

SCARBOROUGH BEACH ROAD ACTIVITY CORRIDOR FRAMEWORK SUBMISSIONS REPORT

PUBLIC FEEDBACK ON THE DRAFT FRAMEWORK



Department of
Planning



SUMMARY



This report summarises submissions received through advertisement of the draft Scarborough Beach Road Activity Corridor Framework. It provides responses to submissions on behalf of the Western Australian Planning Commission and outlines modifications made as a result.

41

41 submissions were received during the advertising period between 31 October 2012 to 17 December 2012. These submissions came through in written form, or via the online survey that ran during the advertising period.



78 per cent of the submissions supported the draft Framework and its recommendations to manage growth along the corridor. Of these 63 per cent fully supported the vision, while 15 per cent supported the Framework with conditions.



The most prominent issue identified by submitters was the Framework recommendations on bike facilities through the Mount Hawthorn area. Whilst this area is heavily constrained and some sections cannot physically accommodate separate cycle lanes, some amendments have been made to better reflect submitter comments.



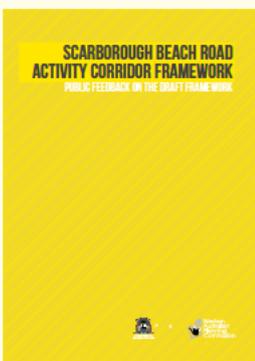
Other comments received related to recommendations on: built form (particularly large format retail buildings), public open space, vehicle crossovers, freight traffic, affordable/diverse housing, community consultation and implementation. All comments have been addressed in sections three and four of this report.

HOW THIS SUBMISSIONS REPORT FITS IN WITH THE SCARBOROUGH BEACH ROAD ACTIVITY CORRIDOR FRAMEWORK



Draft Scarborough Beach Road Activity Corridor Framework

..... The Draft Framework established a vision for the Scarborough Beach Road activity corridor and includes principles and development objectives along its length. It guides built form development and transport infrastructure to ensure both are complementary and coordinated along the entire road from North Perth to Scarborough.

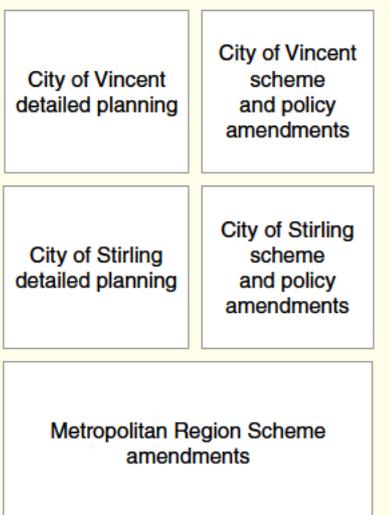


Scarborough Beach Road Activity Corridor Framework Submissions Report

..... This report summarises submissions received during public advertising of the Scarborough Beach Road Activity Corridor Framework



Final Scarborough Beach Road Activity Corridor Framework



Detailed planning

Following the *Scarborough Beach Road Activity Corridor Framework*, detailed planning will occur. In most cases each local government is responsible for leading this work.

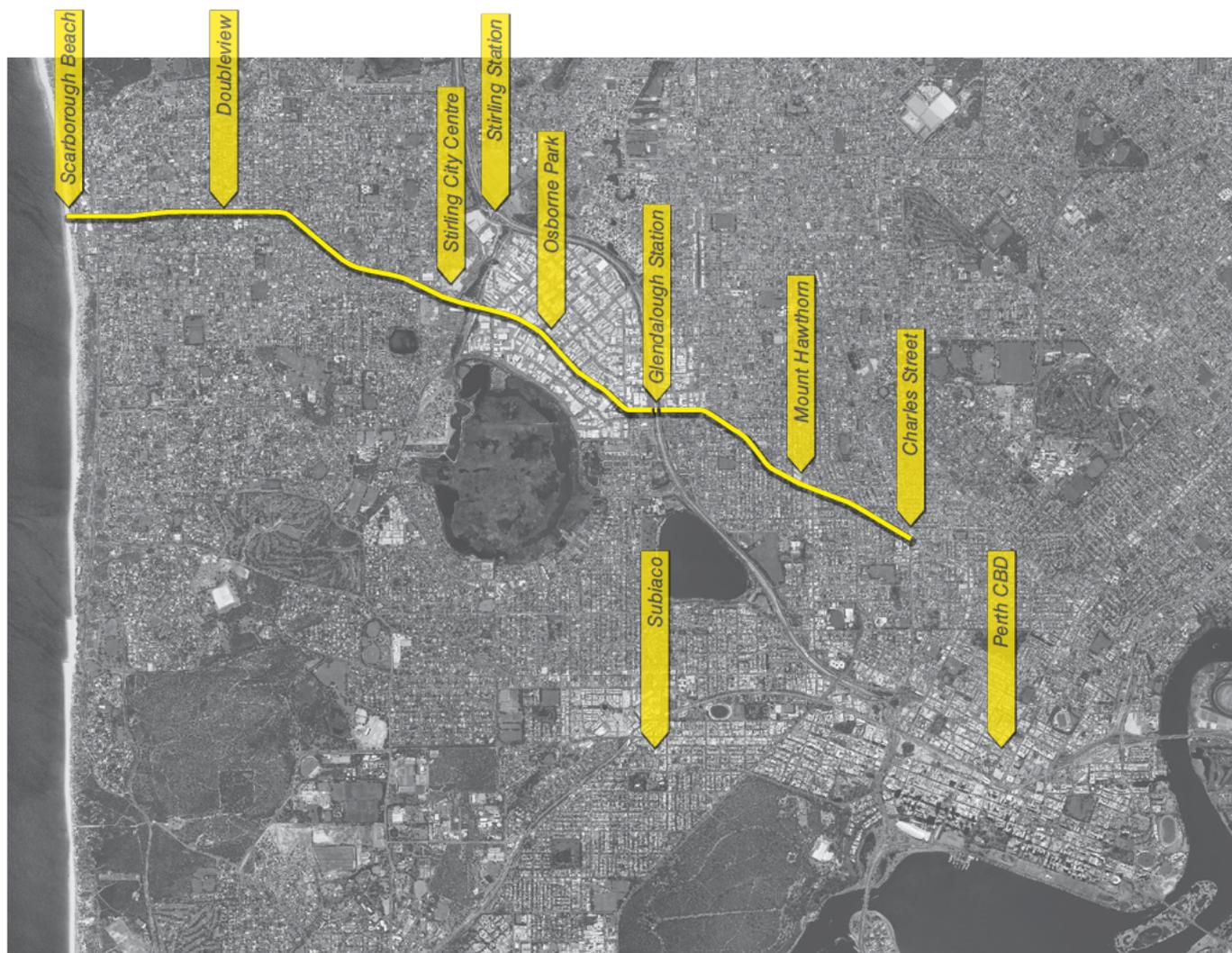
..... Detailed planning will involve preparing plans and local scheme amendments for each section of the road and its surrounds. This may occur at different times (depending on local government scheduling).

The Department of Planning will also undertake Metropolitan Region Scheme amendments to update any reservations that are required to be modified.

Community and landowner consultation will continue as detailed planning occurs.

CONTENTS

1. Purpose of this report
2. Online survey snapshot
3. Main issues raised by survey and written submissions
4. Summary of all submissions (listed survey and written submission summaries)
5. Modifications, conclusions and recommendations



1. PURPOSE OF THIS REPORT

IT SUMMARISES SUBMISSIONS RECEIVED DURING PUBLIC ADVERTISING OF THE SCARBOROUGH BEACH ROAD ACTIVITY CORRIDOR FRAMEWORK

Introduction

Following review by the local government authorities and a briefing to the Minister for Planning, the Western Australian Planning Commission (WAPC), released the draft Scarborough Beach Road Activity Corridor Planning Framework document for a 48 day public comment period in October 2012.

Background

The Department of Planning (DoP) commenced the Scarborough Beach Road Activity Corridor project in 2008 in collaboration with the Cities of Vincent and Stirling (which have contributed partial funding to the initiative), as well as the Department of Transport, Public Transport Authority and Main Roads WA. The purpose of the project is to prepare a high level strategic transport and land use framework to guide future planning, development and infrastructure investment, whilst also addressing:

- Ad-hoc transport and planning decision-making which has resulted in a poor environment for all users;
- High levels of traffic congestion contributing to the poor performance of public transport;
- Disconnected and unsafe pedestrian and cyclist links, which further encourage private vehicle usage;
- A poor response to the street of existing building stock;
- Development pressures for intensification without a corresponding improvement to amenity; and
- Transitioning of land uses that are often occurring in an uncoordinated and inappropriate way.

The activity corridor concept seeks to set out the land use and transport vision for the road and its surrounds, to ensure the best design and transport outcome can be achieved when detailed planning and future development occurs. Its purpose is to provide a long term vision, to inform detailed planning to be undertaken by each local government where appropriate along the corridor.

Framework components

Incorporating the key recommendations of various transport, land use and built form studies developed in collaboration with State and local government stakeholders, the Framework sets out:

- the principles of activity corridor planning;
- alignment with key State strategies such as Directions 2031 and Beyond and the draft Public Transport for Perth in 2031;
- the medium and longer-term vision for transport, with a particular emphasis on people movement, rather than car travel;
- areas for potential land use change and intensification to capitalise on access to public transport, areas of natural amenity (i.e. Herdsman Lake) or encourage a mix of complementary uses; and
- guidance for built form in terms of height and relationship to the street.

In developing the Framework, the process has received a high level of local government, State agency and community support. Release of the Framework can serve as a demonstration of 'Delivering Directions 2031' to encourage other local authorities to adopt a similar 'activity corridor' planning approach when planning around other comparable roads.

Call for submissions

The draft Framework was advertised for public submissions from 31 October 2012 to 17 December 2012, and was made available for public inspection during ordinary business hours at the Department of Planning (140 William Street, Perth), the City of Vincent administration building (Vincent Street, Leederville) and the City of Stirling administration building (Cedric Street, Stirling). The document was also available on the Department of Planning website (www.planning.wa.gov.au).

During the inspection period, notice of the public comment period was published in The West Australian and relevant local newspapers circulating in the locality of Scarborough Beach Road.

Submissions were in the form of either a written submission submitted to the Department of Planning, or by an online 'fast feedback' survey. The online survey comprised of 15 questions and allowed the public to provide additional written feedback.

Submissions

41 submissions were received on the amendment during the public comment period. A summary of all submissions is provided in this report.

26 submissions fully supported the amendment, six subject to conditions, three were neutral and six opposed the Framework.

Names of organisations who supplied a written submission have been included in this report. Names of individuals or online survey submitters have not been included in this report.

41 SUBMISSIONS RECEIVED

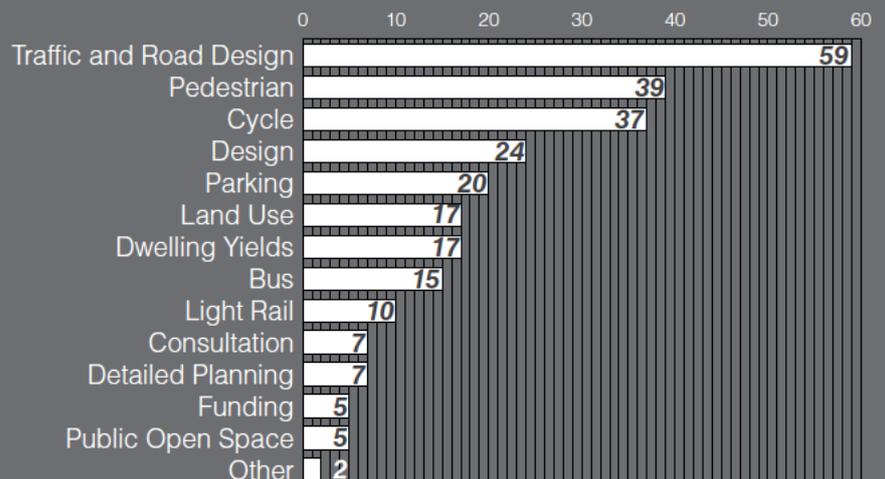
78% SUPPORTED – 63% FULLY SUPPORT, 15% SUPPORT WITH CONDITIONS

7% WERE NEUTRAL

15% DID NOT SUPPORT

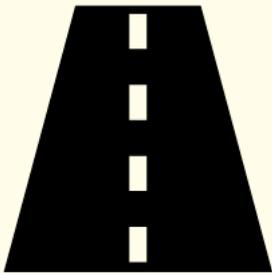
ISSUES MENTIONED IN ALL SUBMISSIONS BY CATEGORY

(measured by number of instances)



2. SURVEY SNAPSHOT

WE RAN A SURVEY DURING PUBLIC ADVERTISING OF THE DRAFT FRAMEWORK, AND THIS IS WHAT THE RESPONDENTS THOUGHT



ALL SURVEY RESPONDENTS COMMENTED THAT SCARBOROUGH BEACH ROAD NEEDS IMPROVEMENT

GLENDALOUGH, HERDSMAN/OSBORNE PARK AND STILING CITY CENTRE ARE THE BUSIEST SECTIONS OF SCARBOROUGH BEACH ROAD. OF THE SURVEY RESPONDENTS:



93%

SUPPORT THE CREATION OF PUBLIC TRANSPORT LANES



96%

SUPPORT THE CREATION OF SEPARATED CYCLE LANES



96%

WOULD LIKE TO SEE BETTER QUALITY FOOTPATHS/STREET FURNITURE AND TREES

CHANGE IN TRAVEL BEHAVIOUR



66% SAID THEY'D BE MORE LIKELY TO CATCH PUBLIC TRANSPORT IF LANES WERE PROVIDED



66% SAID THEY'D BE MORE LIKELY TO RIDE THEIR BIKE IF DEDICATED LANES WERE PROVIDED

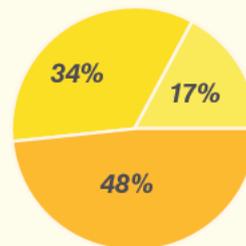


76% SAID THEY'D BE MORE LIKELY TO WALK IF BETTER FOOTPATHS WERE PROVIDED

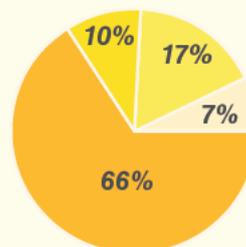


THE USUAL SHOPPING EXPERIENCE IN HERDSMAN/OSBORNE PARK

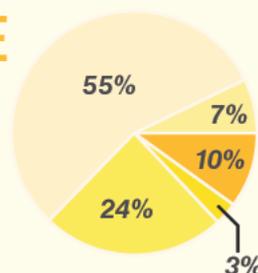
GETTING TO STORES



WALKING BETWEEN STORES



EXPERIENCE WITHIN STORES



3. THE MAIN ISSUES RAISED BY SURVEY AND WRITTEN RESPONDENTS

Cycling

Submitters 14, 15, 18, 22, 23, 25, 28, 29, 32 and 38 raised issue with cycling facilities recommended in the Framework. Generally it was noted by most of these submitters that the draft Framework does seek an improved outcome for cyclists, though the following matters were raised:

- Relationship between the cycle facilities recommended in this Framework and the long term strategic cycle plan for Perth.
- The appropriateness of on-street, off-street cycle lane design along various parts of the road. Some of these submitters pointed to specific safety concerns related to each option.
- The appropriateness of on-street car parking bays and their relationship to cycle infrastructure.
- Suggestions for a continuous 'green way' cycle path running the entire length of the road from North Perth to Scarborough Beach.
- The nature of posted road speeds (and their relationship to cyclists speeds), end of trip facilities and delivery of the infrastructure in this Framework against other State Government cycle path priorities (particularly the Mitchell Freeway PSP upgrade).

WAPC Response:

This Framework recognises the important role that cycling should make to improving connectivity to and along Scarborough Beach Road. The Framework has been developed without looking at any one mode of transport (or indeed land use) in isolation, and recognising the existing constraints of the road reserve.

The reality is Scarborough Beach Road is a physically constrained and currently car dominated environment. Its future should include improved facilities for cyclists, but it must be acknowledged that the road has a legitimate car and public transport function that cannot be ignored. Functioning businesses exist along this road, with requirements and considerations that also need to be taken into account. To date there are no cycle lanes on Scarborough Beach Road (besides a small section between Kalgoorlie Street and Eucla Street). The majority of road upgrades made since the road was built have focussed on accommodating more vehicles along the road, with the exception of upgrades made to the Mount Hawthorn Town Centre where traffic calming measures have been taken.

The Framework recommends on-street and off-road cycle lanes where it is physically possible to include them. These recommendations have been developed with each local government and the Department of

Transport's bike planning team, responsible for the preparation of the draft Western Australian Bicycle Network Plan 2012-2021.

Single-direction on-street cycle lanes have been recommended where vehicle speeds and numbers are traditionally lower, and single-direction off road cycle lanes have been recommended in the busiest sections of the road (through Glendalough, Herdsman/Osborne Park and Stirling City Centre). In both instances a cycle lane would be located on each side of the road. Detailed planning and design of these facilities would be subject to standard road safety audits before construction.

Some parts of the road (i.e. the Mount Hawthorn Town Centre) cannot physically fit cycle lanes unless on-street parking or a lane of traffic is removed. Since the release of the draft Framework, the City of Vincent has undertaken additional cycle planning work within its local government area. This work has recommended the long term application of lower posted vehicle speeds (30-40km) and the design of a more cyclist friendly space (creating visible cycle stencils and line markings) in the middle of each lane through the Mount Hawthorn Town Centre. Between Oxford street and Charles Street the City's long term recommendation is the design of single-direction on-street cycle lanes by removing a through traffic lane not required due to low vehicle numbers in that section of the road.

It is acknowledged that there will be a range of views in the community on the design of cycle lanes and where they should apply. This Framework lays out a vision that will significantly improve facilities for cyclists as compared to the current condition on Scarborough Beach Road.

Submissions noted and partially upheld.

Actions:

- Reference to the current condition of cyclist infrastructure in North Perth and Mount Hawthorn has been modified to better reflect current conditions (Page 32) and additional information on the recommendations for on-street and off-street cycle lanes has been included on Page 47.
- Long term cross sections for North Perth and Mount Hawthorn now include single-directional dedicated on-street cycle lanes from Oxford Street to Charles Street and recommend further long term traffic calming of the Mount Hawthorn Town Centre (reducing speed limits and creating visible cycle stencils and line markings) to improve cyclist and vehicle awareness.

Built Form

Submitters 36 and 40 **raised concern about the possible implications of the long term built form principles set out in this Framework** — where nil-setback, multi storey large format retail and office uses are encouraged along the Osborne Park, Herdsman and Stirling City Centre sections of Scarborough Beach Road.

WAPC Response:

The poor address of many buildings to the street is well documented and is a key objective to be addressed if Scarborough Beach Road is to transform from a high speed, car dominated environment. The design intent outlined on Page 54 has the ability to support this change.

The WAPC recognises that multi-level active frontage buildings become feasible in certain large format centres in Australian capital cities — usually where land values suggest a higher and better use for the site, anchor tenants are willing to invest in that area, and there is proximity to public transport, employment and residential catchments. The Osborne Park/Herdsman area displays many of these characteristics and is likely to continue to do so into the future. Indeed, multi-storey large format retailers are already operating in the area.

Many users of the road (pedestrians, cyclists, car drivers and public transport users) tell of a sub-optimal experience when visiting, mostly a result of the current condition — poor building/street interface, vast and difficult to navigate car parking spaces in front of buildings, and a lack of proper pedestrian and cyclist amenity to the footpath.

The current poor condition can also affect the very consumer's large format retailers are aiming to attract. Of the survey results received during the feedback period, 86% of respondents found it 'frustrating' or 'difficult' to get to stores in the Osborne Park/Herdsman section of the road, while 76% found it 'frustrating' or 'difficult' to walk between stores in the same area.

Though the WAPC recognises that there is a strong role for large format retailers along some sections of Scarborough Beach Road, it supports future growth according to the design guidance outlined in this Framework.

Submissions noted.

Public Open Space

Submitters 1 and 38 queried **how the Framework incorporates the long term provision of public open space** with the increased residential and commercial densities it proposes.

WAPC Response:

Providing good quality open space is very important, particularly as increased housing density and diversity is proposed. Scarborough Beach Road runs in close proximity to a number of open spaces within the eastern section (North Perth and Mount Hawthorn), and the western section through Doubleview and Scarborough Beach.

The area of greatest transition will be in Stirling City Centre, Herdsman/Osborne Park and Glendalough, where those attracted to new residential and commercial buildings will also need places to recreate.

Whilst not immediately obvious, Herdsman/Osborne Park is a very short distance away from the large regional open space at Herdsman Lake, where some landscaped green spaces and recreational wetland paths already exist. New road connections from Scarborough Beach Road to John Sanders Drive will strengthen this relationship.

The City of Stirling is currently developing the Stirling City Centre and Herdsman Glendalough Structure Plans, where detailed public open space analysis and recommendations for upgrades will be highlighted. It is expected that Herdsman would require new neighbourhood parks and longer term future upgrades at Herdsman Lake to provide users with the right level of amenity.

The City of Vincent has identified that additional public open space within the south-east quadrant of the Glendalough district centre is desirable. The City is continuing work to achieve this through detailed planning.

Submissions noted.

3. THE MAIN ISSUES RAISED BY SURVEY AND WRITTEN RESPONDENTS CONTINUED

Affordable and Diverse Housing

Submitters 37 and 38 raised **how the Framework recognises affordable and diverse housing on and around the corridor.**

WAPC Response:

The WAPC recognises that affordable and diverse housing will play an important role in ensuring a wide spectrum of the community can access and live around Scarborough Beach Road into the future. The Framework expands on the relevance of diverse housing types to explain built form — specifically to explain scale and relationship to the street.

The Framework does not provide detail on specific planning mechanisms that should be applied to achieve diverse and affordable housing. This is the role of local planning schemes, and State or local planning policies (such as the R-codes or location specific design guidelines).

Submissions noted.

Consultation

Submitters 36, 38 and 40 provided comments on **the community consultation incorporated into the project to date and how it will be undertaken into the future.**

WAPC Response:

The WAPC along with the Cities of Vincent and Stirling have seen the value in engaging the community and landowners in the development of this Framework. In addition to the public advertising of the draft Framework, the community has provided a level of local insight in a number of forums:

- May 2010 and April 2011 — City of Vincent for North Perth, Mount Hawthorn and Glendalough
- May 2010 — City of Stirling for Doubleview (local area planning)
- June 2011 — City of Stirling for Herdsman/ Osborne Park and Glendalough

Any detailed planning that is undertaken by each local government will be developed with further input from landowner and community groups.

Submissions noted

Crossovers

Submitters 20 and 41 raised **the Framework's proposal to rationalise driveways (crossovers) off Scarborough Beach Road to private development sites and how this would be achieved.**

WAPC Response:

The Framework recommends that the number of crossovers (access points along Scarborough Beach Road) be rationalised as redevelopment of sites occurs. This is particularly important through Osborne Park/ Herdsman where traffic volumes are highest, and amenity (both visual and physical) is poor.

Development Control Policy 5.1, Regional Roads (Vehicular Access), is administered by the WAPC and applies to most sections of Scarborough Beach Road. This policy gives the WAPC call in powers to assess the number of crossovers proposed in each development application and encourage rationalisation.

It must be acknowledged that rationalisation of access points takes time. The implementation section of the Framework recommends that a detailed parking and access strategy would need to form a part of structure planning around the Herdsman and Glendalough North areas to provide further detail on crossover rationalisation and highlight opportunities where rear access ways can be created to serve development sites.

Submissions noted and partially upheld.

Actions:

- Additional information on the role of Development Control Policy 5.1 is now included in the Planning Framework section of the Framework on Page 25.

Freight Traffic

Submitters 6 and 38 raised **how the Framework recognises existing freight traffic movement through and to the areas around Scarborough Beach Road.**

WAPC Response:

Whilst some heavy vehicles do need to access properties around Scarborough Beach Road, the road itself has not been designated as a primary freight route by the Department of Transport (it carries very little freight movement and trucks using this route are usually moderate in size requiring access to properties behind, not on Scarborough Beach Road).

Freight does move through the Herdsman/Osborne Park area however, and a major component of the Stirling Alliance Dispersed Traffic and Public Transport Model has been to recognise the best long term route for freight traffic through Osborne Park/Herdsman — the extension and upgrade of Hutton Street to John Sanders Drive. MRS Amendment 1173/57, for Stirling City Centre and surrounds recognised this future freight network connection through Osborne Park. Through the statutory imposition of an Other Regional Road reserve.

With the extension and upgrade of Hutton Street to John Sanders Drive freight will have a new connection through Herdsman/Osborne Park minimising impact on Scarborough Beach Road and Stirling City Centre.

Submissions noted.

Action:

- The Stirling City Centre Dispersed Traffic and Public Transport Model graphics on Page 45 have been updated to show the long term freight route through the Osborne Park/Herdsman area.

Implementation

Submitters 8, 26 and 40 raised comments on **understanding the implementation process** beyond this Framework.

WAPC Response:

The Scarborough Beach Road Activity Corridor Framework establishes the vision and principles for the corridor, while a number of future tasks (such as detailed planning and local government scheme/policy amendments) still need to occur. These tasks have been outlined in the Implementation section of the Framework.

So far detailed planning coordinated by the Cities of Stirling and Vincent is being progressed around the Glendalough, Herdsman/Osborne Park and Stirling City Centre sections of the road. Detailed planning work in Doubleview is expected to commence in July 2013.

It must be recognised that the planning process takes time, and there are many state and local actions required before visible change can occur in any area. Also, it is crucial for land owners to be on board with the vision and start thinking about future plans for their sites and where they can assist their local government in detailed planning.

Submissions Noted

Action:

- The Implementation section (Page 88) of the Framework has been updated to include additional information on the land use and transport development processes applicable to the Scarborough Beach Road vision.

4. SUMMARY OF ALL SUBMISSIONS

Submission: 1

Name and Address Supplied

The submitter suggests that if the Framework recommends suggests increasing residential areas there should be an additional effort made to make more community meeting spaces, safe, well lit, family friendly.

Also, public transport needs to be visible and have good line of sight. This could be achieved by reducing the amount of obstructions by poorly placed signage or trees.

The road environment and streetscape needs to be improved significantly (with people friendly spaces along the road and native trees). Current safety and convenience issues when visiting Scarborough Beach Road.

The submitter supports the implementation of the Framework vision to be delivered in full.

WAPC COMMENT
Noted

DETERMINATION
Submission noted.

Online Survey Support

Submission: 2

Name and Address Supplied

The submitter comments that it is incredibly difficult to cross Scarborough Beach Road as a pedestrian, and difficult to navigate by car. Similar types of stores are often located on opposite sides of the road requiring the user to cross.

WAPC COMMENT
Noted

DETERMINATION
Submission noted.

Online Survey Support

Submission: 3

Name and Address Supplied

The submitter comments that crossing Scarborough Beach Road as a pedestrian is difficult.

The submitter comments that the Framework provides a very good summary of the vision and proposed solutions to the current issues on Scarborough Beach Road.

WAPC COMMENT
Noted

DETERMINATION
Submission noted.

Online Survey Support

Submission: 4

Name and Address Supplied

The submitter comments that crossing Scarborough Beach Road during peak hours is very difficult and dangerous for pedestrians, resulting in people making additional car trips to cross the road and visit another parking location (store).

The submitter supports the principles to ensure land use and transport infrastructure planning are coordinated.

WAPC COMMENT
Noted

DETERMINATION
Submission noted.

Online Survey Support

Submission: 5

Name and Address Supplied

No comment

WAPC COMMENT
Noted

DETERMINATION
Submission noted.

Online Survey Support

Submission: 6

Name and Address Supplied

The submitter comments that the Framework does not account for increasing heavy vehicle traffic along the road. The submitter comments that they understood it was intended that a new road from the Freeway to Herdsman (to connect to West Coast Highway) was to be constructed at some stage in the future. If this isn't going to happen, then there is not much point trying to make a 'cappuccino strip' along a heavy truck route.

WAPC COMMENT

See section three of this report under the heading 'Freight Traffic'.

DETERMINATION

Submission noted.

Online Survey Oppose

Submission: 7

Name and Address Supplied

The submitter requested more information on the compensation arrangements for property owners that could have a portion of their land affected future widening of Scarborough Beach Road.

WAPC COMMENT

Road reservation modifications may occur to secure appropriate space for future transport requirements along Scarborough Beach Road.

Any reservation modifications will occur in accordance with the Planning and Development Act 2005 (Part 11) and the Metropolitan Region Scheme. There are several options available to the owners of reserved land, of which a landowner may be able to make a claim for compensation where land is injuriously affected.

More information on this can be found at www.planning.wa.gov.au under the links 'the planning system' and 'regional and local planning schemes'.

DETERMINATION

Submission noted. The submitter has been emailed with additional information on this request.

Online Survey Support

Submission: 8

Name and Address Supplied

The submitter comments that this document is one of the best documents they have seen produced by the Department of Planning.

The submitter is supportive of the inclusion of residential development in the Herdsman Business Park to improve the urban environment in this precinct, though suggests that a residential target should be included for this area.

The submitter comments that the Framework should include more information on the implementation process and next steps.

WAPC COMMENT

The sections of Herdsman close to Glendalough Train Station and Stirling City Centre include a residential target, and this is outlined in the appendices of the Framework. The Department recognises that remaining sections of Herdsman currently contain a lot less amenity (being set amongst showroom, office and some service industrial uses) and therefore would require detailed planning before residential development is supported. The City of Stirling is currently developing the Herdsman/Glendalough North Structure Plan that may test the appropriateness of residential development in those remaining sections.

Regarding comments on implementation of the Framework, see section three of this report under the heading 'Implementation'.

DETERMINATION

Submission noted.

Online Survey Support

Submission: 9

Name and Address Supplied

The submitter commented that more cycle lanes and public transport is supported. The submitter commented that the recommendations in this Framework should be delivered as soon as possible.

WAPC COMMENT

Noted

DETERMINATION

Submission noted.

Online Survey Support

4. SUMMARY OF ALL SUBMISSIONS CONTINUED

Submission: 10

Name and Address Supplied

No comment.

WAPC COMMENT

Noted

DETERMINATION

Submission noted.

Online Survey

Support

Submission: 11

Name and Address Supplied

The submitter notes some concerns with the traffic congestion around the Innaloo Shopping Centre. If driving by car via Ellen Stirling Boulevard to Scarborough Beach Road the user may be subject to five or more light changes.

The submitter suggested that the Framework should include more information on the area west of Odin Road.

WAPC COMMENT

In relation to comments on traffic congestion, the Framework recognises the current congestion issues along Scarborough Beach Road. This section of the road is one of the busiest, and the Stirling Alliance Dispersed Transport and Public Transport Model (described on page 45 of the Framework document) shows the long term plan to alleviate many of these current traffic issues.

Further planning on the area west of Odin Road is being progressed by the City of Stirling and updated details on the timing of this work are provided in the implementation section of the Framework.

DETERMINATION

Submission noted.

Online Survey

Support

Submission: 12

Name and Address Supplied

The submitter comments that the Framework provides a well thought out process, good design and includes easy to understand graphics.

WAPC COMMENT

Noted

DETERMINATION

Submission noted.

Online Survey

Support

Submission: 13

Name and Address Supplied

No comment.

WAPC COMMENT

Noted

DETERMINATION

Submission noted.

Online Survey

Support

Submission: 14

Bicycle Transportation Alliance

The submitter comments that the Framework at times reads as if there are multiple streams of thinking taking place in relation to cycling provision along the corridor. It is suggested that the Framework is revisited to ensure it focuses on the Minister's foreword in the Framework and it takes on-board the acknowledged existing issues.

The submitter suggests that the Framework fails to take a wider visionary perspective in relation to cycling. The submitter comments that Scarborough Beach (as the most western activity centre) provides an opportunity to develop a 'greenway cycle path' connecting the City to Scarborough.

The submitter raises concerns with the recommendation for on street parking as articulated on page 47 of the draft Framework. The submitter comments that on-street cycling lanes and on-street parking are often poorly designed causing cyclists to ride in the door zone of parked cars.

The submitter is of the view that the Framework should not impact on any project delivery for the Stirling Alliance. Cyclists have suffered long enough waiting for the principal shared path along the Mitchell Freeway to be improved and, as indicated in the draft Western Australian Perth Bike Plan, this will not be undertaken until the Stirling Alliance works are undertaken. The submitter comments that there needs to be clear documentation and coordination as to how recommendations in this Framework will impact the Stirling Alliance.

The submitter encourages a rethink of the vision taking into consideration four key elements:

- Cycling infrastructure should be designed to encourage participation in cycling in line with the National Cycling Strategy 2011-2016;
- Cycling infrastructure should be built to ensure connectivity and a safe riding environment from North Perth through to Scarborough;
- Recognition of the economic, environmental, and health benefits from cycling that providing a connected safe cycling environment can provide;
- Recognition of the economic potential for a city to Scarborough Beach "greenway cycle path."

WAPC COMMENT

See section three of this report under the heading 'Cycling'.

In relation to comments on funding of cycling infrastructure, this Framework is a strategic planning document that does not outline funding of road upgrades. Funding and construction is usually the responsibility

of the local government, or in some cases Department of Transport or Main Roads Western Australia. This Framework sets the vision and will guide reservation amendments to allow for cycle path improvements to be made into the future.

In relation to comments on cycling infrastructure west of Odin Road, further planning for this area is being progressed by the City of Stirling. Updated details on the timing of this work are provided in the implementation section of the Framework.

DETERMINATION

Submission partially upheld, see section three of this report under heading 'Cycling'

Written

Conditional Support

4. SUMMARY OF ALL SUBMISSIONS CONTINUED

Submission: 15

Name and Address Supplied

The submitter explains a key priority for Scarborough Beach Road is to plan for infrastructure that supports the community, with a focus on improved public transport, cycling and pedestrian facilities to help reduce a reliance on car transport. This will help sustain future growth along the corridor, in particular the Osborne Park and Herdsman employment centres.

The submitter endorses the submission made by the Bicycle Transport Alliance and strongly encourages the consideration of the Alliance's submission. The submitter comments that the Framework falls short of putting in place quality cycling infrastructure and has the potential to put in place dangerous infrastructure.

WAPC COMMENT

See section three of this report under the heading 'Cycling'.

DETERMINATION

Submission partially upheld, see section three of this report under heading 'Cycling'

Online Survey Oppose

Submission: 16

Name and Address Supplied

No comment.

WAPC COMMENT

Noted

DETERMINATION

Submission noted.

Online Survey Neutral

Submission: 17

Name and Address Supplied

The submitter comments that the Framework is a step in the right direction to obtain better and safer facilities for the cyclist in this over vehicular traffic effected area.

WAPC COMMENT

Noted

DETERMINATION

Submission noted.

Online Survey Support

Submission: 18

Name and Address Supplied

The submitter comments that cycling is dangerous around Scarborough Beach Road.

The submitter comments that consideration should be given to developing the road as greenway from the city to the beach providing safe and convenient cycling facilities as well as improved public transport, while discouraging car use. This is particularly relevant as an east-west cycling corridor in this part of metropolitan area is really missing.

WAPC COMMENT

See section three of this report under the heading 'Cycling'.

DETERMINATION

Submission partially upheld, see section three of this report under heading 'Cycling'

Online Survey Support

Submission: 19

Name and Address Supplied

The submitter comments it is great to see that the issues with this road are being looked at and that public transport such as light rail and separate bike lanes have been included. All this will assist in making Scarborough Beach Road an even better place to live.

WAPC COMMENT

Noted

DETERMINATION

Submission noted.

Online Survey Support

Submission: 20*Name and Address Supplied*

The submitter comments on the number of shared driveways along Scarborough Beach Road. They suggest reduced crossovers and consideration of better street furniture and signage.

WAPC COMMENT

Noted, the issue of crossovers has been discussed in the Framework. Detailed planning should aim to reduce crossovers onto adjacent lots when redevelopment of related sites occurs.

DETERMINATION

Submission noted.

Online Survey Support

Submission: 21*Name and Address Supplied*

The submitter comments that getting in and out of the area is difficult. Better access to the freeway, light rail and cycling should improve the current situation. Accessing Scarborough Beach Road should be an easy and pleasant experience for everyone.

WAPC COMMENT

Noted

DETERMINATION

Submission noted.

Online Survey Support

Submission: 22*Name and Address Supplied*

The submitter comments that the North Perth and Mount Hawthorn areas are unpleasant for cyclists given the central median strip which prevents motor vehicles from overtaking cyclists safely, so they prefer to squeeze past dangerously. The submitter comments the problem is further exacerbated by on-street parking, forcing cyclists to travel further into the traffic lane if they wish to avoid the hazard of vehicle doors being opened without warning.

The submitter suggests the removal of on-street parking from one side of the street to provide a space for a bicycle lane in both directions.

WAPC COMMENT

See section three of this report under the heading 'Cycling'.

DETERMINATION

Submission partially upheld, see section three of this report under heading 'Cycling'

Written Oppose

Submission: 23*Name and Address Supplied*

The submitter comments there is a lack of commitment to implement connected, safe bike/pedestrian paths along the road. The focus needs to be on public and active transport.

The submitter comments Scarborough Beach Road is a totally car-dominated environment. It does not promote window shopping or browsing and traffic moves at very high speeds, meaning you must know exactly what store you are looking for.

WAPC COMMENT

This Framework provides a vision that seems to encompass the submitter's current concerns about Scarborough Beach Road. It encourages improved public transport, bike and pedestrian movement along Scarborough Beach Road.

DETERMINATION

Submission noted.

Online Survey Oppose

4. SUMMARY OF ALL SUBMISSIONS CONTINUED

Submission: 24

Name and Address Supplied

No comment

WAPC COMMENT

Noted

DETERMINATION

Submission noted.

Online Survey Support

Submission: 25

Name and Address Supplied

The submitter comments that they avoid riding bikes along Scarborough Beach Road because it is very unsafe, especially with children.

The submitter supports the Framework for recommending public transport and safe bike lanes and walking areas. The submitter thinks these elements should have even more prominence.

The submitter comments a light rail line along Scarborough Beach Road with easy hop-on/hop-off locations would be ideal.

WAPC COMMENT

For comments related to cycling see section three of this report under the heading 'Cycling'.

DETERMINATION

Submission noted and partially upheld (in relation to cycling). See section three of this report under the heading 'Cycling' for more information on modifications made.

Online Survey Support

Submission: 26

Name and Address Supplied

The submitter comments on implementation, suggesting that these plans be fast tracked. They need to happen as soon as possible. Particular reference is made to the Osborne Park section of the road.

The submitter comments that this Framework is the best they have read and supports the production of a high quality report.

WAPC COMMENT

In relation to implementation, both local governments are progressing detailed planning to implement the vision outlined in the Framework. The WAPC has recently taken steps to ensure protection of the long term reservation from Main Street to Odin Road, through MRS Amendment 1173/57 and Planning Control Area 104. More information on these initiatives can be found in the Implementation section of the Framework document.

DETERMINATION

Submission noted.

Online Survey Support

Submission: 27

Name and Address Supplied

The submitter comments that parking is currently very easy to access, but an eyesore and inconvenient when going to multiple shops. It would be a shame if users lost the convenience of parking outside a specific shop as you're often buying bulky goods there.

The submitter comments it is very difficult to access the area in peak times and that much time is spent getting into and out of your car because of heavy congestion.

WAPC COMMENT

The Framework encourages improved public transport, bike and pedestrian movement with the intention to make it easier to travel to or through Scarborough Beach Road without a car. The Framework also outlines a direction for car parking to be located behind large format buildings upon their redevelopment, albeit in a clearly signed manner. More information on this approach can be found on pages 54 and 55 of the Framework.

DETERMINATION

Submission noted.

Online Survey Support

Submission: 28

Name and Address Supplied

The submitter expressed concern that cyclists travelling eastward on Scarborough Beach Road from Brady Street would have to contend with the extremely cyclist unfriendly area of the Green Street/Scarborough Beach Road intersection then cycle uphill, and be chicaned back onto a single lane just before the crest of the hill, and immediately before a bus stop.

The submitted commented in Osborne Park there is currently no pedestrian path on the south side of Scarborough Beach Road, particularly as this stretch of road contains a high number of fast moving vehicles.

The submitter comments that the Framework should look towards more progressive cities such as Paris with the segregated off road bike paths (in the centre of the road) and Netherlands.

WAPC COMMENT

For comments relating to the current pedestrian environment along Scarborough Beach Road, the Framework also recognises that the Osborne Park section of the road is currently of a poor standard (see page 40).

For comments related to cycling see section three of this report under the heading 'Cycling'.

DETERMINATION

Submission noted and partially upheld (in relation to cycling). See section three of this report under the heading 'Cycling' for more information on modifications made.

Written Conditional Support

Submission: 29

Name and Address Supplied

The submitter comments that the draft Framework describes the current condition of the Mount Hawthorn Section of the road as 'an environment that is safe and inviting to all road users'. The submitter comments that this statement is incorrect and should be removed.

The submitter suggests the inclusion of a network of dedicated cycle paths linking the parks, shopping centres and schools to the existing cycle network. These cycle paths require safe crossings, particularly when crossing dangerous roads like Scarborough Beach Road.

WAPC COMMENT

For comments related to cycling see section three of this report under the heading 'Cycling'.

DETERMINATION

Submission noted and partially upheld (in relation to cycling). See section three of this report under the heading 'Cycling' for more information on modifications made.

Written Neutral

Submission: 30

Name and Address Supplied

The submitter comments that Scarborough Beach Road is unpleasant to drive along and dangerous to cross on foot. The submitter comments they would only visit the area if there is no other choice.

WAPC COMMENT

Noted

DETERMINATION

Submission noted.

Online Survey Neutral

4. SUMMARY OF ALL SUBMISSIONS CONTINUED

Submission: 31

Masterplan on behalf of Bellmartin Pty Ltd

The submitter provides a number of comments on behalf of Bellmartin Pty Ltd, the owner of a number of properties fronting Scarborough Beach Road located between Jugan and Brady Street in Mount Hawthorn, namely:

- The Framework promotes increasing the reservation by a further three metres to facilitate ultimate development of the Scarborough Beach Road corridor as outlined. This will have significant impact upon the Bellmartin Pty Ltd properties and it is imperative that strategic and visionary planning for Scarborough Beach Road acknowledge this impact by promoting and facilitating appropriate development opportunities within the balance of the Bellmartin Pty Ltd properties.
- The Framework recommends a reservation along the Scarborough Beach Road that will impact Bellmartin properties' land and this may need to be offset by greater development potential with the inclusion of the Brady Street road reserve identified for closure.

The submitter mentions there are a number of detailed planning issues being worked through with the City of Vincent and Department of Planning, and encourages continued progress to achieve full resolution.

WAPC COMMENT

Noted, the Scarborough Beach Road Activity Corridor Framework serves as a guide for the transport and land use intent along the corridor. The WAPC understands that Bellmartin Pty Ltd is working with the City of Vincent to progress detailed planning of the subject properties where the submitter's comments are being addressed.

DETERMINATION

Submission noted.

Written Conditional Support

Submission: 32

Name and Address Supplied

The submitter comments that there should be a continuous on-street marked cycle lane and no on-street parking along the entire length of Scarborough Beach Road.

The submitter comments that on-street parking is dangerous for cyclists because of the 'door zone'. It is dangerous for cyclists to pass within about 1 – 1.5 metres adjacent to a parked car because of the possibility that a person exiting the car will open the door without looking.

The submitter comments that off-street cycle lanes are not a good idea for Scarborough Beach Road because there are too many crossing points for motor vehicles to enter businesses. Motor vehicle congestion along Scarborough Beach Road through Osborne Park and Innaloo is exacerbated by on-street bus stops, so that nobody wants to drive behind a bus that may stop and block the left hand lane.

WAPC COMMENT

For comments related to cycling see section three of this report under the heading 'Cycling'. In addition the WAPC notes that on-street parking has many benefits to a town centre environment which can include local business activation and traffic calming.

DETERMINATION

Submission noted and partially upheld (in relation to cycling). See section three of this report under the heading 'Cycling' for more information on modifications made.

Written Oppose

Submission: 33

Name and Address Supplied

The submitter comments that light rail is an extremely efficient means of transport and a scarcity in Perth. The Glenelg Beach to Adelaide light rail line is a perfect example of an effective and economical means of transport for similar distances.

WAPC COMMENT

Noted.

DETERMINATION

Submission noted.

Online Survey Support

Submission: 34

Name and Address Supplied

The submitter comments that parking and driving along Scarborough Beach Road in front of commercial businesses is a hassle, particularly around Innaloo. The submitter also comments that residential side streets are often used as a thoroughfare in the Woodlands area, and that it is difficult to make right turns on Scarborough Beach Road as there are few islands or traffic lights.

WAPC COMMENT

The Framework sets out a vision that aims to address many of the transport issues cited by the submitter (page 44). Simplifying opportunities for right turns at new signalised intersections are both components of the Stirling City Centre Dispersed Traffic and Public Transport Model shown on page 45.

The Framework also outlines a direction for car parking to be located behind large format buildings upon their redevelopment (page 54 and 55).

DETERMINATION

Submission noted.

Online Survey

Support

Submission: 35

City of Stirling

The submitter comments that in order for the urban transformation outlined in this document to occur, significant investment in street, public transport infrastructure and drainage networks will be required.

The impact of the decision to construct the light rail corridor through Dianella and Mirrabooka may also cause funding issues with respect to the social infrastructure that would be needed to support the higher density development and the urban transformation envisaged in the Framework.

The submitter has provided a number of suggested minor corrections to the document.

WAPC COMMENT

The WAPC notes the City of Stirling's support for this Framework and encourages the detailed planning and consultation work the City is progressing in the Herdsman/Glendalough North Structure Plan and Doubleview Detailed Planning Study.

It should be noted that this Framework is a long-term planning document that does not outline funding arrangements for road and public transport upgrades.

DETERMINATION

Noted and suggested corrections upheld.

Written

Support

4. SUMMARY OF ALL SUBMISSIONS CONTINUED

Submission: 36

Bulky Goods Retailers Association

The submitter notes that Bulky Goods retailing is recognised as a legitimate existing land use and must be properly understood in terms of its scale and economic importance in Herdsman and Osborne Park. The submitter is encouraged that the Department of Planning has given consideration to the economic importance and the existing and future role of Bulky Goods retailing in the Framework.

The submitter generally agrees with the strategic direction and broad policy of improving accessibility and reducing congestion. However, questioned the ability for the Government and the private sector to plan, design and implement such a broad and large scale strategy. The 'Vision' for future re-development along the corridor is predicated on the ability to achieve all of the proposed transport principles and the submitter is concerned that these outcomes may be overly ambitious and ultimately unachievable.

In relation to built form principles, the submitter agrees that higher density can be accommodated along the corridor in accordance with the recommendations contained in the Framework. It is important to note that this intensification of built form would be an evolution of development rather than an overnight change.

The submitter commented that in planning for this evolution, it would advocate that the new planned built form outcomes give consideration to the unique qualities and characteristics of bulky goods retailing that are requirements for the industry to function. Some of these aspects include shop front exposure to the main road, adequate customer parking, goods loading using semi-trailer and medium rigid vehicles and customer pick-up from the showroom.

The submitted commented on some of the challenges in achieving these building forms, such as:

- The proposal outlined for large format buildings in the Framework works well for uses such as motor vehicle showrooms and mixed use buildings but it is less common and less successful for bulky goods retailing.
- The scale of development requires significant land parcels in single ownership for development. The proposed guidelines in the Framework would encourage the amalgamation of land parcels to form larger sites that would be suitable for such development however this is not always possible or feasible.

The submitter comments that Osborne Park is the largest bulky goods area of its kind in Australia in terms

of occupied floor space. Its success as a sustainable bulky goods retail precinct is largely attributed to its critical mass scale that in itself establishes the precinct as a major destination. The submitter comments that in planning for the future this critical mass is not subject to a dilution effect that would in turn reduce its attraction as the major destination for this category of retailing in Perth.

The submitter noted that the land use projection for 'other' retail floor space in Osborne Park/Herdsman target assumes nil growth of this land use category in the future. According to the submitter there is potential for future growth in the bulky goods retailing sector given the planning controls propose to encourage an intensification of development.

The submitter strongly supports the need to adopt a clear strategic planning document to guide local councils in the future preparation of structure plans. The submitter also advocates that the State Government take the lead role in guiding councils in the preparation of these detailed structure plans so they are consistent with the Framework.

WAPC COMMENT

In relation to the submitters comments on built form recommendations see section three of this report under the heading 'built form'.

In relation to the submitters comments on planning implementation see section three of this report under the heading 'implementation'.

In relation to the submitters comments on community engagement see section three of this report under the heading 'consultation'.

In addition to the response provided in section three, the WAPC welcomes the Bulky Goods Retail Association's support for the Framework and notes that the evolution of existing large format retail buildings on Scarborough Beach Road is a medium to long term proposition.

The WAPC acknowledges that the current retail uses in the Herdsman/Osborne Park area serve an important regional catchment and will continue to do so into the future. This needs to be understood in the context that there is a growing need to provide commercial office and residential development opportunities in and around the corridor also.

The built form direction proposed in this Framework does not preclude large format retail land uses from continuing to exist, but it does set a strategic direction for new or modified buildings to have a more positive response to the public realm.

In relation to the submitter's query about future transport capacity through Herdsman/Osborne Park, the Framework recognises this is an existing 'built up' urban area, so the transport solution required should match that environment. Page 44 of the Framework sets out a number of transport principles which have guided the cross section designs based around more efficient public transport. Public transport must play a role in providing more capacity for residents, workers and visitors to access the area.

DETERMINATION
Submission noted.

Written Conditional Support

Submission: 37

Shelter WA

The submitter suggests the land use and built form recommendations in this Framework are suitable given that current land uses surrounding Scarborough Beach Road are under-developed, disconnected from the street and inappropriate in relation to use and density.

The submitter suggests the success of the Stirling City Centre area is dependent on diverse and affordable housing options being adopted. Higher density residential development proposed in this draft needs to be combined with affordable housing mechanisms in order to be viable. The submitter explains that without provisions for additional dwellings to target these households, there is a risk of increasing density without increasing the social and economic mix needed for the health and vitality of this community.

The submitter supported the innovative development types proposed in the draft, but points out that current planning provisions in relation to ancillary dwellings (i.e. granny flats) prevent non-family members from occupying these smaller dwellings. Specific planning policies to allow this should be developed to allow for these smaller dwellings to be rented to non-family members, to allow for the potential growth in workers who may require these types of smaller, more affordable dwellings.

The submitter notes that current provisions only allow a density bonus for ancillary accommodation when five or more dwellings are constructed (City of Stirling, 2010). They comment that relaxing this legislation to allow a bonus for less than five dwellings will have a favourable effect of the use of this mechanism.

WAPC COMMENT

See section three of this report under the heading 'affordable and diverse housing'.

In relation to the submitter's comments on ancillary dwellings, the WAPC is progressing a review of the Residential Design Codes which is assessing options to modify ancillary dwelling provisions to further encourage this dwelling type on existing properties.

DETERMINATION
Submission noted.

Written Support

4. SUMMARY OF ALL SUBMISSIONS CONTINUED

Submission: 38

Lynn MacLaren MLC

The submitter strongly supports the adopted transport and built form principles that have been articulated in the Framework. Other particular areas of support related to:

- The precinct planning approach, where mixed use transit oriented development, industrial/commercial centres and urban villages are located along the corridor.
- The creation of major and minor transport arteries to facilitate multiple modes of transport use, improve safety and accessibility and ease congestion.

The submitter suggested that

- Continued engagement of the community is required through the finalisation of the Framework and throughout the detailed planning process
- A public transport route should be identified beyond Glendalough Station to Charles Street to connect to future services.
- The cross section between Charles Street and Oxford Street should be reduced to one lane in each direction for general traffic to create public transport lanes and a friendlier pedestrian environment.
- Additional green spaces to soften the environment in Herdsman and Osborne Park.

The submitter commented that the Framework should be more explicit in its commitment to maximising the resilience to the impacts of climate change in the built environment and in the provision of affordable and diverse housing, namely:

- Landmark green star rated buildings should be reflected in the vision for the built environment including encouragement for the use of innovative green technology such as green roofs, green walls and clean energy sources throughout the corridor.
- Affordable housing as well as diverse housing types along the corridor and particularly within transit oriented developments must also be incorporated in the vision.
- How long term freight movements are accommodated in the Osborne Park area.

WAPC COMMENT

In relation to the submitters comments on affordable housing see section three of this report under the heading 'affordable and diverse housing'.

In relation to the submitters comments on public open space see section three of this report under the heading 'public open space'.

In relation to the submitters comments on community engagement see section three of this report under the heading 'consultation'.

In relation to the submitters comments on freight considerations see section three of this report under the heading 'freight traffic'.

In relation to the submitter's comments on energy and water efficient buildings, it should be recognised that achieving better building design is usually reflected in detailed planning documents and policies, which have the ability to be more 'site specific'. The Framework aims to point out best practice examples throughout. Many of the pictorial examples shown (between pages 50 and 85) encompass sustainable and quality building design. They can help to influence detailed planning that is currently being undertaken by each local government.

In relation to the submitter's comments on the notional public transport route options beyond Glendalough Station, the Department of Planning has indicated there are two possible connections — east (towards ECU Mt Lawley) and south (towards Subiaco) on page 46. This is based on Department of Transport advice and draft Public Transport for Perth in 2031 plan. Detailed planning would be required to interrogate whether these routes are suitable in the future.

DETERMINATION

Submission noted and partially upheld (in relation to freight traffic). See section three of this report under the heading 'freight traffic' for more information on modifications made.

Written

Conditional Support

Submission: 39

Name and Address Supplied

The submitter comments that the Framework proposes excessive and unnecessary redevelopment of residential properties along Scarborough Beach Road.

The submitter comments that there is nothing wrong with many of the older style properties along Scarborough Beach Road, as they are what give these areas their character.

The submitter comments that Scarborough Beach Road in the Osborne Park area is dangerous due to high levels of traffic congestion, making shopping there difficult. It doesn't matter how many other options are provided (e.g. public transport and cycling facilities) most people will always choose to drive their cars.

The submitter suggests that in order to improve the quality of life in and around Scarborough Beach Road, the Government should limit growth by controlling the population in the Perth metropolitan area.

WAPC COMMENT

The WAPC must adequately plan for increases in Perth's population. People moving to the city will require appropriate places to live and sustainable means to travel around. The strategic planning work undertaken by the agency should also reflect the changing demographics in our city — catering for an aging population, smaller family sizes and those without means to travel by car.

Directions 2031 sets out the strategic plan for how we manage this growth — it recommends that more living opportunities be focused on or around activity centres and corridors, linked by efficient public transport. Scarborough Beach Road is recognised as one of these corridors, as it links a number of existing activity centres at Mt Hawthorn, Glendalough, Osborne Park, Stirling City Centre, Doubleview and Scarborough.

The Framework recognises the role of the traditional suburban areas that surround the corridor and therefore recommends focussing density on the corridor itself, in order to minimise the impact of growth on surrounding residential areas.

The Framework identifies known issues relating to traffic congestion. As is the case in most cities in Australia and the world, an effective public transport system will help to create a viable alternative to car travel that will

increase the capacity and accessibility for those living on or around the corridor.

DETERMINATION
Submission noted.

Online Survey

Oppose

4. SUMMARY OF ALL SUBMISSIONS CONTINUED

Submission: 40

Bunnings Group Ltd

The submitter has no objection to the street-based development outlined in this Framework, provided it is not a mandatory requirement and it does not impact on the current showroom layout, access arrangements and operations of its existing site.

The submitter explains that from its perspective, bulky goods retailers are mostly accessed by cars – regardless of other transportation options available. Therefore with regards to the next generation of large format buildings as detailed in the draft, it is important that the following fundamentals are reinforced:

- Prominent main road exposure and visibility is paramount;
- Easy customer access and ample parking is essential;
- Separated service vehicle unloading areas to accommodate articulated vehicles are provided; and
- Convenient customer pick up capability for bulky goods is available in store.

The submitter explains that it has had recent experience with multi-level, nil set back, and underground parking developments similar to those referenced in the Framework, though it is not a common approach taken when developing a site. To date the submitter has only considered (rather than delivered) mixed use developments combining showroom, commercial and residential uses, and it remains to be seen whether these formats are viable and sustainable in the longer term.

The submitter has preference for single level warehouses with parking out the front as per our recent new developments in Perth located in Harrisdale and Armadale.

The submitter comments that the vision is idealistic and appears to take on wide ranging assumptions such as:

- The significant increase in population won't attract any more vehicle based traffic; and
- The land is freely available to be amalgamated to accommodate development

The submitter comments that they would like to remain involved with any further work is to come to amend both local and metropolitan Planning Schemes.

WAPC COMMENT

See section three of this report under the heading 'Built Form'.

In relation to the submitters comments on community

engagement see section three of this report under the heading 'Consultation'.

The Framework is a long term vision for redevelopment along Scarborough Beach Road. Sketches shown in the vision section of the Framework show the desirable outcome from a land use and transport perspective, though there may be many years until such an outcome could be achieved.

The vision outlined in this Framework needs to be seen in the context that Perth's population will increase to 2.7 million by 2031 , and that activity corridors like Scarborough Beach Road will need to be places that appeal to the growing number of residents and workers in the area, not only shoppers. Attention to improving the streetscape is part of this change, and is therefore reflected in the design recommendations in this Framework.

It is understood that some businesses (like hardware stores) carry mostly bulky goods and building supplies that do require direct vehicle access. Improving the building address to the street and providing direct vehicle access are not incompatible and detailed planning work being progressed by each local government should factored this in on a site by site basis.

DETERMINATION

Submission noted.

Written

Conditional Support

Submission: 41

Department of Transport

The Transport portfolio supports the Framework and suggests it provides a balanced framework for the future development of Scarborough Beach Road and adjacent land uses.

The submitter comments that potential pedestrian severance across and along Scarborough Beach Road is a concern, and whilst the proposed road design includes more medians and aims to improve the ability of pedestrians to cross the road, it will remain a busy traffic environment into the future. Safe pedestrian access should be designed and engineered to and from the future light rail infrastructure in this multi-lane transport environment.

The submitter provides comment that it is important to recognise the importance of addressing the West Coast Highway intersection, given its high use by visitors and tourists.

The submitter comments that residential, commercial and retail intensification along Scarborough Beach Road will require capacity analysis to be undertaken together with signal coordination along the road. Scarborough Beach Road also plays a regional road function and that this should not be lost in the vision. The submitter notes that it has requested the Stirling Alliance to complete a transport model for Stirling City Centre and Osborne Park to lead to a better understanding of future forecast traffic volumes and key issues that require addressing.

The submitter comments that the Framework focusses built form analysis and recommendations on properties adjacent to the road, with little emphasis beyond that. Sprawling 'ribbon' development along the road could encourage the need for motorised transport, yet development at activity centres will enhance the opportunities for public transport, pedestrian and cycle movement. Main Roads comments provided in the submission question whether buildings should be set back beyond the reservation recommendation to allow for greater levels of activation.

The submitter comments that planning context section of the Framework does not mention DC Policy 5.1 Regional Roads (Vehicular Access) which sets out the principles to be applied when considering proposals for vehicle access to or from developments abutting regional roads. It will be important to rationalise the number of access points to and from Scarborough Beach Road, in order to ensure a balance between turning vehicles and the regional function of the road. There is a clear need for planning mechanisms to be implemented to ensure access is rationalised and coordinated to provide the desired efficiency, safety and amenity outcomes desired

by the Framework. The submitter suggests that broader strategy is required, particularly through the Herdsman/Osborne Park area.

The submitter supports the recommendation for single-directional bicycle lanes along the length of Scarborough Beach Road (where possible), on-street or separated. The minimum width of on-street cycle lanes stated is 1.2 metres. The interchange of facility types (from single-directional to bi-directional and vice-versa) is not support as that would require cyclists to mount and dismount the verge or have to cross the road to continue their journey.

WAPC COMMENT

The WAPC acknowledges the level of support provided by the Department of Transport and its portfolio partners through the development of this Framework. A number of comments raised by the submitter have been responded to in section three of this report, under the headings 'cycling' and 'crossovers'. Other issues comments are discussed below:

Planning for traffic

The Framework recognises that Scarborough Beach Road has a regional road function and this is stated through the document, particularly on pages 26 – 27. With this in mind, long term planning of the road is not as 'clear-cut' as would be expected within a greenfields site. To address this, the activity corridor approach has been used to recommend cross sections that better integrate land use with the road and prioritise the movement of people over vehicles.

Planning has also been informed by the Stirling City Centre Dispersed Traffic and Public Transport Model, which has been agreed to by all partners of the Stirling Alliance. To date significant progress has been made to the securing of a regional freight route connection through the extension of Hutton Street to Jon Sanders Drive.

Intersection designs

This Framework is a high level planning document. It is recognised that as detailed road designs are prepared they should incorporate intersection capacity analysis.

Pedestrian crossings

The submitter comments on the level of pedestrian access provided across multiple traffic and public transport lanes would need to be adequately addressed in detailed planning. The WAPC supports this approach. The Framework recommends improvement to the pedestrian experience along and across the road when widening occurs. Page 45 of the Framework outlines the proposed new road links through the Osborne Park and Stirling City Centre sections of the road. It would be expected that signalised pedestrian opportunities would exist in these locations once created.

4. SUMMARY OF ALL SUBMISSIONS CONTINUED

While not specifically mentioned as a recommendation further investigations of intersection improvements at West Coast Highway between the Department of Transport and City of Stirling would be supported.

Land use

Whilst the Framework focusses on redevelopment opportunities adjacent to the road, the recommendations provided are place specific. A higher level of growth is generally recommended at each activity centre along Scarborough Beach Road, which a different approach to uniform 'ribbon' development that could further promote car use.

The local governments along Scarborough Beach Road have been proactive in progressing detailed planning beyond the corridor. The City of Stirling is undertaking detailed planning for Stirling City Centre, Herdsman/Glendalough and Doubleview, whilst detailed planning has resulted in proposed scheme amendments progressed by the City of Vincent.

The submitter comments that the Framework encourages reduced setbacks of buildings and that this could have an impact on the level of activity that could be achieved at ground floor. The WAPC is generally of the view that greater levels of activation and passive surveillance are easier to achieve when buildings are not set back greater distances from the footpath.

The recommended proposed cross section through Glendalough, Osborne Park and Stirling City Centre is generous enough to fit a decent footpath that could incorporate landscaped elements and street furniture, whilst still serving adjacent active land uses well.

Cycling

The cycling lanes proposed in this Framework meet the submitter's requirements for single-directional lanes (on or off road) at a minimum of 1.2 metres wide. There may be further potential to widen these lanes when detailed road designs are progressed.

DETERMINATION

For comments related to cycling and crossovers, submission partially upheld, see section three of this report under heading 'Cycling' and 'crossovers'.

Written Support

5. MODIFICATIONS, CONCLUSIONS AND RECOMMENDATIONS

This report summarises the background to the draft Scarborough Beach Road Activity Corridor Framework and examines the various submissions received during its advertising period.

Following careful consideration of all the submissions received, it is of the view that the Framework should be modified in the following ways:

- Modifications to the recommended long term cross section between Kalgoorlie Street and Oxford Street (through the Mount Hawthorn Town Centre) to include reduced speeds and improved visibility of shared cycle use (possibly through cycle stencilling and line markings) on the road (Page 61).
- Modifications to the recommended long term cross section between Oxford Street and Charles Street to include cycle lanes (Page 61).
- Additional information to explain the appropriateness of cycle infrastructure along Scarborough Beach Road (Page 47).
- Additional information to explain the relevance of Development Control Policy 5.1, a WAPC policy that applies to parts of Scarborough Beach Road (Page 25).
- Additional information on long term freight movement through Osborne Park, along the Hutton Street alignment (Page 45).
- Updated timeframes and dates in the implementation table (Page 89).
- Additional information about the State Government commitment to create a Scarborough Redevelopment Area is explained (Page 23 and 88).
- Minor adjustments to grammar, spelling, quoted report names and terminology throughout the Framework.

Apart from changes to the Framework outlined above, the submissions of objection have been noted and are recommended to be dismissed. Many of the issues raised have been, and will continue to be, dealt with through detailed planning already initiated by the relevant local governments.

The WAPC, after considering the submissions, is satisfied that the Scarborough Beach Road Activity Corridor Framework should be approved and finalised.

