



4. IMPLEMENTATION



4 PLANNING IMPLEMENTATION

A number of implementation steps are required to achieve the vision outlined for Scarborough Beach Road. Development will be incremental and the suggested process to achieve road reserve expansion is based on a principle of allowing intensification to offset the imposition of a road reserve that would be applied.

North Perth / Mount Hawthorn / Glendalough South (City of Vincent)

The City of Vincent is taking steps to update its planning scheme and policies to reflect the land use vision outlined in this Framework.

Upgrades to road infrastructure would occur according to the City's works schedule as required. Scarborough Beach Road is not reserved under the Metropolitan Region Scheme from Main Street to Charles Street so there is no requirement for reservation modifications.

Osborne Park / Herdsman / Glendalough north (City of Stirling)

The City of Stirling will progress detailed structure planning of the Herdsman/Glendalough north area, using this Framework as a guiding document. Structure planning will need to include the preparation of a number of supporting studies such as a District Water Management Strategy, Economic Impact Assessment and Detailed Access Strategy. To realise the land use vision for the Herdsman area an MRS amendment would be required to transition the land from industrial to urban zoning, with local scheme and policy amendments to follow.

A future MRS amendment would be required to modify the current road reserve to 39.5 (Main Street to Mitchell Freeway) and 42 metres (Mitchell Freeway to King Edward Road).

Logical staging of construction between Main Street and King Edward Road could be achieved in the following steps:

1. Detailed planning and associated amendments completed
2. Partial road upgrades could occur to include priority public transport in the existing road reserve (medium-term)
3. Landowners progressively redevelop capitalising on increased development yields in return for ceding road reserve requirements
4. Over time, the ultimate road design with wider foot paths and cycle paths is achieved

Stirling City Centre

Detailed planning and implementation for this section of the road is taking place through the Stirling Alliance (a partnership between the WAPC, City of Stirling and other State agencies).

The MRS has already been updated to reflect a 42 metre road reserve between King Edward Road and Odin Road.

Doubleview / Scarborough

The City of Stirling is committed to progressing detailed land use planning of this area, using this Framework as a guiding document.

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.

The State Government has committed to the creation of a *Scarborough Redevelopment Area* to revitalise Scarborough Beach (and surrounding areas) to become a premier coastal activity centre. The details of the redevelopment area are under development, though once in place the Act will suspend the Metropolitan Region Scheme, and local planning schemes and policies within the redevelopment area.

All areas

All detailed planning and amendments will be developed with input from landowner and community groups.

BUILT FORM IMPLEMENTATION

Item	Agency	Current status	Estimated duration
City of Vincent scheme / policy amendments, addressing: <ul style="list-style-type: none"> • Zoning, density and design guidelines • Parking controls • Detailed access strategy • Cost contributions • Local planning policy amendments as required 	COV	COV Scheme 2 — Commenced	Estimated completion — 2013
Herdsman / Glendalough North Structure Plan <ul style="list-style-type: none"> • Requires scheme amendment to introduce Development Zone • Likely to require: Economic/retail needs assessment, Detailed parking and access assessment, District water management assessment, Community infrastructure plan, Detailed urban design and landscaping strategy, Detailed Area Plans and Design Guidelines 	COS	Estimated commencement — Commenced	Estimated completion — 4th Quarter 2014
Doubleview Detailed Planning Study (West of Stirling City Centre to Hinderwell Street)	COS	Estimated commencement — 3rd Quarter 2013	18 months
MRS amendment – Herdsman Business Park	COS / DOP	Estimated commencement — Following detailed planning	18 months
City of Stirling scheme / policy amendments, addressing: <ul style="list-style-type: none"> • Zoning, density and design guidelines • Parking controls • Detailed access strategy • Cost contributions • Local planning policy amendments as required 	COS	Estimated commencement — Following detailed planning	18 months

TRANSPORT PLANNING IMPLEMENTATION

Item	Agency	Current status	Estimated duration
Scarborough Beach Road West detailed road design and consultation (Odin Road to West Coast Highway)	COS / DOT / DOP	Commencement — 3rd Quarter 2013	12 months
MRS amendment – Other regional road reserve	COS / COV / DOP	Estimated commencement — 2013	18 months

APPENDIX A PLACE ANALYSIS RESULTS

- Detailed place analysis was undertaken as part of this activity corridor project. It involved physical observation of all properties along Scarborough Beach Road to get an accurate understanding of what is happening 'on the ground'. This process detected trends and highlighted areas where improvement could occur through built form recommendations.
- Scarborough Beach Road is a long corridor, so this analysis was divided into zones displayed on the opposite page.
- A number of urban design categories were used and are listed below.
- The Stirling City Centre area was not analysed as the current condition was already known through the Stirling Alliance structure planning process.

PLACE ANALYSIS CATEGORIES

Current land uses

Residential — Low density	Residential — Medium density	Residential — High density	Manufacturing, processing, fabrication	Storage, distribution	Service industry	Office — business
Retail — shop	Retail — other	Health, welfare, community services	Entertainment, recreation, culture	Utilities, communications	Vacant floor area	Vacant land area



Current active edges

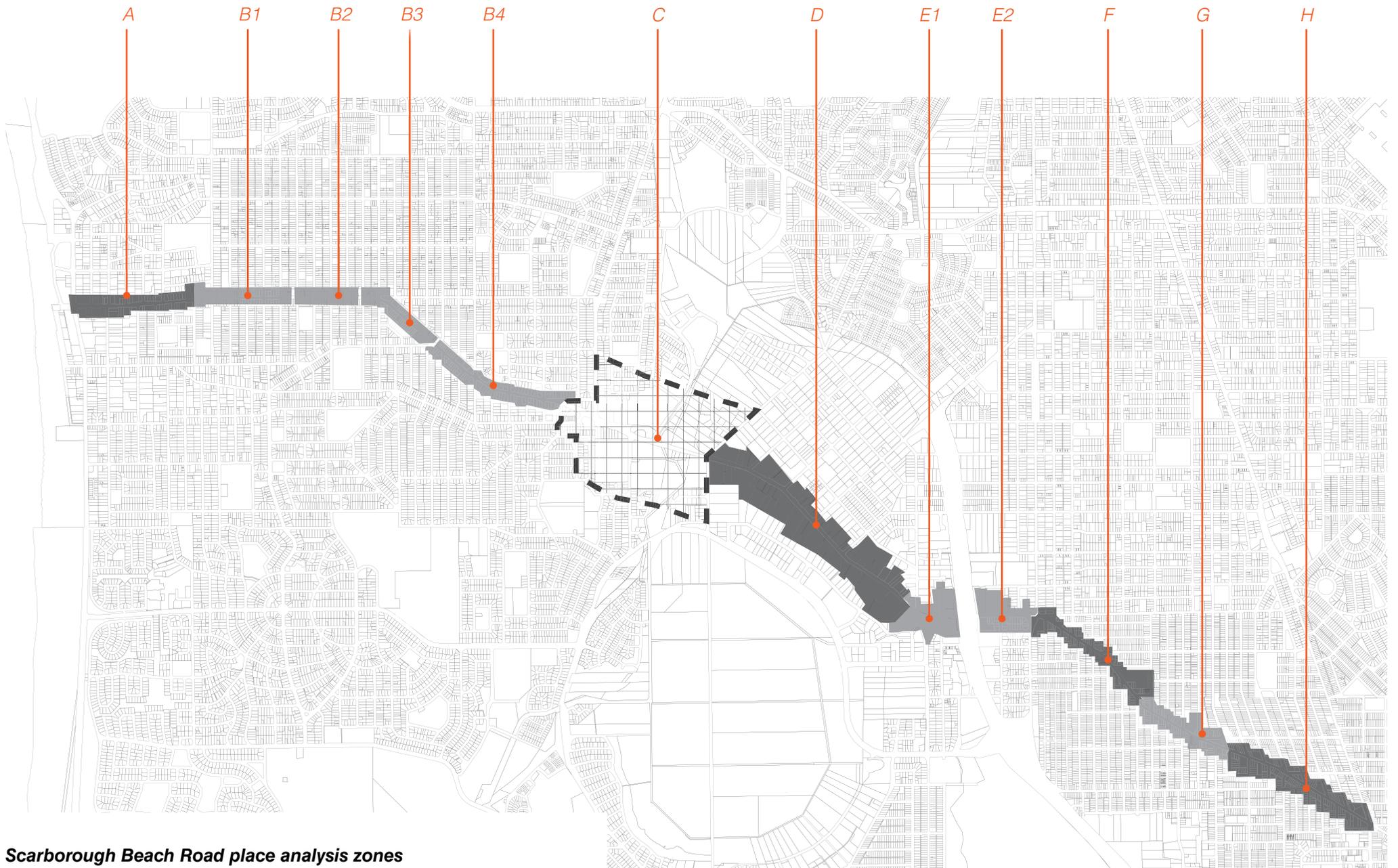
Active edge	Non-active edge	Not applicable 
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Current building heights

Single storey	2 – 3 storey	3+ storey	Not applicable 
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Current building setbacks

0 – 2 metre setback	0 – 5 metre setback	5 metre + setback	Not applicable 
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Scarborough Beach Road place analysis zones

APPENDIX A PLACE ANALYSIS RESULTS





APPENDIX B POPULATION AND LAND USE TARGETS

- A comprehensive population and land use target study was developed in conjunction with the supporting studies prepared for this project. This work is aligned with *Directions 2031 and Beyond*, the State Government's high order planning strategy for Perth and Peel.
- The study investigated the existing demographic and land use characteristics of the corridor, and how they are likely to change in the period to 2031.
- Population and land use targets were developed to low, medium and high development scenarios along the corridor. Medium development scenarios are summarised throughout the document and below.
- These population and land use targets should be read as estimates only and in the context of the wider corridor, as the zones used to analyse population and land use targets on the corridor extend beyond the immediate study area due to limitations of available statistical data.

	SEAS	Stirling Residential	Stirling Central	Osborne Park	Glendalough	Mount Hawthorn	Remainder (COS/COV)
Population	8,300	9,000	14,000 – 18,000	0 (subject to further analysis with the City of Stirling)	6,300 – 8,000	2,000	7,000
Shop retail floor space (m2)	15 – 20,000	5 – 6,000	120,000 – 160,000	70,000		10 – 15,000	3 – 4,000
Office business floor space (m2)	2 – 3,000	Minimal	200 – 300,000	250,000 – 300,000		Minimal	Minimal
Other retail floor space (m2)	Minimal	Minimal	Minimal	120 – 140,000	Minimal	Minimal	Minimal
Tourist accommodation (m2)	100 – 150,000	n/a	n/a	n/a	n/a	n/a	n/a
Other industrial categories (m2)	n/a	n/a	n/a	900,000	0	n/a	n/a
Projected employment (mid range)	1,200 – 1,700	160 – 200	12,000 – 17,000	22 – 24,000		330 – 500	100 – 130

Scarborough (SEAS)

Stirling Central

Glendalough

Remainder Stirling / Vincent

Stirling Residential

Osborne Park

Office Precinct

Mount Hawthorn



Scarborough Beach Road population and land use study zones

GLOSSARY

Activity Centre	A mixed-use urban area where there is a concentration of commercial and other land uses. Activity centres vary in size and function.
Strategic Metropolitan Centre	A multi-purpose activity centre that provides a mix of retail, office, community, entertainment, residential and employment activities. Stirling City Centre is designated as a Strategic Metropolitan Centre.
District Centre	An activity centre that generally serves the main weekly household shopping, service and community needs of that district. Depending on location, these centres may include office development. Mount Hawthorn, Glendalough and Scarborough are designated as District Centres.
Local Centre	An activity centre that usually provides for the incidental and convenience shopping, health and community needs of people within a walkable catchment area.
Future local node	An area identified through the place analysis (undertaken as part of this Framework) as having potential for higher intensity buildings, where mixed-use development may be supported.
Industrial area	An area that caters for a broad range of manufacturing, fabrication, processing, warehousing and bulk goods handling. The Osborne Park industrial area is rapidly changing from traditional manufacturing and processing land uses, to service based industry, some commercial and large format retail uses.
Opportunity site	A site that has been identified through the place analysis (undertaken as part of this Framework) as having excellent potential for redevelopment based on a number of factors including: age and condition of buildings; vacant land; proximity to amenity and lot size.
Medium (med) term road design	Road concept designs that demonstrate the ability for public transport priority to be achieved within the existing road reserve of sections of Scarborough Beach Road. Medium-term road concept designs would eventually be replaced by long-term road designs once progressive redevelopment on each section of the road is achieved.
Long-term road design	Road concept designs that demonstrate the ultimate transport design this Framework recommends for Scarborough Beach Road, according to activity corridor principles. Depending on the section of road the long-term road design may include public transport priority, cycle lanes, adequate footpaths, on-street parking, and the room to plant and maintain mature street trees.
Mixed-use — retail	Buildings that include a focus on residential and retail land uses. These buildings may also include office land uses.
Mixed-use — office	Buildings that focus on office and retail land uses.
Large format buildings	Buildings that focus on accommodating large format retail and bulky goods land uses in a high quality, multi-storey and nil setback format as described on pages 51, 54 and 55. Office land uses could also be accommodated within the building.

Large format retail

Large format retail generally covers both specialist and general retailers housed in large stores. Some of them are bulky goods retailers and others offer a large range of mainly small items (e.g. supermarkets and discount department stores). Other types of large format stores selling specialised non-bulky goods have emerged in recent years, particularly in Osborne Park, selling items such as small electronics, media, stationary items and homewares.

Bulky goods retail

Bulky goods premises are places where larger consumable goods are sold, hired or displayed. In Osborne Park this may typically relates to places that sell large home furnishings, white goods and automotive parts etc.

Showroom

A building or site where consumable goods (usually large goods) are displayed and sold. The displayed goods may have been manufactured on or off-site. Storage of goods usually occurs off-site.

Setback

The distance a building is set back from the boundary.

COS

City of Stirling.

COV

City of Vincent.

HEIGHT EXAMPLES

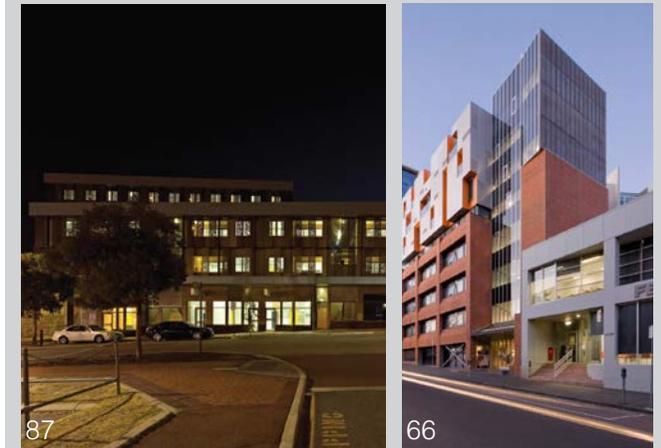
Low-rise is typically one to three storeys



Mid-rise is typically three to five storeys



Gateway or higher elements will typically go up to seven storeys



Glossary definitions apply in the context of this Framework only and are not to be used as general definitions

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06. Tram terminating at the front of Osborne Park Hotel (1903). Image courtesy of the City of Stirling History Collection
07. Luna Park Scarborough (Date unknown). Image courtesy of the City of Stirling History Collection
08. Looking towards Perth from Wanneroo Road near Dog Swamp (1913). Image courtesy of the City of Stirling History Collection
09. Scarborough Beach Road through Mount Hawthorn (Date unknown). Image courtesy of the City of Vincent Local History Centre
10. Tram on Main Street, Osborne Park (1912). Image courtesy of the City of Stirling History Collection
11. Employees outside Wellington Tyre Service on Scarborough Beach Road (1954). Image courtesy of the State Library of Western Australia. Image number 237559PD
12. Mount Hawthorn Hotel (circa 1930). Image courtesy of the City of Vincent Local History Centre
13. Mount Hawthorn subdivision information poster (Date unknown). Image courtesy of the City of Stirling History Collection
14. Mount Hawthorn Post office (Date unknown). Image courtesy of the City of Vincent Local History Centre
15. Lynas Motors Osborne Park and D&J Fowler wholesale grocers self-service warehouse (1966). Image courtesy of the State Library of Western Australia. Image number 259717PD
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23. First omnibus on the Mount Lawley route (circa 1920). Image courtesy of the City of Stirling History Collection
24. Entrance to Luna Park after demolition (Date unknown). Image courtesy of the City of Stirling History Collection
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27. Block paving Wanneroo Road (1902). Image courtesy of the City of Stirling History Collection
28. Bush being cleared for the Osborne Park show arena (Date unknown). Image courtesy of the City of Stirling History Collection
29. Garner family and their Osborne Park cottage in the background (1924). Image courtesy of the City of Stirling History Collection
30. John Hughes' limestone cottage (Date unknown). Image courtesy of the City of Stirling History Collection
31. Edwards family with celery crop in Osborne Park (Date unknown). Image courtesy of the City of Stirling History Collection
32. Karrinyup Road in Karrinyup (circa 1960). Image courtesy of the City of Stirling History Collection
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38. Residences along Scarborough Beach Road in Scarborough (1925). Image courtesy of the City of Stirling History Collection
39. Scarborough Beach with original tea rooms (circa 1920). Image courtesy of the City of Stirling History Collection
40. Garner family and their Osborne Park cottage in the background (1924). Image courtesy of the City of Stirling History Collection
41. Scarborough Beach Road industrial area (1965). Image courtesy of the City of Stirling History Collection
42. Axon apartments in Subiaco (2009). Image courtesy of Hartree and Associates
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