEME NO. 3

The City of Stirling Local Planning Scheme No. 3 (refer Figure 3: Existing Town Planning Scheme No. 3 Map) reflects the 'Other Regional Road' reservation of the MRS and provides a base zoning of 'Residential' over the majority of the remaining land within the subject area. The land to the south of Scarborough Beach Rd and west of Huntriss Rd is coded 'R30'. The land to the north of Scarborough Beach Rd and the land to the east of Huntriss Rd has a density coding of 'R40

LEGEND

 STUDY AREA

















METROPOLITAN REGION SCHEME RESERVES

 PARKS AND RECREATION	 PRIMARY REGIONAL ROADS
 RESTRICTED PUBLIC ACCESS	 OTHER REGIONAL ROADS
 RAILWAYS	 PUBLIC PURPOSES - DENOTED AS FOLLOWS:
 PORT INSTALLATIONS	 HOSPITAL
 STATE FORESTS	 HIGH SCHOOL
 WATER CATCHMENTS	 TECHNICAL SCHOOL
 CIVIC AND CULTURAL	 CAR PARK
 WATERWAYS	 UNIVERSITY
	 COMMONWEALTH GOVERNMENT
	 STATE ENERGY COMMISSION
	 SPECIAL USES
	 WATER AUTHORITY OF WA
	 PRISON

LOCAL SCHEME RESERVES

 PUBLIC OPEN SPACE	 PUBLIC USE
 PUBLIC USE	 DENOTED AS FOLLOWS:
 PUBLIC USE	 U
 COMMONWEALTH	
 HOSPITAL	
 POLICE STATION	
 PRIMARY SCHOOL	
 TRANSPORT	

ZONES

 RESIDENTIAL	 REGIONAL CENTRE
 BUSINESS	 SERVICE STATION
 DEVELOPMENT	 SPECIAL BEACH DEVELOPMENT
 DISTRICT CENTRE	 SPECIAL USE
 HOTEL	 CIVIC
 HOTEL	 INDUSTRY
 LOCAL CENTRE	 PRIVATE INSTITUTION
 MIXED BUSINESS	
 MIXED USE	

OTHER








 R CODES	 SPECIAL CONTROL AREA
 ADDITIONAL USES	 DEVELOPMENT AREA
 SCHEME BOUNDARY	 STRUCTURE PLAN
 LOCAL GOVERNMENT BOUNDARY	 DEVELOPMENT CONTRIBUTION AREA
 SPECIAL USE AREA (SEE SCHEME TEXT)	 NO ZONE



FIGURE 3: EXISTING TOWN PLANNING SCHEME NO. 3 MAP

Several properties within the area have different zonings, which are summarised in Table 1 below. The eastern edge of the Scarborough Special Control Area is located immediately to the west of the subject area. The Special Control Area provides guidance regarding the development objectives for the area and includes a series of development control provisions relating to built form, building, parking and plot ratio. The Special Control Area is currently covered by the Metropolitan Redevelopment Authority's Scarborough

TABLE 1

Zoning/Reservation/ Additional Use	Property Details	Current Use
Private Institution	Lot 1, 104 Scarborough Beach Rd Lot 13, 29 Lalor St Lot 30, 110 Scarborough Beach Rd	St John's Primary School & Immaculate Heart of Mary Parish Office (Wanslea)
Local Centre	Lot 439, 160 Scarborough Beach Rd	Real Estate Agent (Ray White) Tattoo Parlour Op Shop (Vinnies)
	Lot 440, 162 Scarborough Beach Rd	Hardware (Makit)
	Lot 700, 164 Scarborough Beach Rd	Picture Framers
	Lot 441, 164A Scarborough Beach Rd	Australian Red Cross Shop (Exclusively Body Boarding)
	Lot 442, 166 Scarborough Beach Rd	Op Shop (Save the Children) Bottleshop (Scarborough Cellars) Bike Shop (Blazing Saddles)
	Lot 443, 168 Scarborough Beach Rd	Restaurant x 2 (Fusion Vietnamese & Tony's Spaghetti Bar) Post Office/Pharmacy Fitness Studio (Sunset Coast) Hair & Beauty Salon (New Edge) Cafe (Pazzaca)
	Lot 303, 181 Scarborough Beach Rd	Pharmacy (Millen's) Newsagent Bakery Hairdressers (Rainbow)
	Lot 6081, 182 Scarborough Beach Rd	Optometrist Sports Massage
	Lot 636, 189 Scarborough Beach Rd	Supermarket (IGA)
	Lot 757, 241 Herbert St	Car Parking
	Lot 758, 191 Scarborough Beach Rd	Offices (Mick Malone Real Estate & The Mortgage Gallery)
	Lot 759, 193 Scarborough Beach Rd	Offices (Druitt & Shead Real Estate) Cafe (Relish)

Redevelopment Area. A Redevelopment Scheme and associated planning framework is currently being prepared by the Metropolitan Redevelopment Authority to enable and facilitate high quality development in the area. Once in operation, the Metropolitan Redevelopment Authority framework will be guide all development within the redevelopment area and the City's Local Planning Scheme No. 3 will not apply to the land.

Zoning/Reservation/ Additional Use	Property Details	Current Use
	Lot 760, 195 Scarborough Beach Rd	Chemist (Wheeler's Friendlies)
Local Centre	Lot 761, 197 Scarborough Beach Rd	Podiatry Offices (Davey Real Estate) Physiotherapy
	Lot 762, 199 Scarborough Beach Rd	Restaurant (Al Fornetto)
	Lot 20, 257 Scarborough Beach Rd	Fast Food Premise (Domino's Pizza, Doubleview Fish & Chips) Offices (Bell Merenda Real Estate, STP Accountants) Hairdressers (Head 'n' Hands, Dom's Barber Shop) Shop (Charmed Jewellery & Home Wares, Sun Fresh Flowers, Sun Fresh Fruit & Vegetables)
Business	Lot 60, 169 Scarborough Beach Rd	Office (Liza Harvey)
Civic	Lot 445, 159 Gildercliffe St Lot 437, 158 Westview St Lot 438, 160 Westview St	Car Parking
	Lot 102, 173 Gildercliffe St	Scarborough Civic Centre
Service Station	Lot 16, 220 Scarborough Beach Rd	Cars U Wash
Public Purpose – Utility	Lot 1228, 276 Scarborough Beach Rd	Water Corporation Telstra Exchange
	Lot 1239, 298 Scarborough Beach Rd	Telstra
Additional Use 20	Lot 4, 196 Scarborough Beach Rd	Offices (Muntz & Partners Chartered Accountants)
Additional Use 26	Lot 422, 260 Woodside St	Offices (Ausnet Real Estate Group, Landmark Settlements)
Additional Use 29	Lot 10, 177 Scarborough Beach Rd	Veterinary Centre
Zoned Residential	Lot 609, 184 Scarborough Beach Rd	Dental Clinic

The area and its immediately surrounding catchment have a different demographic and socio-economic profile to that of the wider Perth Metropolitan region. This is evident upon analysis of the 2011 census data for the Scarborough and Innaloo-Doubleview Statistical Areas (Level 2).

1.5.1 AGE PROFILE

The area has a noticeably lower proportion of 5-14 year olds and a higher proportion of 25-34 year olds, compared with the Perth metropolitan area, as evident in Table 2 opposite. The 25-34 year old age groups makes up approximately 20-25% of all residents within the subject area. This suggests that there is a greater number of young professionals without children in the area and this is more pronounced closer to the coast. The relatively high proportion of people aged 65 and over in comparison to children under the age of 14 also suggests a general aging of the population.

TABLE 2 – AGE PROFILE COMPARISON

	Greater Perth	%	Scarborough	%	Innaloo-Doubleview	%
0-4 years	114,820	6.6	798	5.6	1,037	6.8
5-9 years	107,201	6.2	509	3.6	675	4.4
10-14 years	110,387	6.4	440	3.1	689	4.5
15-19 years	117,750	6.8	583	4.1	769	5.1
20-24 years	129,180	7.5	1,297	9.1	1,189	7.8
25-29 years	132,331	7.7	2,059	14.4	1,713	11.3
30-34 years	121,393	7.0	1,666	11.7	1,531	10.1
35-39 years	123,892	7.2	1,224	8.6	1,252	8.2
40-44 years	127,522	7.4	1,038	7.3	1,051	6.9
45-49 years	121,868	7.0	878	6.2	934	6.1
50-54 years	113,138	6.5	845	5.9	833	5.5
55-59 years	101,153	5.9	748	5.2	792	5.2
60-64 years	92,025	5.3	610	4.3	622	4.1
65-69 years	66,205	3.8	483	3.4	471	3.1
70-74 years	51,452	3.0	333	2.3	442	2.9
75-79 years	39,492	2.3	290	2.0	411	2.7
80-84 years	30,801	1.8	240	1.7	394	2.6
85+ years	28,253	1.8	231	1.6	413	2.7
Median Age	36	-	34	-	35	-

1.5.2 EMPLOYMENT

Both of the Scarborough and Innaloo-Doubleview have an above-average representation of 'Professionals' and 'Managers,' with fewer 'Clerical & Administrative Workers,' 'Labourers' and 'Machinery Operators & Drivers' when compared with the wider metropolitan region (as outlined in Table 3).

The residents of the Scarborough and Doubleview-Innaloo areas predominantly work in higher skilled industries as evident in Table 4, with higher percentages of people employed in education, hospitals and architectural, engineering and other technical services when compared with the greater Perth region. Metal Ore Mining also features as one of the top five industries in the study area. Conversely, less people are employed in lower skill professions such as food service and supermarket retail.

TABLE 3 – OCCUPATION COMPARISON

	Greater Perth	%	Scarborough	%	Innaloo-Doubleview	%
Professionals	186,252	21.7	2,490	30.0	2,520	31.0
Clerical and Administrative Workers	137,916	16.1	1,314	15.8	1,176	14.5
Technicians and Trades Workers	130,915	15.3	1,150	13.9	1,121	13.8
Managers	97,847	11.4	1,034	12.5	1,046	12.9
Sales Workers	82,862	9.7	755	9.1	684	8.4
Community & Personal Service Workers	77,543	9.0	628	7.6	666	8.2
Labourers	75,390	8.8	553	6.7	529	6.5
Machinery Operators and Drivers	56,542	6.6	270	3.3	304	3.7

TABLE 4 – INDUSTRY OF EMPLOYMENT COMPARISON

	Greater Perth	%	Scarborough	%	Innaloo-Doubleview	%
School Education	41,942	4.9	408	4.9	450	5.5
Cafes, Restaurants & Takeaway Food Services	37,125	4.3	308	3.7	331	4.1
Hospitals	29,458	3.4	339	4.1	364	4.5
Architectural, Engineering & Technical Services	27,087	3.2	365	4.4	354	4.4
Supermarket & Grocery Stores	19,782	2.3				
Metal Ore Mining			274	3.3	230	2.8

1.5.3 MODE OF TRAVEL TO WORK

Private car is the main method of travel to work in Scarborough and Innaloo-Doubleview, with marginally higher rates than for the Perth metropolitan area (refer Table 5). Passenger rates for car trips are slightly less than the metropolitan average.

The percentage of people using public transport to attend work is largely consistent with that of the wider Perth region. Notably, both areas are characterised by a higher proportion of people using multiple public transport modes to travel to work. The percentages of people who only walked to work were less than the metropolitan rate.

TABLE 5 – MODE OF TRAVEL TO WORK COMPARISON

	Greater Perth	%	Scarborough	%	Innaloo-Doubleview	%
Car, as driver	527,159	61.5	5,170	62.4	5,176	63.6
Car, as passenger	46,368	5.4	408	4.9	359	4.4
Bus	30,600	3.6	291	3.5	165	2.0
Train	24,099	2.8	119	0.1	240	3.0
Train & Bus	13,939	0.2	242	2.9	269	3.3
Walked only	19,907	2.3	178	2.1	153	0.2
People who travel to work by public transport	90,938	10.6	895	10.8	922	11.3
People who travel to work by car as driver of passenger	575,432	67.1	5,602	67.6	5,556	68.3

1.5.4 PLACE OF EMPLOYMENT

One in five people living in the area are employed in the Perth CBD, with an addition 15% working within the area or within the Osborne Park industrial area (as outlined in Table 6).

TABLE 6 – PLACE OF EMPLOYMENT COMPARISON

	Scarborough	%	Innaloo-Doubleview	%
Perth City	1,673	20.7%	1,746	22.0%
Scarborough	721	8.9%	99	1.2%
Osborne Park Industrial	510	6.3%	526	6.6%
Subiaco-Shenton Park	410	5.1%	387	4.9%
No Fixed Address	338	4.2%	321	4.0%
Nedlands-Dalkeith-Crawley	253	3.1%	275	3.5%
Innaloo-Doubleview	177	2.2%	774	9.7%
Balcatta-Hamersley	172	2.1%	160	2.0%
Wembley-West Leederville-Glendalough	145	1.8%	192	2.4%
Malaga	142	1.8%	113	1.4%
Karrinyup-Gwelup-Carine	126	1.6%	168	2.1%
Stirling-Osborne Park	104	1.3%	129	1.6%
Mount Hawthorn-Leederville	108	1.3%	116	1.5%
Wembley Downs-Churchlands-Woodlands	97	1.2%	131	1.6%
Joondalup-Edgewater	91	1.1%	108	1.4%

1.5.5 MEDIAN & WEEKLY INCOMES

Both Scarborough and Innaloo-Doubleview are characterised by higher personal, family and household incomes when compared to the metropolitan area (as outlined in Table 7).

All income measures see the Scarborough and Innaloo-Doubleview areas rate higher than the greater Perth area. The personal weekly incomes in Innaloo-Doubleview and Scarborough are 21.0% and 37.7% higher respectively than that for the Perth metropolitan area.

Table 8 suggests greater overall affluence in Scarborough and a much larger distribution of wealth in Innaloo-Doubleview.

TABLE 7 – MEDIAN WEEKLY INCOMES COMPARISON

	Greater Perth	Scarborough	% Difference to Perth	Innaloo-Doubleview	% Difference to Perth
Personal	\$669	\$921	+37.7%	\$810	+21.1%
Family	\$1,781	\$2,118	+18.9%	\$2,086	+17.1%
Household	\$1,459	\$1,565	+7.3%	\$1,574	+7.9%

TABLE 8 – HOUSEHOLD INCOME DISTRIBUTION COMPARISON

	% Greater Perth	% Scarborough	% Innaloo-Doubleview
Less than \$600 gross weekly income	20.2	18.5	23.9
More than \$3,000 gross weekly income	14.8	16.7	18.6

1.5.6 FAMILY COMPOSITION & DWELLING STRUCTURE

Tables 9, 10 and 11 provide a snapshot of the relationship that exists between family composition and dwelling type in the area.

Both Innaloo-Doubleview and Scarborough have a considerably lower proportion of separate houses to the rest of the Perth metropolitan region. Both also have much high proportions of semi-detached, terrace and town houses when compared to the metropolitan region as a whole. Scarborough notably has a relatively high percentage of flats, units and apartments.

The mix of dwelling sizes within Innaloo-Doubleview and Scarborough also differs to that across the wider Perth area, with a larger proportion of maximum two and three bedroom dwellings and a far smaller proportion of dwellings with four bedrooms or more. This is also reflected in the lesser average number of bedrooms per dwelling and average number of people per household figures. Within the area, a larger number of smaller dwellings are generally located closer to the coast.

These differences in dwelling types and sizes between the area and the metropolitan region are also visible in the composition of families in the area. There are a greater proportion of couple families without children and one parent families, which is consistent with the idea of smaller sized family units living in smaller dwellings.

TABLE 9 – DWELLING TYPE COMPARISON

	Greater Perth	%	Scarborough	%	Innaloo-Doubleview	%
Separate House	492,962	78.6	2,200	36.0	3,297	52.3
Semi-detached, Row or Terrace House, Townhouse etc	74,518	11.9	2,113	34.6	2,656	42.1
Flat, Unit or Apartment	56,854	9.1	1,788	29.3	347	5.5
Other Dwelling	2,584	0.4	0	0.0	0	0.0

TABLE 10 – DWELLING SIZE COMPARISON

	Greater Perth	%	Scarborough	%	Innaloo-Doubleview	%
None (includes bedsitters)	1,643	0.3	9	0.1	8	0.1
1 bedroom	21,348	3.4	262	4.3	255	4.0
2 bedroom	81,476	13.0	1,941	31.8	1,080	17.1
3 bedroom	239,974	38.3	3,051	50.0	3,784	60.0
4 or more bedrooms	272,588	43.5	755	12.4	1,036	16.4
Number of bedrooms not stated	10,065	1.6	87	1.4	141	2.2
Average number of bedrooms per dwelling	3.3	-	2.7	-	2.9	-
Average number of people per household	2.6	-	2.1	-	2.3	-

TABLE 11 – FAMILY COMPOSITION COMPARISON

	Greater Perth	%	Scarborough	%	Innaloo-Doubleview	%
Couple Family without Children	174,960	37.9	1,746	51.3	1,698	42.7
Couple Family with Children	210,112	45.5	1,067	31.3	1,471	37.0
One-Parent Family	67,336	14.6	495	14.5	678	17.1
Other Family	9,040	2.0	97	2.8	125	3.1

1.5.7 TENURE

The subject area is characterised by a larger than normal percentage of rental properties (10-16%), with less owner-occupied properties (refer Table 12). When considering this information with that outlined in Tables 6-8 above, it could reasonably be assumed that the smaller dwelling units are investment properties which are currently being rented.

TABLE 12 – TENURE COMPARISON

	Greater Perth	%	Scarborough	%	Innaloo-Doubleview	%
Owned Outright	183,887	29.3	1,520	24.9	1,561	24.8
Owned with a Mortgage	249,504	39.8	1,806	29.6	2,186	34.6
Rented	172,800	37.6	2,641	43.3	2,341	37.1
Other Tenure Type	7,128	1.1	17	0.3	54	0.9
Tenure Type Not Stated	13,776	2.2	120	2.0	164	2.6

1.5.8 HOUSING PAYMENTS

The median rent in Innaloo-Doubleview and Scarborough exceeds the metropolitan-wide median in the order of 10-16%, as do median mortgage repayments (by 8.35%). The median figures are outlined in Table 13. The above average incomes outlined in Tables 7 and 8 suggest that these higher housing costs are manageable for residents within the area.

TABLE 13 – HOUSE PAYMENTS COMPARISON

	Greater Perth	Scarborough	Innaloo-Doubleview
Median Rent	\$320	\$350	\$330
Median Mortgage Repayments	\$2,000	\$2,167	\$2,167

1.6.1 LAND USE & LOT CHARACTERISTICS

LAND USE

The majority of the area currently accommodates different forms of residential development (single, grouped and multiple dwellings), as depicted in Figure 4: Existing Land Uses and consistent with the zoning in Local Planning Scheme No. 3. A variety of non-residential land uses exist within the area and include convenience retail, cafes, restaurants, pharmacies, specialty retail, medical services, professional offices, bottleshops and community services. The majority of non-residential land uses are located at or in the vicinity of the Doubleview Centre. Additional non-residential land uses are centred at the corner of Scarborough Beach Road and St Brigids Terrace.



A variety of landuses exist within the area

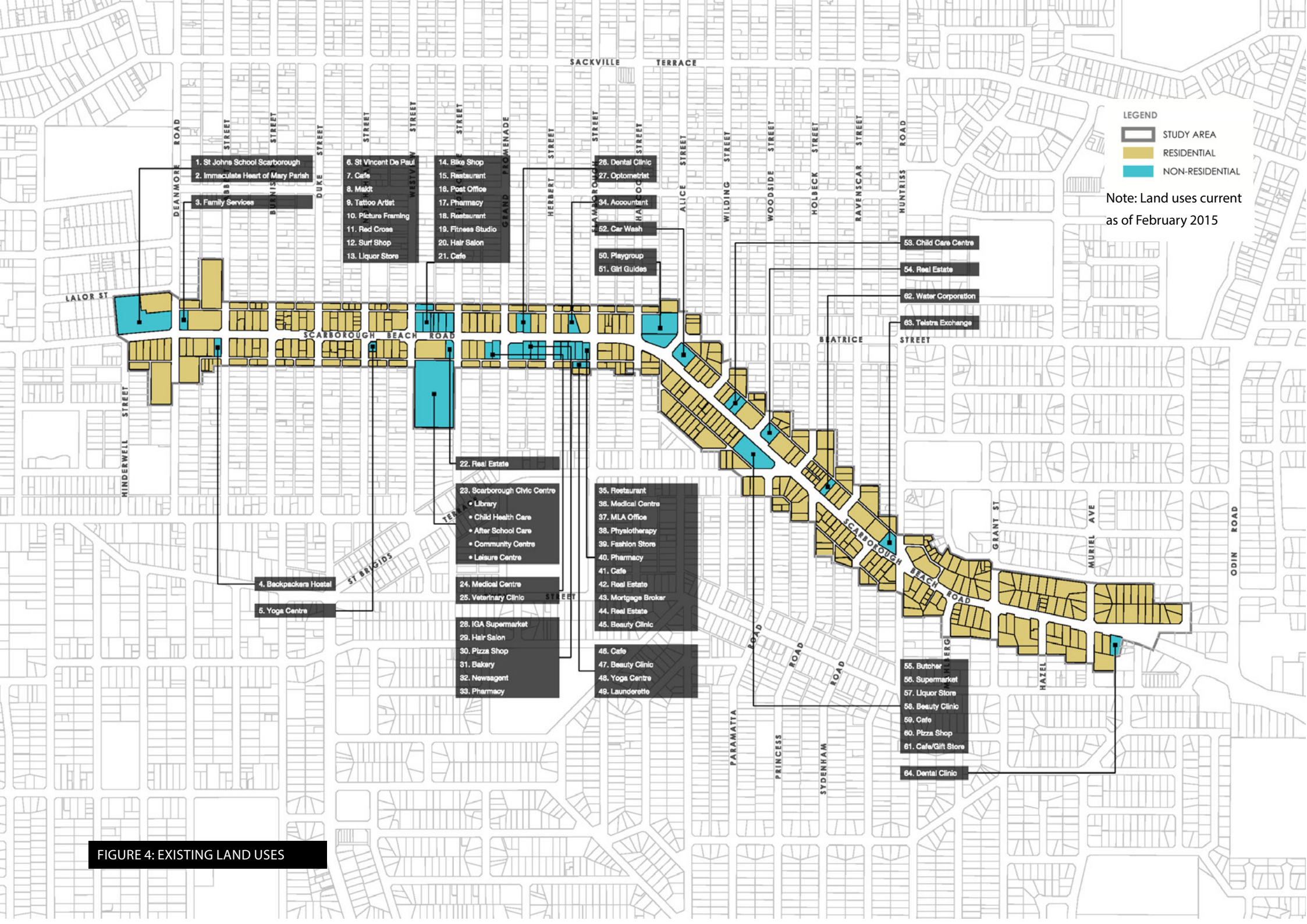


FIGURE 4: EXISTING LAND USES

LOT SIZES

Figure 5: Lot Sizes Plan identifies the spatial distribution of lot sizes and includes a statistical breakdown of the different lot sizes within the area. Over one third of lots within the area range in size from 701m² to 1000m². Nearly half of all of the lots have an area of 700m² or less. There is a limited number of lots greater the 3000m².

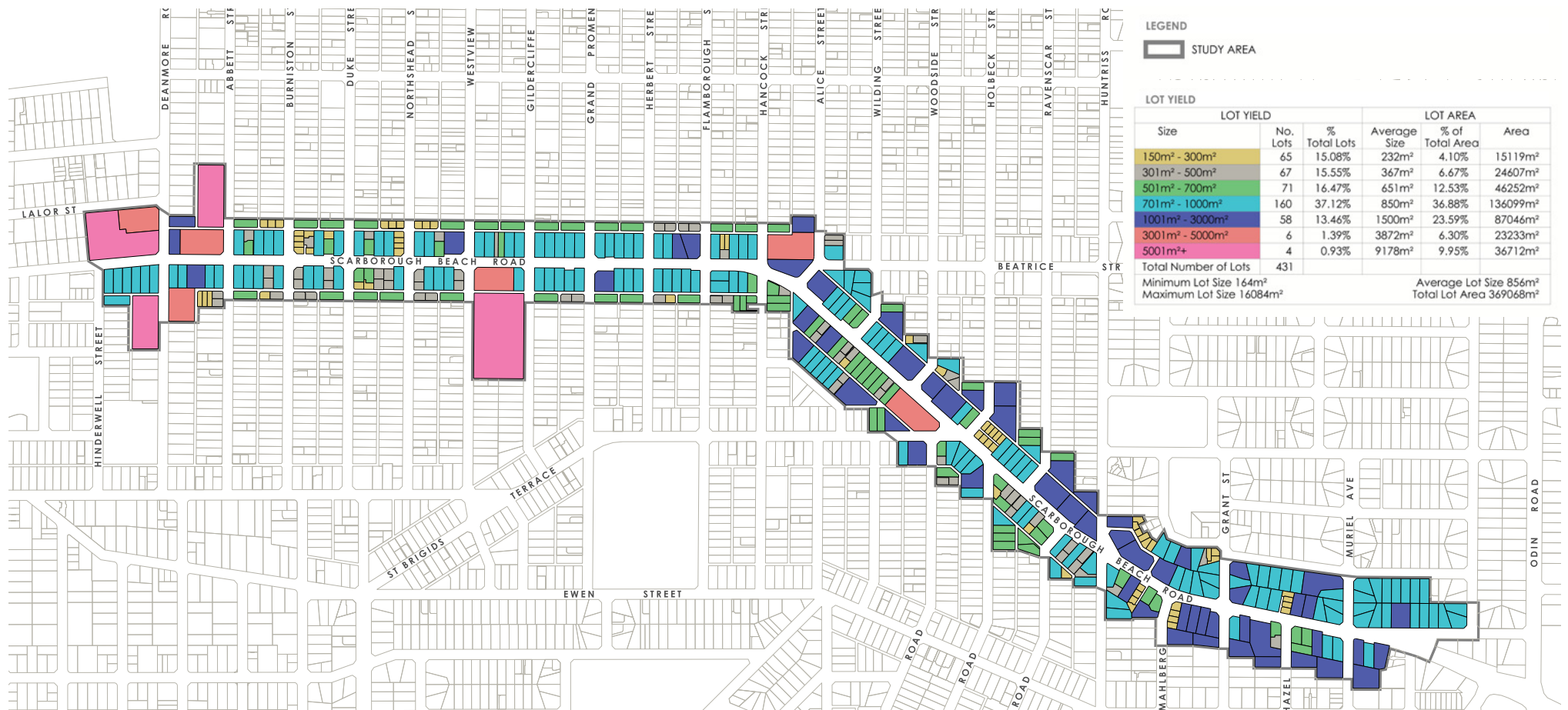


FIGURE 5: LOT SIZES PLAN

LAND OWNERSHIP

The vast majority of the lots within the area are privately owned (refer Figure 6: Land Ownership Plan). A majority of the privately owned lots are survey strata, reflecting development that has occurred to date.

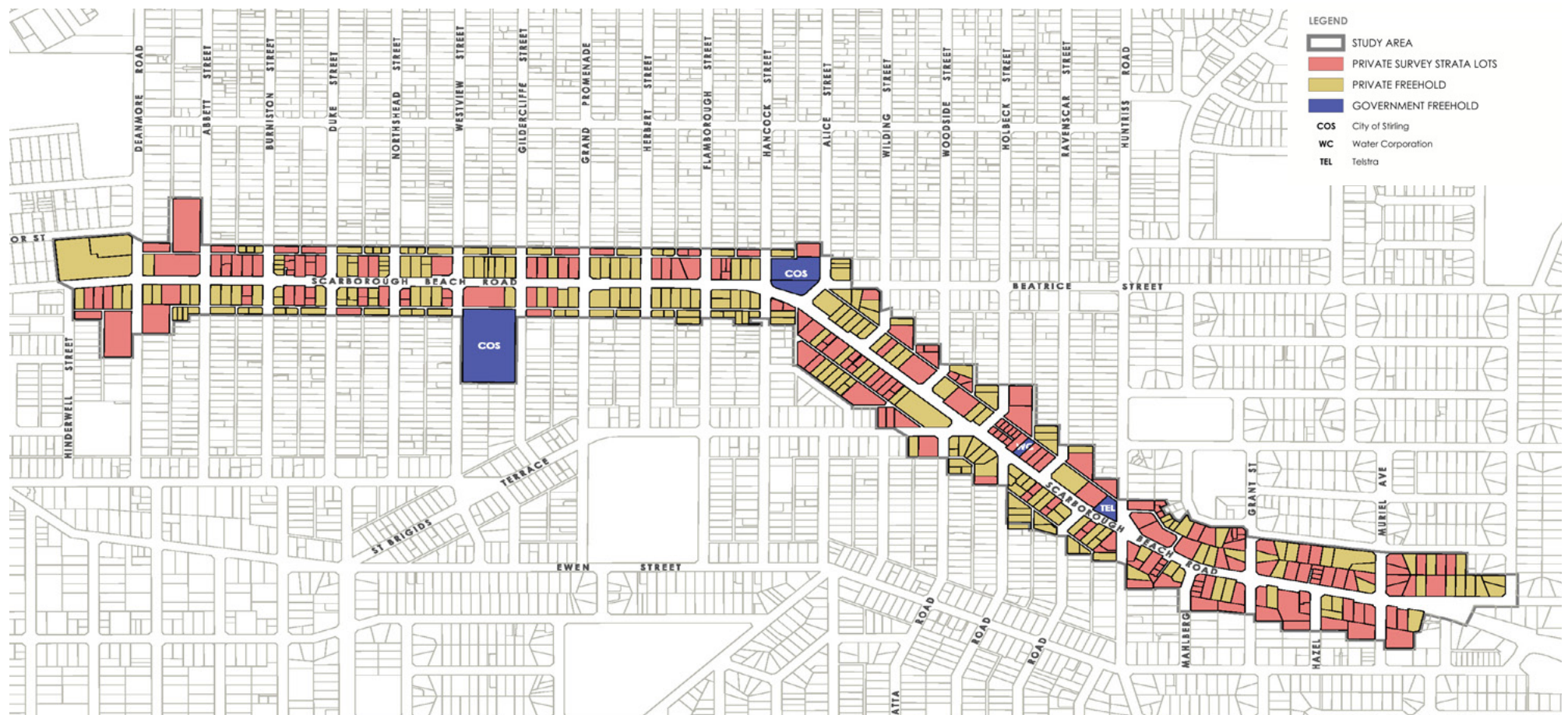


FIGURE 6 LAND OWNERSHIP PLAN

1.6.2 BUILT FORM

The built form of the area is typically post World War II with a limited number of modern infill developments. The predominant character is low rise, single storey with brick veneer and pitched, tiled roofing. More modern architecture incorporates areas of coloured render, aluminium cladding and variations in roof profile. As the predominant land use is residential, most buildings are set back from the street behind front gardens.

RESIDENTIAL

The residential development is predominantly single storey and detached. A few two storey detached homes have emerged in recent years. There are no examples of multiple dwellings on Scarborough Beach Road, but some aged and independent living units on side streets, particularly near the Community Centre.



Example of existing single residential along Scarborough Beach Road (West of St Brigids Terrace)



Example of existing grouped housing along Scarborough Beach Road (West of St Brigids Terrace)



Example of existing grouped housing along Scarborough Beach Road (East of St Brigids Terrace)

COMMERCIAL & NON-RESIDENTIAL

Centres are a mix of small and medium shops with frontage parking. Whilst the overall built form impression of these small centres is not strong, they do present a typical local shop character, evocative of the 1950's/1960's which has some appeal to the community and particularly long time residents.

The occasional civic building such as school, church and community centre represent a range of architectural and built form styles.



Example of existing commercial centre

1.6.3 PUBLIC REALM

The public realm within the area can be described by the following:

- This section of Scarborough Beach Road is reasonably high speed and the undulating nature of the topography has resulted in a poor level of safety that segregates the community along its length.
- Continuous pedestrian paths are constructed to varied quality and widths. There is a lack of regular safe crossing points and median strips offer little space and sense of safety from the high traffic volumes.
- 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, are messy 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.
- The loss of vegetation due to proposed widening.
- Valued view corridors.
- Lack of pedestrian amenity.
- Poor connectivity of public realm network to major parks.

MUNRO RESERVE

Munro Reserve is a key area of public open space on Scarborough Beach Road. It represents the only large recreational space in the study corridor with good quality mature existing vegetation. With its elevated position and distant views on a key bend along Scarborough Beach Road, Munro Reserve enjoys high exposure and sits as a focal point within the area.



Quality mature trees and playground equipment within Munro Reserve. A rare example of public amenity within the area.

SCARBOROUGH CIVIC CENTRE

Located between Gildercliffe Street and Westview Street, the Scarborough Civic Centre is a key community asset to the area. However, its lack of visual exposure to Scarborough Beach Road diminishes its community status and segregates it from the public.



Scarborough Civic Centre, a key community asset to the area.

STREETSCAPES

The existing streetscape within the area can be described by the following:

- **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**
Sightily overhead power lines. Uninspiring, featureless road.
- **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.



Attractive landscape within the private realm contributing to a positive streetscape



Variety of visually poor streetscapes within the area

1.6.4 MOVEMENT NETWORK

The movement network within the area can be described in the following way (refer Figure 7: Existing Movement Network):

SCARBOROUGH BEACH ROAD

Scarborough Beach Road is a four lane road that currently acts as a district distributor, carrying around 10,000 vehicles per day to the West of Herbert Street, and around 20,000 vehicles per day to the east of Huntriss Road.

SURROUNDING STREET NETWORK

The streets surrounding the area are generally of either a neighbourhood connector, or local access form; i.e. they provide local access to residential, school and other uses within the area. Rear lane access is provided for some commercial and residential properties in the area.

PEDESTRIANS AND CYCLISTS

The area generally has 1 metre footpaths on both sides of Scarborough Beach Road, with some widening around local centres, but with no facilities for cyclists along Scarborough Beach Road.

PUBLIC TRANSPORT

A number of buses run along Scarborough Beach Road, providing connection between Glendalough and Scarborough at a frequency of around one every seven minutes.



Typical bus stop on Scarborough Beach Road



Existing four lane Scarborough Beach Road



Typical existing footpath



Typical existing laneway

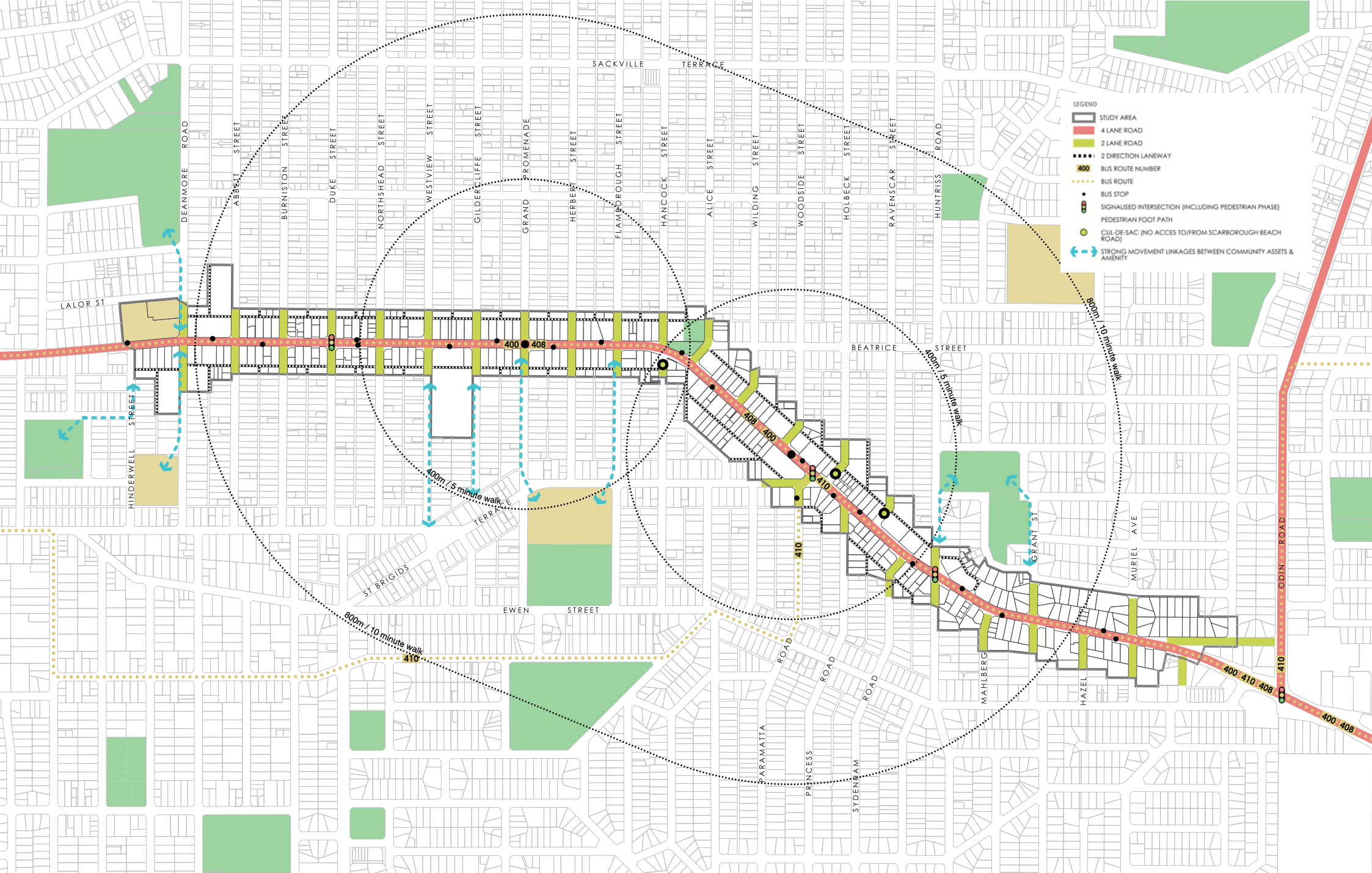


FIGURE 7: EXISTING MOVEMENT NETWORK



The preparation of the Activity Corridor Strategy has been facilitated as a collaborative process involving the local community from the initial stages. The community consultation process undertaken to date is outlined below.

1.7.1 VISION WORKSHOP (MARCH 2014)

A Visioning Workshop was held with the community and stakeholders on 29 March 2014 at the Scarborough Community Centre to formulate a vision for the future of the area and its immediate environs, between Odin Road in the east and Hinderwell Street in the west.

A total of 80 members of the public attended the workshop, in addition to Cr David Lagan (Deputy Mayor), a number of City of Stirling councillors and officers and members of the project consultant team.

The Visioning Workshop included presentations on the following:

- Planning context and the work undertaken to date by the Department of Planning;
- Existing Scarborough Beach Road condition;
- Identification of issues and opportunities (Public Realm, Movement, Land Use & Built Form), including possible options to be considered and relevant examples.

The community's vision for the area, as outlined at the workshop, can be summarised as follows:

- Retain and improve the existing character of the area;
- Assist local businesses to remain viable and grow, and provide opportunities for new local businesses to develop.
- Reduce Scarborough Beach Road to a single lane of traffic in each direction for the most part, with two lanes in each direction or turning pockets in specific locations as required.

- Improve the ability for pedestrians to safely cross Scarborough Beach Road;
- Improve the public realm and pedestrian environment, with additional street tree planting;
- Ensure parking and traffic impacts associated with redevelopment are properly considered and adequately addressed as redevelopment occurs.
- Maximise the views to both the beach and the Perth CBD.
- Improve Munro Park as a community asset, with a potential market space and a cafe. Further redevelopment could be considered;
- Maximum building height of 3 storeys for the majority of the area, with limited potential for additional building height in specific locations.
- Provide greater diversity of housing options for local residents to accommodate members of the community transitioning between different stages of life.
- Facilitate redevelopment within the area in the short term future to provide greater amenity, service and an improved urban environment, prior to the delivery of the light rail.

Refer section 1.3.1 of Appendix 2 for the outcomes of the Design Workshop.

APPENDIX 2

- Provides an analysis of the opportunities and issues of the area and a summary of the outcomes from the Community Design Workshop (May 2014) and Community Open Day (August 2014)

1 OPPORTUNITIES & ISSUES

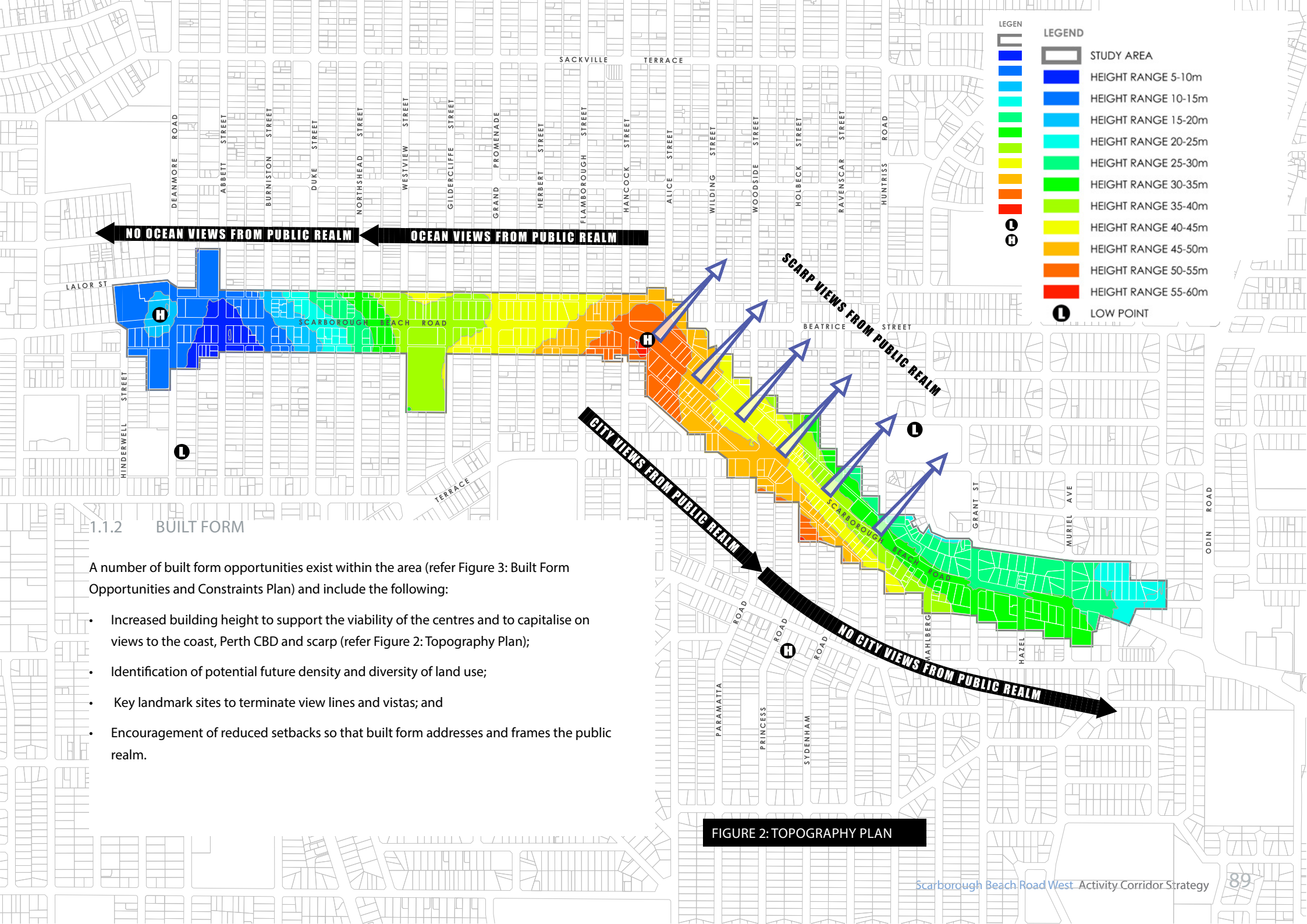
1.1 OPPORTUNITIES

The area benefits from its close proximity to the ocean and Stirling City Centre, along with views to the coast and Perth CBD. It currently features a number of retail and commercial facilities that serve the local community.

1.1.1 LAND USE

Some of the key land use opportunities are graphically depicted in Figure 1: Land Use Opportunities and Constraints Plan and include the following:

- Promotion of a mix of land uses in existing centres, with activated uses on the ground floor;
- Incorporation of increased residential density to support local business viability and investment in public transport;
- Incorporation of activated land uses to laneways to improve function and use; and
- Identification of specific potential redevelopment sites.



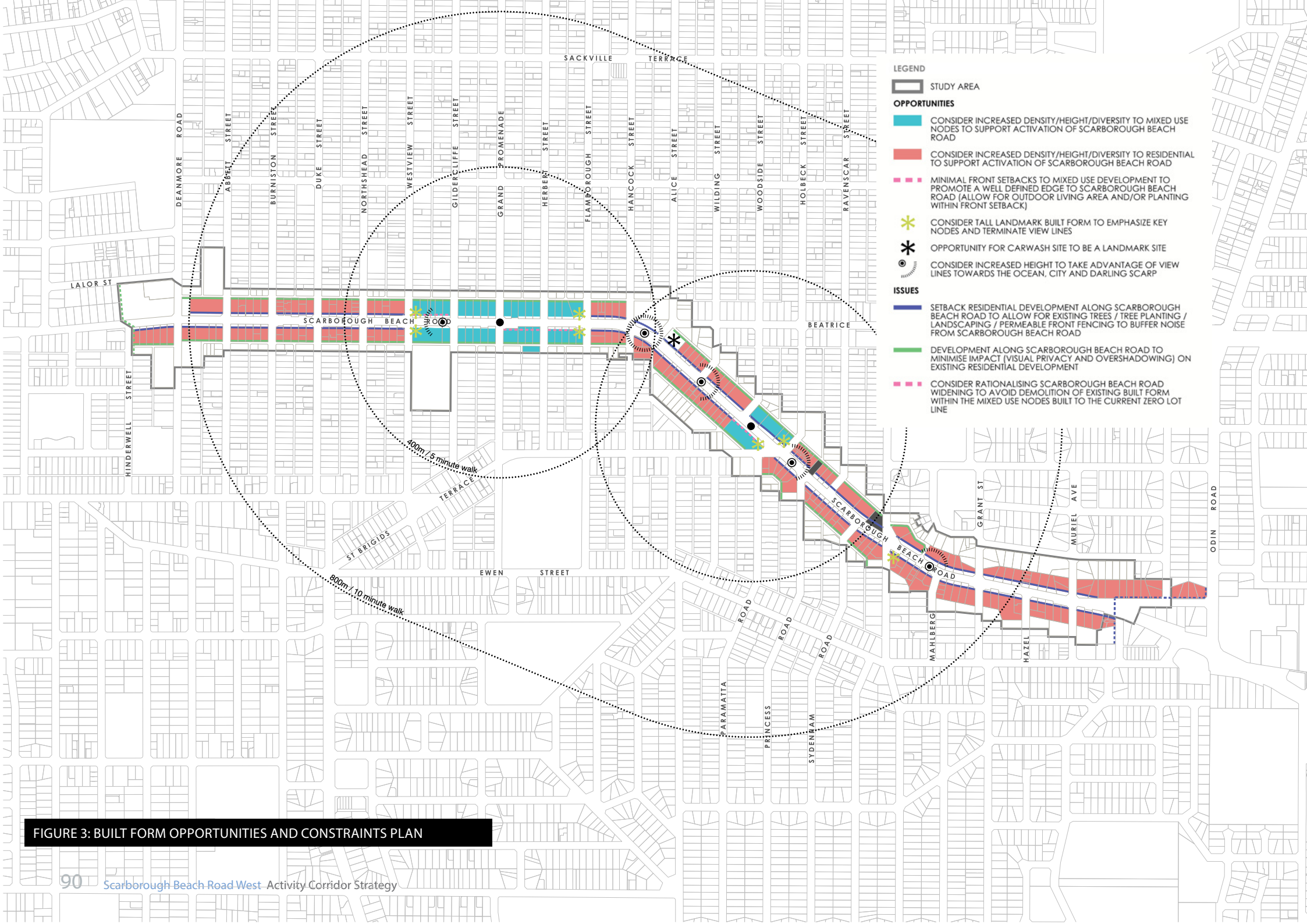
LEGEND	
[Blue box]	STUDY AREA
[Dark blue box]	HEIGHT RANGE 5-10m
[Medium blue box]	HEIGHT RANGE 10-15m
[Light blue box]	HEIGHT RANGE 15-20m
[Cyan box]	HEIGHT RANGE 20-25m
[Green box]	HEIGHT RANGE 25-30m
[Light green box]	HEIGHT RANGE 30-35m
[Yellow-green box]	HEIGHT RANGE 35-40m
[Yellow box]	HEIGHT RANGE 40-45m
[Orange box]	HEIGHT RANGE 45-50m
[Red-orange box]	HEIGHT RANGE 50-55m
[Red box]	HEIGHT RANGE 55-60m
[H symbol]	HIGH POINT
[L symbol]	LOW POINT

1.1.2 BUILT FORM

A number of built form opportunities exist within the area (refer Figure 3: Built Form Opportunities and Constraints Plan) and include the following:

- Increased building height to support the viability of the centres and to capitalise on views to the coast, Perth CBD and scarp (refer Figure 2: Topography Plan);
- Identification of potential future density and diversity of land use;
- Key landmark sites to terminate view lines and vistas; and
- Encouragement of reduced setbacks so that built form addresses and frames the public realm.

FIGURE 2: TOPOGRAPHY PLAN



LEGEND

STUDY AREA

OPPORTUNITIES

- CONSIDER INCREASED DENSITY/HEIGHT/DIVERSITY TO MIXED USE NODES TO SUPPORT ACTIVATION OF SCARBOROUGH BEACH ROAD
- CONSIDER INCREASED DENSITY/HEIGHT/DIVERSITY TO RESIDENTIAL TO SUPPORT ACTIVATION OF SCARBOROUGH BEACH ROAD
- MINIMAL FRONT SETBACKS TO MIXED USE DEVELOPMENT TO PROMOTE A WELL DEFINED EDGE TO SCARBOROUGH BEACH ROAD (ALLOW FOR OUTDOOR LIVING AREA AND/OR PLANTING WITHIN FRONT SETBACK)
- CONSIDER TALL LANDMARK BUILT FORM TO EMPHASIZE KEY NODES AND TERMINATE VIEW LINES
- OPPORTUNITY FOR CARWASH SITE TO BE A LANDMARK SITE
- CONSIDER INCREASED HEIGHT TO TAKE ADVANTAGE OF VIEW LINES TOWARDS THE OCEAN, CITY AND DARLING SCARP

ISSUES

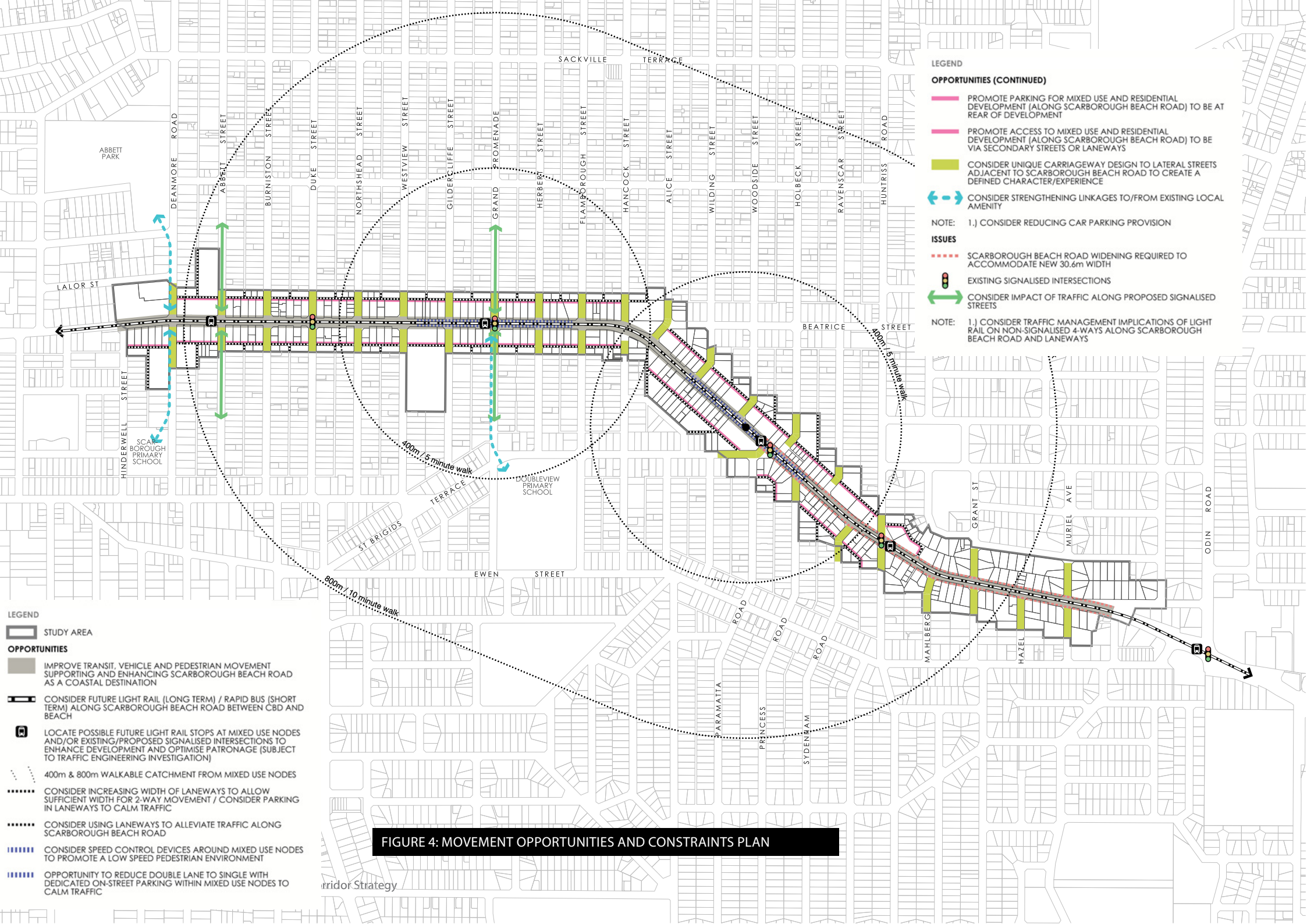
- SETBACK RESIDENTIAL DEVELOPMENT ALONG SCARBOROUGH BEACH ROAD TO ALLOW FOR EXISTING TREES / TREE PLANTING / LANDSCAPING / PERMEABLE FRONT FENCING TO BUFFER NOISE FROM SCARBOROUGH BEACH ROAD
- DEVELOPMENT ALONG SCARBOROUGH BEACH ROAD TO MINIMISE IMPACT (VISUAL PRIVACY AND OVERSHADOWING) ON EXISTING RESIDENTIAL DEVELOPMENT
- CONSIDER RATIONALISING SCARBOROUGH BEACH ROAD WIDENING TO AVOID DEMOLITION OF EXISTING BUILT FORM WITHIN THE MIXED USE NODES BUILT TO THE CURRENT ZERO LOT LINE

FIGURE 3: BUILT FORM OPPORTUNITIES AND CONSTRAINTS PLAN

1.1.3 MOVEMENT NETWORK

The key movement network opportunities are graphically depicted in Figure 4: Movement Opportunities and Constraints Plan and include the following:

- The improvement of Scarborough Beach Road as multiple mode transit corridor accommodating fixed transit lanes, public transport, vehicle traffic, cyclists and pedestrians;
- Location of transit stops to encourage land use change and intensification;
- Provision of improved crossing facilities for pedestrians and cyclists;
- Reduction of vehicle speed and inclusion of on street parking in mixed use centres to facilitate improved pedestrian movement; and
- Promote private vehicle access from secondary streets or rear laneways and minimise direct access to and from Scarborough Beach Road.



LEGEND

OPPORTUNITIES (CONTINUED)

- PROMOTE PARKING FOR MIXED USE AND RESIDENTIAL DEVELOPMENT (ALONG SCARBOROUGH BEACH ROAD) TO BE AT REAR OF DEVELOPMENT
- PROMOTE ACCESS TO MIXED USE AND RESIDENTIAL DEVELOPMENT (ALONG SCARBOROUGH BEACH ROAD) TO BE VIA SECONDARY STREETS OR LANEWAYS
- CONSIDER UNIQUE CARRIAGEWAY DESIGN TO LATERAL STREETS ADJACENT TO SCARBOROUGH BEACH ROAD TO CREATE A DEFINED CHARACTER/EXPERIENCE
- ↔ CONSIDER STRENGTHENING LINKAGES TO/FROM EXISTING LOCAL AMENITY
- NOTE:** 1.) CONSIDER REDUCING CAR PARKING PROVISION
- ISSUES**
- - - SCARBOROUGH BEACH ROAD WIDENING REQUIRED TO ACCOMMODATE NEW 30.6m WIDTH
- EXISTING SIGNALISED INTERSECTIONS
- ↔ CONSIDER IMPACT OF TRAFFIC ALONG PROPOSED SIGNALISED STREETS
- NOTE:** 1.) CONSIDER TRAFFIC MANAGEMENT IMPLICATIONS OF LIGHT RAIL ON NON-SIGNALISED 4-WAYS ALONG SCARBOROUGH BEACH ROAD AND LANEWAYS

LEGEND

- STUDY AREA
- OPPORTUNITIES**
- IMPROVE TRANSIT, VEHICLE AND PEDESTRIAN MOVEMENT SUPPORTING AND ENHANCING SCARBOROUGH BEACH ROAD AS A COASTAL DESTINATION
- CONSIDER FUTURE LIGHT RAIL (LONG TERM) / RAPID BUS (SHORT TERM) ALONG SCARBOROUGH BEACH ROAD BETWEEN CBD AND BEACH
- LOCATE POSSIBLE FUTURE LIGHT RAIL STOPS AT MIXED USE NODES AND/OR EXISTING/PROPOSED SIGNALISED INTERSECTIONS TO ENHANCE DEVELOPMENT AND OPTIMISE PATRONAGE (SUBJECT TO TRAFFIC ENGINEERING INVESTIGATION)
- - - 400m & 800m WALKABLE CATCHMENT FROM MIXED USE NODES
- - - CONSIDER INCREASING WIDTH OF LANEWAYS TO ALLOW SUFFICIENT WIDTH FOR 2-WAY MOVEMENT / CONSIDER PARKING IN LANEWAYS TO CALM TRAFFIC
- - - CONSIDER USING LANEWAYS TO ALLEVIATE TRAFFIC ALONG SCARBOROUGH BEACH ROAD
- ||||| CONSIDER SPEED CONTROL DEVICES AROUND MIXED USE NODES TO PROMOTE A LOW SPEED PEDESTRIAN ENVIRONMENT
- ||||| OPPORTUNITY TO REDUCE DOUBLE LANE TO SINGLE WITH DEDICATED ON-STREET PARKING WITHIN MIXED USE NODES TO CALM TRAFFIC

FIGURE 4: MOVEMENT OPPORTUNITIES AND CONSTRAINTS PLAN

1.1.4 LANDSCAPING AND PUBLIC REALM

A separate Landscape Master Plan has been prepared and should be read in conjunction with this report.

The key landscape and public realm opportunities are graphically depicted in Figure 5: Landscape and Public Realm Opportunities and Constraints Plan and include the following:

- Opportunity to enhance the public realm through improvement to the currently poor physical condition and quality of the main street, including pathways, street furniture, trees and public facilities.
- Opportunity to improve side streets and laneways extending improvements into surrounding areas and form strong connections to public facilities beyond the area.
- Opportunity to retain, enhance and frame existing vistas through considered landscape design.
- Key areas of public open space and streetscape to respond to the surrounding land use becoming more accessible with potential to activate into lively, safe community spaces.

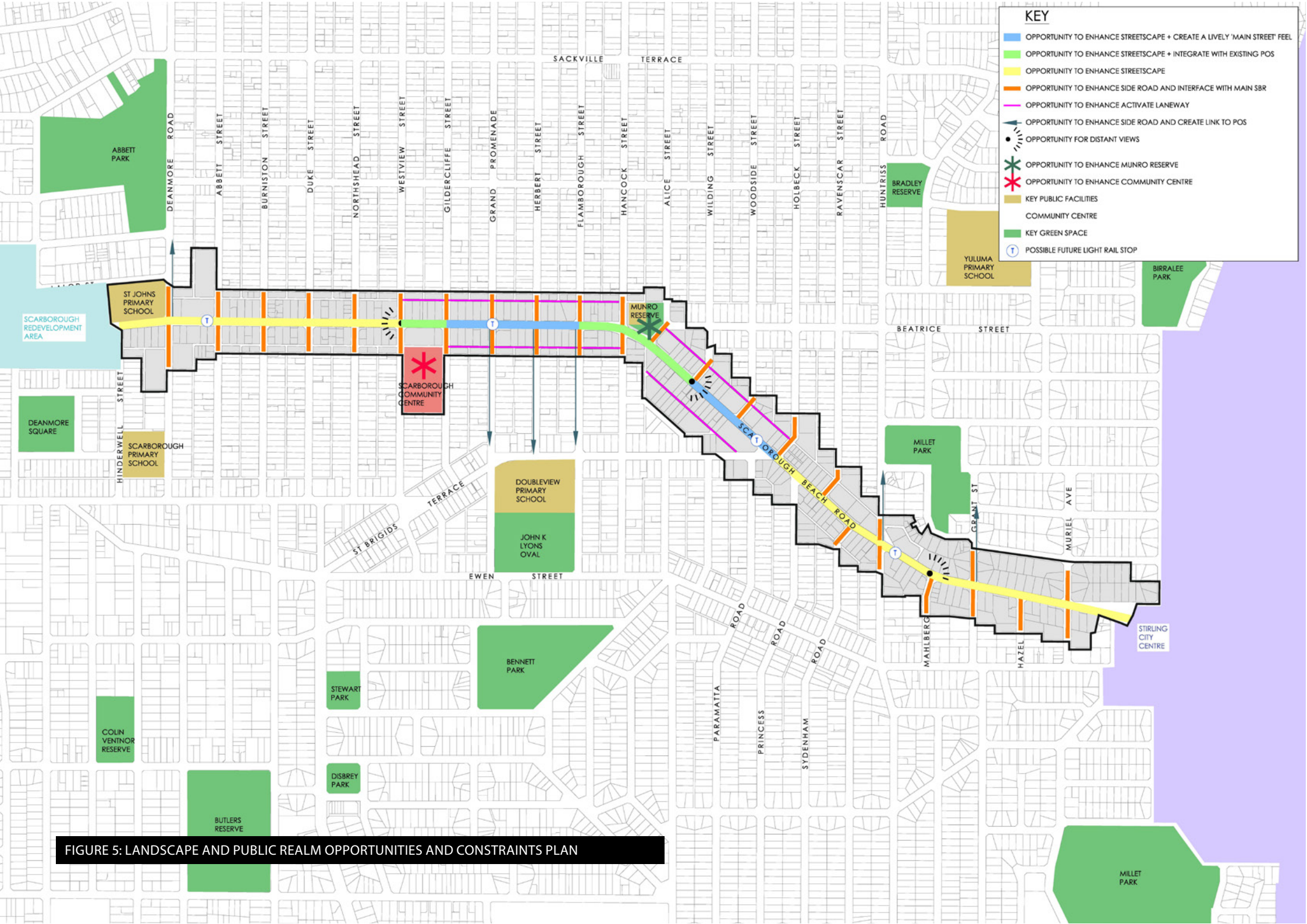


FIGURE 5: LANDSCAPE AND PUBLIC REALM OPPORTUNITIES AND CONSTRAINTS PLAN

Whilst the area has the potential to benefit from its numerous geographic, physical and cultural attributes, there are a number of issues that will need to be addressed as redevelopment proceeds so that optimal outcomes are realised. Some of the key issues are discussed below.

1.2.1 REDEVELOPMENT POTENTIAL

The redevelopment potential of all land within the area has been assessed and is graphically depicted in Figure 6: Redevelopment Potential Plan. The assessment of redevelopment potential has been undertaken with regard to the age and quality of the existing building stock, lot area and land tenure type.

Where much subdivision and development has occurred to date, the potential for redevelopment is considered to be relatively low. The western end of the area has a noticeably mixed redevelopment potential, in part as a result of the subdivision and development that has occurred to date (and the consequently smaller lot sizes). Similarly, the area between Abbett St and Westview St on the northern side of Scarborough Beach Road has mixed and relatively low redevelopment potential. Areas with relatively high redevelopment potential are generally located between Westview and Woodside Streets. Privately initiated and funded redevelopment is therefore more likely to occur in this central area in the short-term. Publically funded improvements to the public realm could be focused in these areas to catalyse redevelopment and the realisation of the vision.

1.2.2 INFRASTRUCTURE AVAILABILITY

The introduction of higher density residential development and additional retail and commercial facilities will place additional demand on the existing servicing infrastructure (i.e. water, power, sewer etc). It is likely that upgrades will be required at a point in the future to support the intensification of activity in the area and these upgrades will need to be suitably coordinated and implemented in a timely manner.

1.2.3 MARKET ACCEPTABILITY

The take up of the new redevelopment opportunities along the corridor will be heavily influenced by the financial viability of development that fulfils the specific criteria of the planning framework (i.e. height, density, parking provision, setbacks, land use mix etc). Furthermore, the viability of a project will change over time as the profitability of development rises and falls with housing market cycles.

It is important for the planning framework that is put in place to be cognisant of the impact that various requirements have on development costs and consequently project viability. Development control provisions need to ensure desirable outcomes are achieved, whilst simultaneously not being an unnecessary constraint to development.



LEGEND

- STUDY AREA
- SURVEY STRATA (INTRAMAPS DATA)
- v VACANT LAND (VISUAL ASSESSMENT)

ASSESSED REDEVELOPMENT POTENTIAL

- 1 - 1/10
- 2 - 2/10
- 3 - 3/10
- 4 - 4/10
- 5 - 5/10
- 6 - 6/10
- 7 - 7/10
- 8 - 8/10

ASSUMPTIONS

THE ASSESSMENT OF LOTS FOR REDEVELOPMENT OPPORTUNITY HAS BEEN UNDERTAKEN USING GEOGRAPHICAL INFORMATION AND VISUAL INSPECTIONS.

THE ASSESSMENT HAS HAD REGARD TO:

- AGE OF BUILDING STOCK (VISUAL ASSESSMENT)
- BUILDING HEIGHT (BOTH EXISTING AND PROPOSED, WHERE KNOWN)
- LOT LAND AREA
- RESIDENTIAL COMPONENT ON-SITE
- STRATA TITLE AND MULTIPLE OWNERSHIP OVER LOTS (WHERE KNOWN FROM THE CITY OF STIRLING INTRAMAPS)
- ADJACENT TO ANOTHER LOT WITH 'GOOD' REDEVELOPMENT POTENTIAL

FIGURE 6: REDEVELOPMENT POTENTIAL PLAN



The preparation of the Strategy has been facilitated as a collaborative process involving the local community from the initial stages. The community consultation process undertaken to date is outlined below.

1.3.1 DESIGN WORKSHOP (MAY 2014)

This information from the Vision Workshop was subsequently used to inform the preparation of design philosophy and vision for the area, which was represented to the community and stakeholders at a Design Workshop on 10 May 2014 at the Scarborough Community Centre. The Design Workshop considered a number of design responses and options prepared for the area, following the initial Vision Workshop.

A total of 78 members of the public attended the workshop, in addition to His Worship the Mayor Giovanni Italiano, a number of City of Stirling councillors and officers and members of the project consultant team.

The Design Workshop involved presentations on the following:

- Outcomes of the Vision Workshop; and
- Proposed design options responding to the community's feedback provided at the Design Workshop and the opportunities and constraints applicable to the area.

The community's support for the design elements of the strategy can be summarised as follows:

- support for the Scarborough Beach Road cross-sections as presented;
- general support for the inclusion of dedicated right turn pockets at intersections;
- support from many community members regarding the slowing of traffic along Scarborough Beach Road in the interests of safety for all road users;
- concern regarding potential commuter parking near the proposed light rail stops;
- preference for existing power poles to be removed and underground power provided;
- strong community sentiment in favour of more greenery and shade within the area and along side streets;

- preference for a new community plaza near the existing Scarborough Community Centre;
- creation of an improved community focal point and place to meet;
- preference for the development of a space potentially capable of hosting community markets;
- a preference for some form of improvement to occur at Munro Reserve;
- existing community would like to see a wide range of uses and activities at Munro Reserve, including the following: local markets, children's (water) playground, seating space, community garden, picnic and BBQ facilities, cafe, improved disability access, bike racks;
- consistent community support for a mix of uses in the centres, with retail, commercial and residential uses all seen as desirable and necessary to create an activated environment;
- desire for alfresco facilities to be incorporated into the centres;
- new buildings in mixed use nodes:
 - support for three to five storey buildings fronting Scarborough Beach Road
 - support for a building setback from Scarborough Beach Road of up to 3m
 - support for buildings heights of two to three storeys abutting rear laneways and adjacent to existing properties
- new buildings in residential areas:
 - support for two to three storey buildings fronting Scarborough Beach Road
 - support for setback to Scarborough Beach Road in the vicinity of 2m to 4m
 - buildings heights of two to three storeys abutting rear laneways where applicable and adjacent to existing properties
- strong support for allowing the provision of a mixture of housing types (i.e. dwellings for retirees, the elderly, singles, couples, families etc) within the area,

1.3.2 COMMUNITY OPEN DAY (AUGUST 2014)

A Scarborough Beach Road West Community Open Day was held from 10am to 1pm for the community on 23 August 2014 at the Scarborough Community Centre (173 Gildercliffe Street, Scarborough).

Following the initial Vision Workshop held on 29 March 2014, and subsequent Design Workshop held on 10 May 2014, the purpose of the Community Open Day was to present the 'workings to date' for the draft Activity Corridor Strategy and Local Development Plan for the Scarborough Beach Road West study area.

A total of 141 members of the public attended the 3 hour workshop, in addition to His Worship the Mayor Giovanni Italiano, CEO and 4 councillors – Cr Stewart, Cr Re, Cr Caddy and Cr Proud, along with the Director of Planning and Development – Ross Povey, the Manager of City Planning – Fraser Henderson, 6 City Planning staff and 5 members of the of the project consultant team.

The Community Open Day was organised by the City of Stirling and the Project consultant team. His Worship the Mayor Giovanni Italiano informally welcomed all attendees and opened the Day. No formal presentations were made on the day; however 28 large (A1) display boards were sequentially exhibited around the room for the community to peruse.

A List of the 28 Display Boards presented at the Community Open Day are listed below:

1. Process so far
2. Study Area
3. Context Plan
4. Opportunities & Constraints – Land Uses
5. Opportunities & Constraints – Built Form
6. Opportunities & Constraints – Movement
7. Opportunities & Constraints – Public Realm
8. Main Street – Mixed Use Options
9. Vision Plan
10. Principles and Considerations
11. Proposed Movement Plan

12. Indicative Proposed Scarborough Beach Road Width Plan
13. Indicative Extent of Scarborough Beach Road Widening
14. Scarborough Beach Road Cross Sections (West and East of St Brigids Terrace)
15. Scarborough Beach Road Plan & Cross Sections at Transit Stops & Huntriss Street
16. Proposed Land Uses
17. Proposed Building Heights
18. Landscape Masterplan
19. Munro Reserve Options
20. Community Plaza Options
21. Streetscape Improvements
22. Built Form
23. Built Form Typologies
24. Mixed Use Lot – Scarborough Beach Road Frontage – Laneway Access
25. Residential Lot – Scarborough Beach Road Frontage – Laneway Access
26. Residential Lot – Scarborough Beach Road Frontage – No Laneway Access
27. Residential Lot – Side Street Frontage – Siding Laneway
28. Implementation

Throughout the Open Day, City of Stirling officers, together with members of the project consultant team fielded questions from the community. Feedback Forms were distributed relating to the boards, allowing the community comments to be made on some of the proposed design responses.

Community attendees were asked to complete two feedback forms. The City asked attendees if they were satisfied with the structure and content of the workshop. The City and the consultant team prepared feedback forms which asked attendees to respond to the information presented on the day and to indicate preferences for a variety of development options.

The community's general comments which were frequently provided can be summarised as follows:

- Desire for more greenery/landscape in public domain.
- Undergrounding of power desirable.
- Encouragement for roof gardens.
- Desire to understand implications/opportunities for redevelopment outside study area.
- Parking management essential.
- More information on traffic modelling and management required.
- Support for local business growth.

The outcome of the Community Open Day was used to inform the finalisation of a draft Activity Corridor Strategy and Local Development Plan for the study area, for the purpose of public advertising in March 2015.