



## 3. THE VISION

# 3 VISION TRANSPORT PRINCIPLES

Scarborough Beach Road will become a model to demonstrate how congested urban transport corridors can be transformed into a balanced space where private and light freight vehicles, public transport, cyclists, pedestrians can co-exist.

The vision builds on Scarborough Beach Road's already important function of linking a number of growing activity centres. As Stirling City Centre and Osborne Park evolve to cater for denser, higher order activities, the road must become safer and more efficient, shifting towards moving people; not just vehicles. Key components of this transformation are the introduction of dedicated public transport lanes through sections of the road, rationalising access points, introducing new road connections and better management of car parking throughout the corridor.

A sustainable transport system is one that:

- allows the basic access needs of individuals and societies to be met safely and in a manner consistent with human and ecosystem health, and with equity within and between generations;
- is affordable, operates efficiently, offers choice of transport mode, and supports a vibrant economy; and
- limits emissions and waste within the planet's ability to absorb them, minimises consumption of non-renewable resources, limits consumption of renewable resources to the sustainable yield level, reuses and recycles its components, and minimises the use of land and noise levels.

In recent times, the trend towards the higher use of, and dependency on, cars has changed. During the last decade, the growth in public transport in Australia has been higher than car growth. In Perth between 1998 to 2008, public transport patronage increased by 47.5 per cent and the mode share of public transport increased by 15 per cent<sup>46</sup>. Growth in travel to work by public transport has been higher in Perth than in other Australian capital cities and evidence from TravelSmart (a Western Australian transport behaviour change program) indicates that these trends are also driven by a desire to reduce personal travel time and save money; and an increased recognition of the importance of health and fitness. The growing concern in the community about climate change, peak oil and increasing petrol costs and improvements to bus and rail services are also likely to be a driver for supporting less car use in favour of other modes.

These trends provide optimism that the community is ready and willing to endorse more sustainable travel behaviour. If encouraged, the first areas to notice this change will be in inner urban areas where opportunities exist for increased use of public

transport, walking and cycling with abutting development that can coincide with new transport infrastructure. Scarborough Beach Road exhibits a strong foundation for this transformation.

## **Sustainable transport principles for Scarborough Beach Road**

As part of the development of the Framework, a Scarborough Beach Road Transport Strategy was developed to provide recommendations on improvements to the road. This strategy was developed in close collaboration with the Stirling Alliance to ensure coordinated transport planning with the future Stirling City Centre vehicle, public transport, cycling and pedestrian networks.

A set of sustainable transport principles for the project was adopted by the project working group to guide design ideas.

## **ADOPTED TRANSPORT PRINCIPLES**

1. Improve the health and fitness of the community by creating enjoyable and safe places for people to walk and cycle.
2. Reduce energy consumption and greenhouse gases from transport.
3. Reduce car dependency and use by providing a high level of accessibility by public transport, walking and cycling.
4. Constrain vehicular traffic to levels that can be accommodated on streets designed for all modes of transport while retaining a human scale.
5. The level of car and bicycle parking provided reflects the needs of mixed-use transit-oriented development.
6. Provide a fine-grained network of streets and lanes adjacent to road.
7. Scarborough Beach Road be designed to be compatible with adjacent land uses along its length and to accommodate and support all modes of transport, with connectivity for vehicle traffic taking precedence over speed and capacity.
8. Give priority to public transport over private transport along Scarborough Beach Road.
9. Ensure safe and effective access to existing and future land uses.

## Strategic transport planning supports a change for Scarborough Beach Road

State Government strategies and policies support a bold approach to the redesign of Scarborough Beach Road, from the metropolitan-wide draft *Public Transport for Perth in 2031* to the *Stirling City Centre Dispersed Traffic and Public Transport model* and the *City of Stirling Integrated Transport Strategy*.

- *Draft Public Transport for Perth in 2031* — Recommends a dedicated high-frequency public transport route be located along Scarborough Beach Road between Glendalough and Stirling by 2020 and continuing on to Scarborough by 2031. The plan suggests desire lines for connections to the east (to Maylands) and south (to Subiaco) though set route alignments are subject to detailed investigation. This plan has been subject to full stakeholder engagement and public advertising.
- *Stirling City Centre Dispersed Traffic and Public Transport model* — Strategic planning for the Stirling City Centre has led to the development and adoption of a dispersed strategic transport model for the Stirling City Centre (Innaloo) and Osborne Park areas. A recent MRS amendment supports this model, which moved the north-south emphasis for freight away from the former Stephenson Highway Primary Regional Road Reserve to Hutton Street and extending Jon Sanders Drive. Dedicated public transport provision and new road connections through the Herdsman Business Park 'superblock' are also key to the success of the model.
- *City of Stirling Integrated Transport Strategy* — Recommends that Scarborough Beach Road is an activity corridor with dedicated priority public transport lanes. The Strategy also discusses reducing car usage and increasing alternative transport options along this corridor.
- *Stirling City Centre Cycling Strategy* — Highlights dedicated off-street cycling lanes along Scarborough Beach Road in order to provide a safe cycling environment for all user groups.
- *Stirling City Centre Parking and Access Strategy, and Herdsman Business Park and Glendalough Transport Strategy* — Both identify that in order to allow new mixed use development at transit nodes management of parking is required to ensure the road transport network performs to an optimum level given current capacity constraints. The two strategies prioritise non-motorised and public transport over private vehicle transport in the area. Options for funding mechanisms are also discussed within these documents.

## STIRLING CITY CENTRE DISPERSED TRAFFIC AND PT MODEL



### Existing road network

The current road network configuration around Osborne Park, Stirling City Centre and Herdsman impedes transport flow between each area, resulting in Scarborough Beach Road carrying more traffic than necessary. Cyclists and pedestrians are severely disadvantaged by this arrangement.

- Existing main / local links █ / █
- Existing signals ●
- Barriers to movement

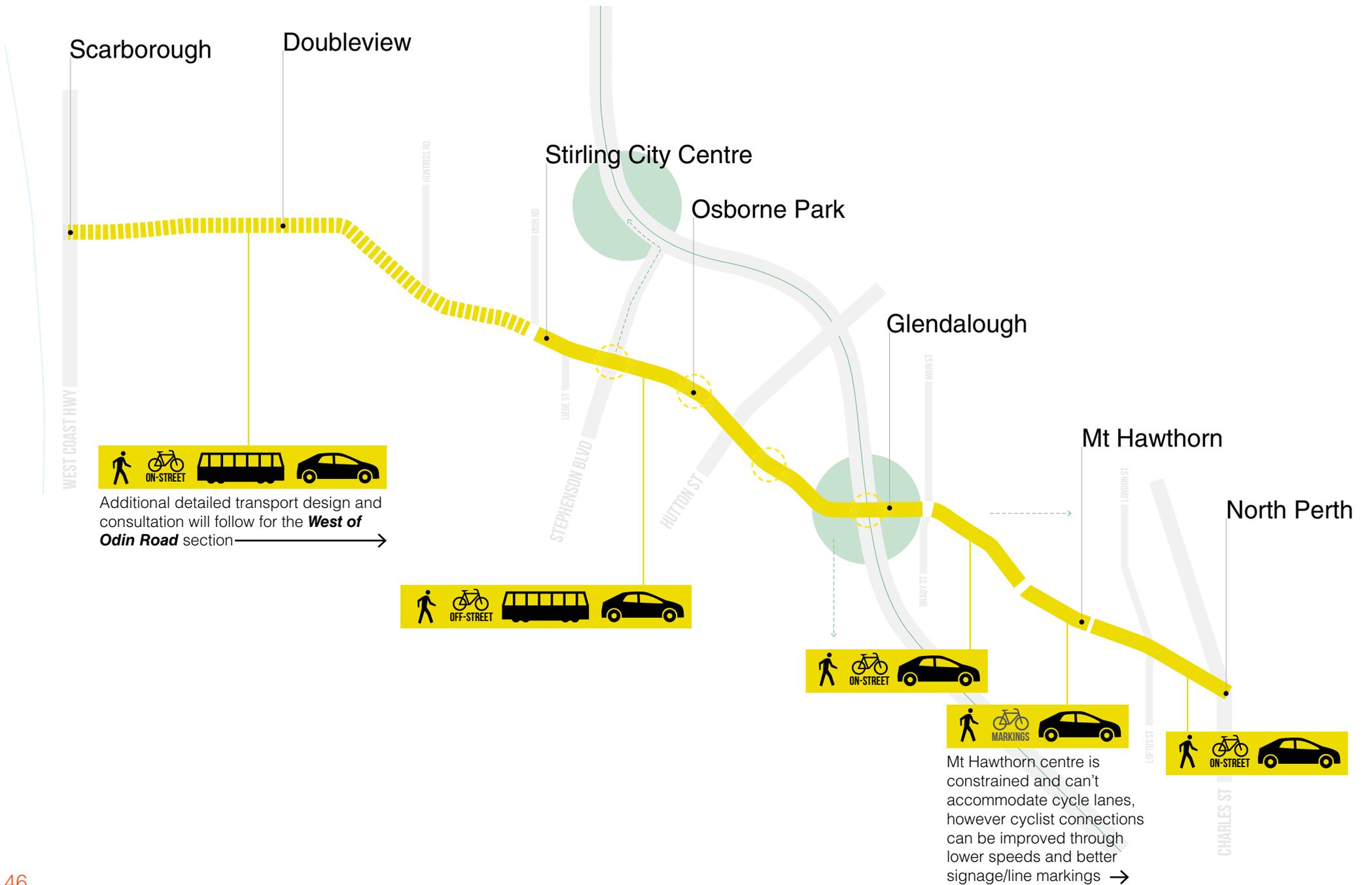


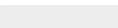
### Proposed new road links

The adopted model proposes a number of new road links to connect pedestrians, cyclists and vehicles to their destinations in a more direct way. Some of the highlighted desirable new road links are already being negotiated as part of the Stirling Alliance process, which will improve the function of Scarborough Beach Road by providing alternative east-west and south-west connections.

- Desirable new road links █
- Proposed new signals ●
- Proposed tunnel easement
- Long term freight connection █

# 3 VISION TRANSPORT INFRASTRUCTURE



-  Road carriageway design resolved
-  Road carriageway requiring further design work
-  Proposed priority public transport stop
-  Carriageway design elements
  - Cycle lanes
  - Vehicle lanes
  - Pedestrian paths
  - Priority public transport lanes
-  Surrounding road network (Stephenson Avenue and Hutton Street extensions proposed)
-  Possible public transport connection
-  Existing train station

## WEST OF ODIN ROAD

This Framework provides cross section designs for Scarborough Beach Road from Charles Street to Odin Road, though the section west of Odin Road requires additional design and consultation before a road design is known.

The Framework recommends that the road be enhanced over the longer term to improve safety and provide a more effective public transport, cycling and pedestrian environment.

The existing urban form in this area requires a design response that is narrower than the proposed widths through Glendalough, Osborne Park and Stirling.

## DEDICATED PUBLIC TRANSPORT LANES AND STOP LOCATIONS

The road has been designed with long-term public transport needs in mind, responding to the State Government's draft *Public Transport for Perth in 2031* plan, which proposes dedicated public transport from Main Street to Odin Road before 2020, and dedicated public transport continuing on to Scarborough Beach by 2031.

It is essential for any future public transport infrastructure to coincide with proposed activity centres along the road. Public transport stop locations have been identified in this Framework to service areas of higher densities and intensified land uses.

## ON-STREET PARKING

On-street parking can provide a level of convenience to access commercial or retail uses along the road, while being a useful tool to manage traffic speed in areas where a higher level of pedestrian amenity is required.

It is recognised that on-street parking is not appropriate in some locations (where higher volumes of traffic may exist), though each local government may investigate the designation of on-street parking where it is appropriate. The road designs developed from Main Street to Odin Road can accommodate parking if required at a future date.

Some existing centres along the road already provide on-street parking facilities. It is expected that these facilities would remain.

## BIKE FACILITIES: ON-STREET, OFF-STREET AND MARKINGS

There are a variety of ways to design cycling facilities on urban roads — the provision of on street cycling lanes or separated off street lanes have been developed in consultation with the Department of Transport, based on the traffic environment on each section of the road and take into account physical constraints.

Dedicated off-street facilities have been designed into the long-term carriageway for sections of the road where the highest traffic counts and vehicle speed are evident (Main Street to Odin Road). On-street lanes are to be accommodated within the carriageway design between Oxford Street and Charles Street, and west of Odin Road (to Scarborough Beach) when additional design work and consultation occurs on this section of the road in the future.

Between Kalgoorlie Street and Oxford Street there are physical constraints that do not allow room for specific cycle lanes. The City of Vincent has progressed detailed cycle planning in this area that recommends improved markings (creating visible cycle stencils and lines) and further reduced posted vehicle speeds to improve the relationship between cyclists and cars.



Examples of off-street, on-street and cycle markings.

# 3 VISION BUILT FORM PRINCIPLES

As one of Perth's most connected activity corridors, Scarborough Beach Road will be an ideal location to accommodate population and employment growth as Perth moves towards 2031. Increased development potential can be accommodated along the corridor with concentrations in existing activity centres, minimising impact to the existing character of suburban areas whilst providing a level of amenity that will service residents on and around the road. The strategic intent for each area considers each area's local conditions, providing an appropriate interface between higher densities on the corridor and residential development behind.

A set of strategic built form principles for the project were adopted by the project working group to guide design direction:

- Apply a built form vision to the corridor that aligns with *Directions 2031 and Beyond* population and employment targets. This vision should increase the opportunity for density along the corridor and respond to existing centres and future transit stops.
- Acknowledge that the corridor and its surrounding suburbs have an existing cultural and built form character that can be maintained and enhanced through appropriate building design.
- Promote a degree of diverse housing choices to reflect changing household trends in the inner and middle ring suburban areas of Perth.
- Have regard for the important industrial function that Osborne Park plays within the Perth metropolitan area and provide a realistic planning response that protects its core industrial function into the future.

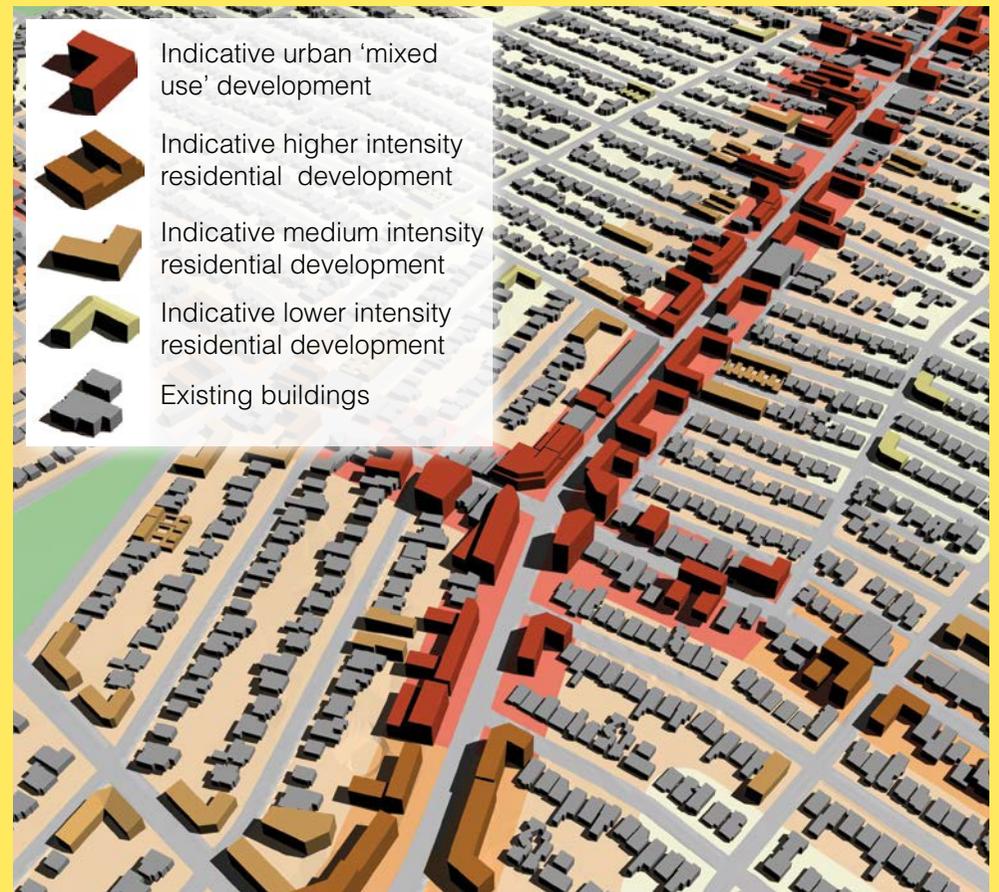
## URBAN DESIGN CONSIDERATIONS

- Road design and function (i.e. the current role of traffic and the future location of transport stops along the corridor)
- Overshadowing
- Activation and passive surveillance
- 'Stepping back' of development to minimise the impact on residential development behind the corridor
- Topography
- Planning for a mixed-use transition
- Existing land use mix
- Existing levels of amenity

## THE CAPITAL CITY PLANNING FRAMEWORK INFORMING ACTIVITY CORRIDOR DESIGN

The Western Australian Planning Commission's draft Capital City Planning Framework guides an urban structure where intensification occurs in high amenity locations while limiting changes in established residential areas. The visualisation below shows the evolution of a typical corridor of an inner suburb according to the principles of the plan. When higher density is placed in the right areas along well serviced corridors it helps to protect the existing residential character behind.

*This diagram gives an indication of how density can be applied along a major road*



## POPULATION TRENDS WILL AFFECT BUILT FORM

Scarborough Beach Road and the areas that surround it are changing as the wider city grows. Whilst many visitors to the area come from a metropolitan catchment some interesting trends from in and around the corridor will help match built form outcomes to local needs. Everything from housing size and style, to education and community facilities is affected by demographic trends in an area. Research developed specifically for this project detects some interesting trends.

### A HIGH PROPORTION OF RESIDENTS ARE LIVING NEARBY

The population along Scarborough Beach Road and surrounding suburbs accounts for around 10 per cent of the City of Stirling population and 25 per cent of the City of Vincent. We need to consider that the corridor becomes an important part of most of these people's daily lives. How it looks, feels and functions will affect their experience of the place.

### THE AVERAGE AGE OF RESIDENTS IS GETTING OLDER

Compared to the metropolitan average there are a higher proportion of residents on and around the corridor in the 64+ age group. The 50-70 year old age group is growing while 25-39 year olds are reducing. We need to consider that these households will require age appropriate houses in the near future, with access to good public transport and daily services (like shopping, healthcare and community services). If appropriate housing is not provided, the options to stay in the local area become limited.

### MANY RESIDENTS ARE LIVING ALONE

A high proportion of lone person households are found on and around the corridor, particularly in the City of Stirling. We need to consider that this will have particular implications for housing styles within the area as more residents opt to down size.

### MORE MANAGEMENT AND PROFESSIONAL OCCUPATIONS

A high degree of manager and professional staff live on or around the corridor, compared with the metropolitan average (this comparison is higher again in the City of Vincent on its own). We need to consider this group's lifestyle patterns, how they get to work, what times they like to travel and what leisure opportunities the area around Scarborough Beach Road can provide to them.

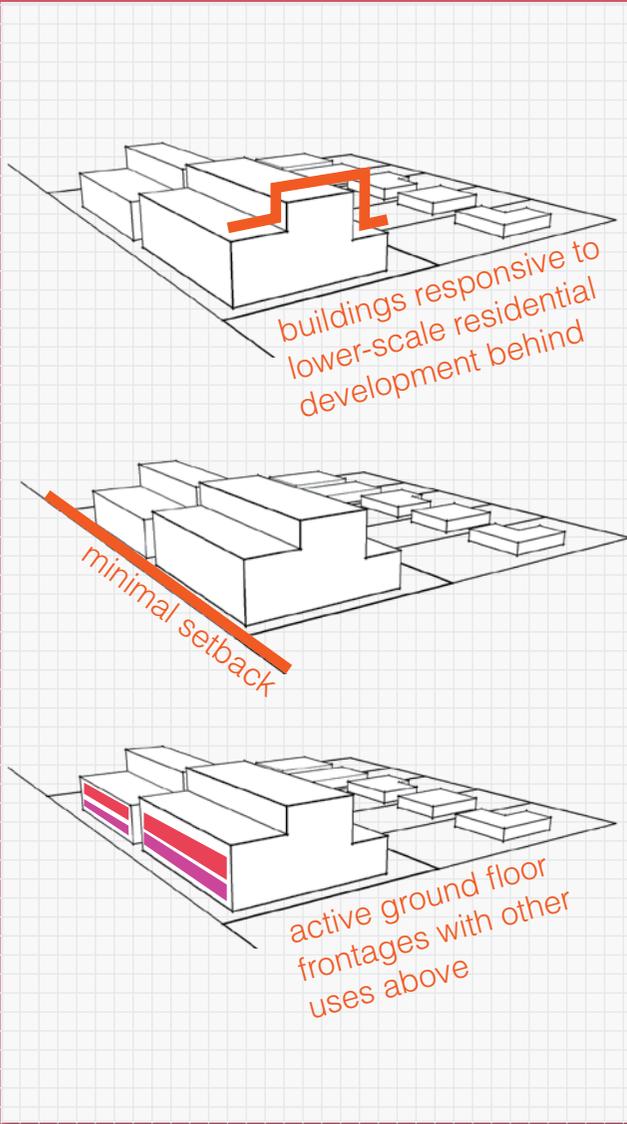
*Source: Scarborough Beach Road Population & Land Use Study 2010*



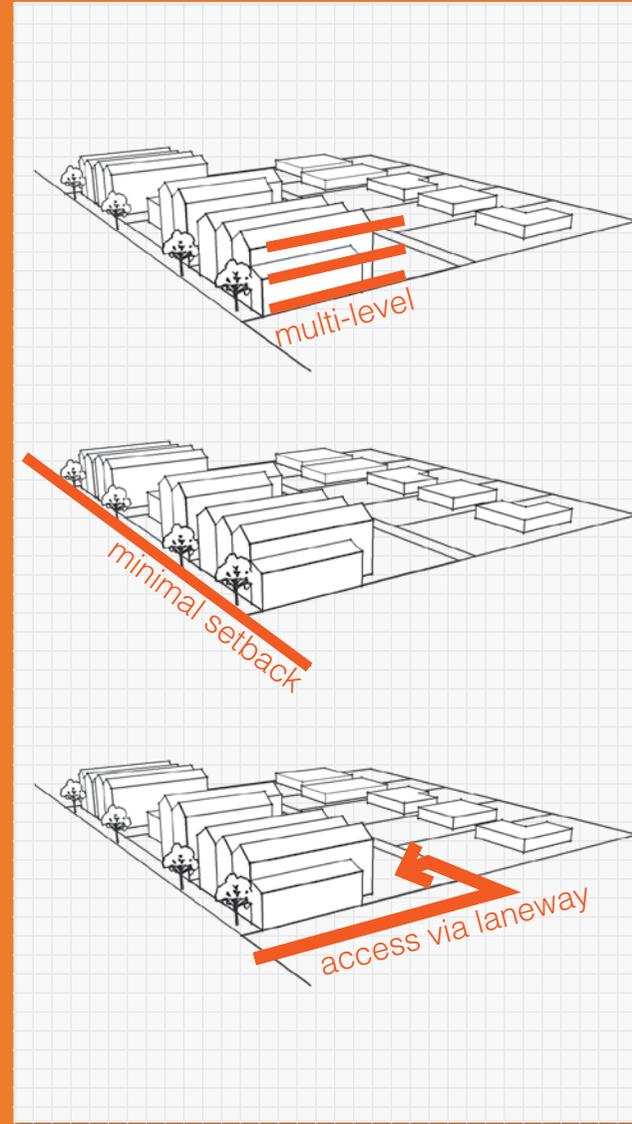
# 3 VISION DESIGN TYPOLOGIES

The built form principles established for the project have been translated into a series of design parameters for different land uses proposed along the corridor. These typologies are illustrated spatially in following sections of the document.

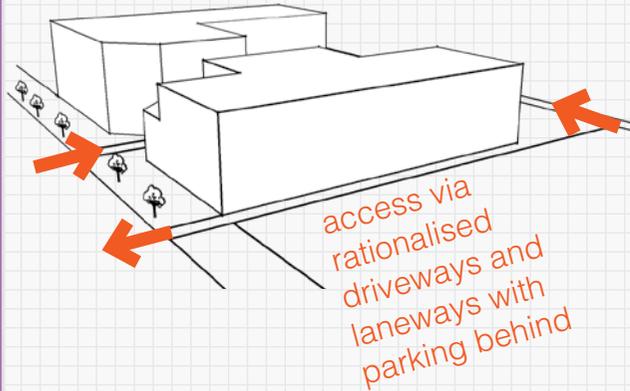
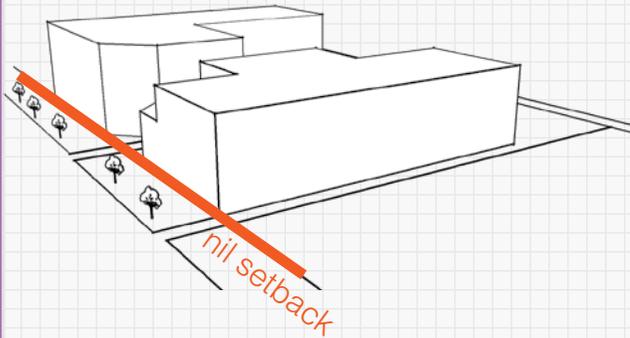
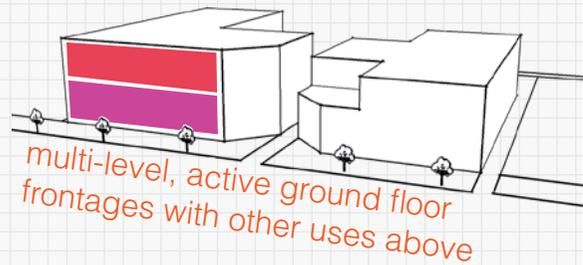
## MIXED USE



## RESIDENTIAL REDEVELOPMENT



# LARGE FORMAT BUILDINGS



# DESIGN TYPOLOGIES SPATIALLY ARRANGED



**RETAIL-BASED MIXED-USE**



**RESIDENTIAL**

**LARGE FORMAT BUILDINGS**



**OFFICE-BASED MIXED-USE**

To improve the quality of the built environment through Osborne Park, a strong design approach to large format buildings is necessary. Land uses housed within these buildings will continue to be an important part of the area's fabric, but as each site abutting the road redevelops or refurbishes, they will need to follow more specific built form guidelines to improve their exposure and address to the street.

Osborne Park (through Scarborough Beach Road) is dominated by showrooms often selling large 'bulky' products like white goods, electronics, furniture, homewares, automotive parts, lighting and hardware. Typically, this type of retail growth occurs in transitioning industrial areas, as the retailing format is essentially an adaptation of the warehouse structures that exist in this area. The success of these retail ventures has led to a new breed of large format retailers entering this space, selling a wider range of products (big and small products) using similar showroom and warehouse buildings to conduct business. As a result, many consumable items now purchased from showroom areas like Osborne Park are small in size and can be transported out of the area in a small vehicle or other modes of transport (like walking, public transport or cycling).

These retailers have traditionally preferred locations that allow for roadside visibility, easy vehicle access and ample parking. It is these conditions, along with a proximity to the growing northern metropolitan corridor and the Perth CBD, that have contributed to Osborne Park becoming Perth's primary showroom area that now includes a range of international, national and local retailers – attracting visitors from a metropolitan-wide catchment.

In line with national trends, land use analysis undertaken for this project forecasts that 'other retail' uses will continue to exist in some form along the corridor through Osborne Park. It is expected that the redevelopment of individual sites will continue to occur, but to improve the overall function and design of the area, a next generation of large format retail buildings is envisaged – as has been seen in Australia's eastern capital cities. The high land and rental values in the area will encourage development that is smarter and more space efficient.

Also, changing trends in consumption, global manufacturing and logistics are affecting retailer's business models and store designs. The growing popularity of internet shopping and home delivery of items will likely see a transition of traditional 'display and warehouse' stores to 'shop front' stores where consumers can compare and experience different products with item pick up moved to a nearby location or delivered to the home.

### ***How will it look?***

From an urban design perspective it is widely accepted that the current built form environment through Osborne Park:

- responds poorly to the street, often with large car parks in front;
- lacks an appropriate built scale and inconsistent application of setbacks;
- is becoming more and more difficult to navigate as a visitor;
- provides access to retailers that is often below standard for those visiting or browsing by foot, bike or public transport and cars; and
- is now visually polluted by overbearing and inconsistent signage / advertisements.

Given the expected growth, a poorly designed and uncoordinated built environment can contribute to the overall decline in the appeal to visit or work in an area like Osborne Park. However, with redevelopment comes opportunity to improve the existing street address of each building.

To promote better quality built form that contributes positively to Scarborough Beach Road, the Framework promotes the improvement of large format building development where it follows the design principles listed below:

- Mixed-use showroom, office and residential uses should be encouraged.
- Multi-storey showroom formats could be encouraged where demand exists.
- Private car parking should be to be moved behind the development.
- Nil street setbacks should be encouraged with a quality pedestrian environment in front to encourage a 'park-once and walk' shopping experience.
- Ancillary uses (like cafes, lunch bars, child care centres and banks) at lower floors can provide much needed support services to existing employment where they are currently lacking.
- Glazing and window displays onto Scarborough Beach Road and adjacent streets should be encouraged.
- Active openings to the street at ground and above ground levels, such as ancillary café uses, staff amenities areas should be promoted to improve passive surveillance.
- The coordination of land parcels to redevelop showrooms with common car park areas should be encouraged.
- A coordinated approach to signage and advertising in line with local policies should be encouraged.
- Landscaping should be of a high quality providing comfortable and interesting surroundings for pedestrians, and contributing back to the quality of the road. Street trees would provide shade to soften the relationship between buildings and the street whilst enhancing pedestrian comfort.

## HOW DO WE MEASURE UP?

### HOMEMAKER CENTRE BRISBANE

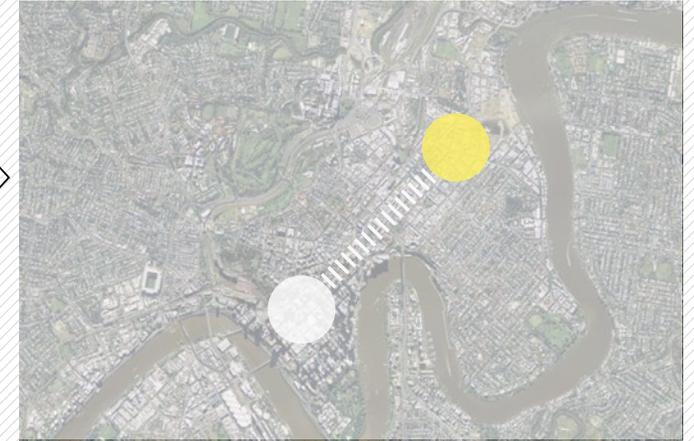
Next generation large format development at Homemaker Centre Fortitude Valley is an example where multi-storey showrooms, nil setbacks, common parking behind showrooms and controlled signage are adding to the overall appeal of this location. The precinct even includes short-stay accommodation that contributes to the area's activity at night time. Within 600 metres from a train station, it has similar public transport access attributes to Osborne Park.

### RIDER BOULEVARD RHODES, SYDNEY

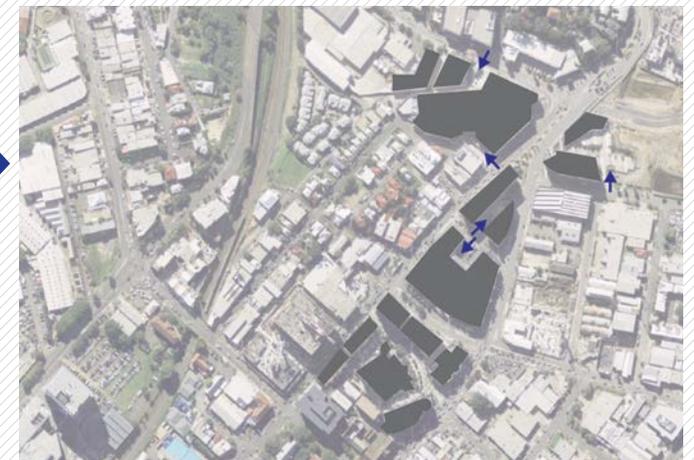
Rider Boulevard in Rhodes was recently developed into a pedestrian friendly street where showrooms such as a multi-storey IKEA and a Bing Lee electronics store co-exist with commercial and residential development. A nil setback has been designed with pockets of activation punctuating buildings at ground level, such as convenience stores and cafés. Car parking is located behind the main building. The development is 400 metres from a train station.



Homemaker Centre in Brisbane provides a model for best practice large format retail and mixed-use in a transforming industrial area, similar to Osborne Park. The area is in Fortitude Valley (yellow point), 3km from the city centre (white point).



Nil setbacks are enforced at street level, with car parks pushed to the back or centre of the development. This is not at the detriment of easy access by car, as clear signage directs users to the appropriate car park through shared access points (blue arrows).

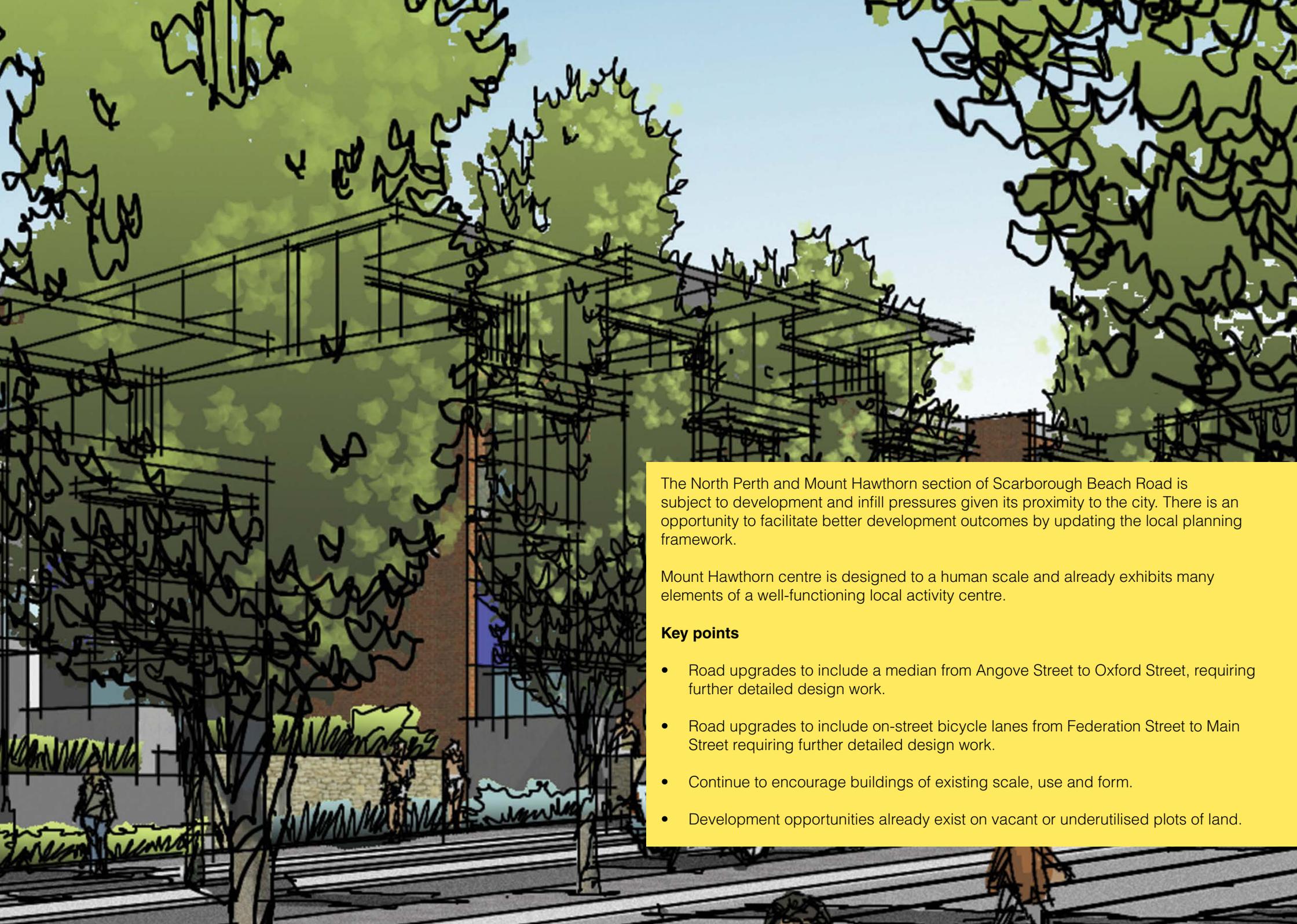


Active edges run through the site (shown in green). Small cafes, restaurants, a short-stay hotel and bars bring round-the-clock activity to what was once an old industrial and showroom area. The larger format retailers and car yards still exist in a different, but in a more urban form.



**3 VISION** NORTH PERTH AND MOUNT HAWTHORN





The North Perth and Mount Hawthorn section of Scarborough Beach Road is subject to development and infill pressures given its proximity to the city. There is an opportunity to facilitate better development outcomes by updating the local planning framework.

Mount Hawthorn centre is designed to a human scale and already exhibits many elements of a well-functioning local activity centre.

#### **Key points**

- Road upgrades to include a median from Angove Street to Oxford Street, requiring further detailed design work.
- Road upgrades to include on-street bicycle lanes from Federation Street to Main Street requiring further detailed design work.
- Continue to encourage buildings of existing scale, use and form.
- Development opportunities already exist on vacant or underutilised plots of land.

# 3 VISION NORTH PERTH AND MOUNT HAWTHORN

## ***Precinct character***

- The North Perth and Mount Hawthorn section of Scarborough Beach Road continues to change, providing a stronger connection between North Perth centre, activity at the Charles Street intersection and Mount Hawthorn centre.
- An exciting and eclectic mix of new medium-density developments will develop to front the road, providing new residential opportunities for inner city living, whilst minimising impact on existing established residential areas behind.
- Development will respond to the existing character and heritage of the area.

## ***Access and movement***

- The quality and safety of Scarborough Beach Road from Charles Street to Oxford Street will be improved to include a median and upgraded footpaths more akin to an inner city mixed use environment.
- The already traffic-calmed section of Scarborough Beach Road from Federation Street to Main Street will be improved to include on-street bicycle lanes that will connect to existing lanes east and proposed lanes west.
- Upon redevelopment of larger or amalgamated lots, access points along Scarborough Beach Road will be encouraged to be reduced or where possible, connect with existing side street/laneway connections running parallel or perpendicular to Scarborough Beach Road.

## ***Public domain***

- The interface between new development and the road will be enhanced by high-quality landscaping and street furniture.
- Street trees through North Perth will help to frame the road, providing natural protection from weather elements and buffering noise from traffic using the road.

## Land use and built form

- Redevelopment along this section of the road is likely to take the form of high-quality medium density residential development that is designed in such a way to frame Scarborough Beach Road, whilst minimising impact on established suburban development behind.
- In mid-block areas development of low-rise (up to three storeys) is encouraged, whilst existing centres at the Charles Street intersection and Mount Hawthorn centre would be appropriate as mid-rise locations (four to five storey development).
- Nil to minimal setbacks will help to 'frame' the road over time (as already exists in Mount Hawthorn centre).
- On-site car parking should always be located behind buildings.
- Of particular interest is the intersection of Scarborough Beach Road and London Street where a small node of activity could be investigated with one or two local uses (such as small café/delicatessen or newsagency).

## LAND USE AND POPULATION TARGETS

	Mount Hawthorn*	North Perth 'Remainder'*
<b>Population</b>	2,000	7,000
<b>Shop retail floor space (sq metres)</b>	10 – 15,000	3 – 4,000
<b>Office business floor space (sq metres)</b>	Minimal	Minimal
<b>Other retail floor space (sq metres)</b>	Minimal	Minimal
<b>Tourist accom. (sq metres)</b>	n/a	n/a
<b>Other industrial categories (sq metres)</b>	n/a	n/a
<b>Projected employment (mid range)</b>	330 – 500	100 – 130

## URBAN DESIGN DIRECTION

	Mount Hawthorn centre	Periphery (North Perth and Mount Hawthorn East)
<b>Land use</b>	Medium and higher density residential, mixed use, shop/retail, office, health/community, entertainment/recreation	Medium density residential, mixed use  Considered uses: Shop/retail, office, health/community, entertainment/recreation
<b>Levels</b>	Mid-rise	Low-rise
<b>Front setback</b>	Minimal (0–2 metres)	Minimal (0–2 metres)
<b>Side setback</b>	Nil	Minimal (0–2 metres)
<b>Street interface</b>	Alfresco dining encouraged Landscaping Street furniture	Private development interacts with the public realm through low and permeable fencing or walls
<b>Parking arrangement</b>	On-street for visitors, Within development for residents, tenants and visitors	Within development for residents, tenants and visitors

Projected centre parameters based on a total medium growth scenario at 2031 applied to an area wider than the immediate corridor \*See Appendix 2 for calculated area

# 3 VISION NORTH PERTH AND MOUNT HAWTHORN

Designs are indicative examples of what could be achieved along the corridor as development occurs over time. This Framework sets the transport and land use vision, with detailed planning undertaken by each local government.



Different housing types need not look like apartments buildings. Innovative examples around Perth show how cleverly designed row, terrace and maisonette houses add to the existing residential character, but accommodate a number of different households inside.



The relaxed feel of Mount Hawthorn is firmly established in the existing entertainment and dining options in the centre. This sets the tone for new businesses that establish under proposed mixed use and 'opportunity' sites.



Mount Hawthorn's shopping centre is a good example of a sleeved 'big-box' development that promotes activity along the street. The centre will continue to play an important role servicing local needs as development along the road continues.



London Street

Mixed-use buildings will host exciting and vibrant uses at the ground level, adding to the overall amenity and identity of the North Perth and Mount Hawthorn areas.



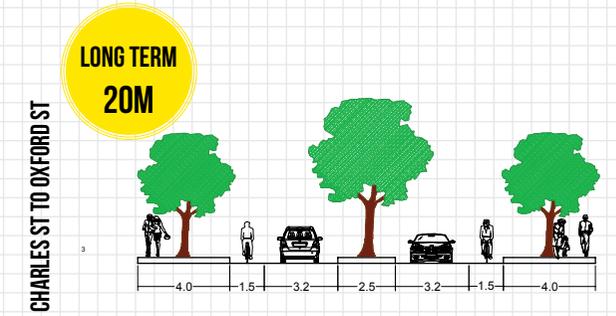
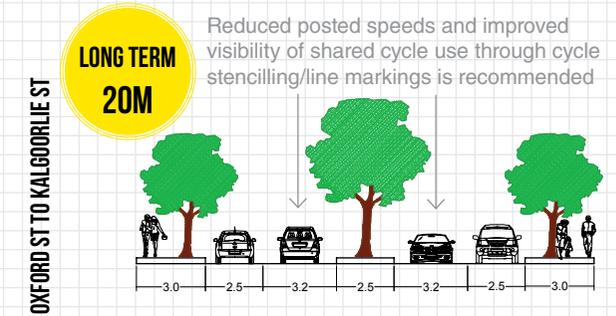
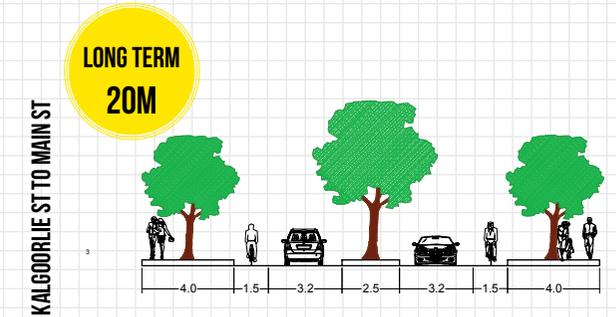
Scarborough Beach Road

Sydney Street

A range of housing types will provide options to a diverse community. The area contains an established suburban residential form, which will continue to cater for larger households, with smaller apartments at opportunity sites for the growing number of households that want to downsize.

# STREET DESIGNS

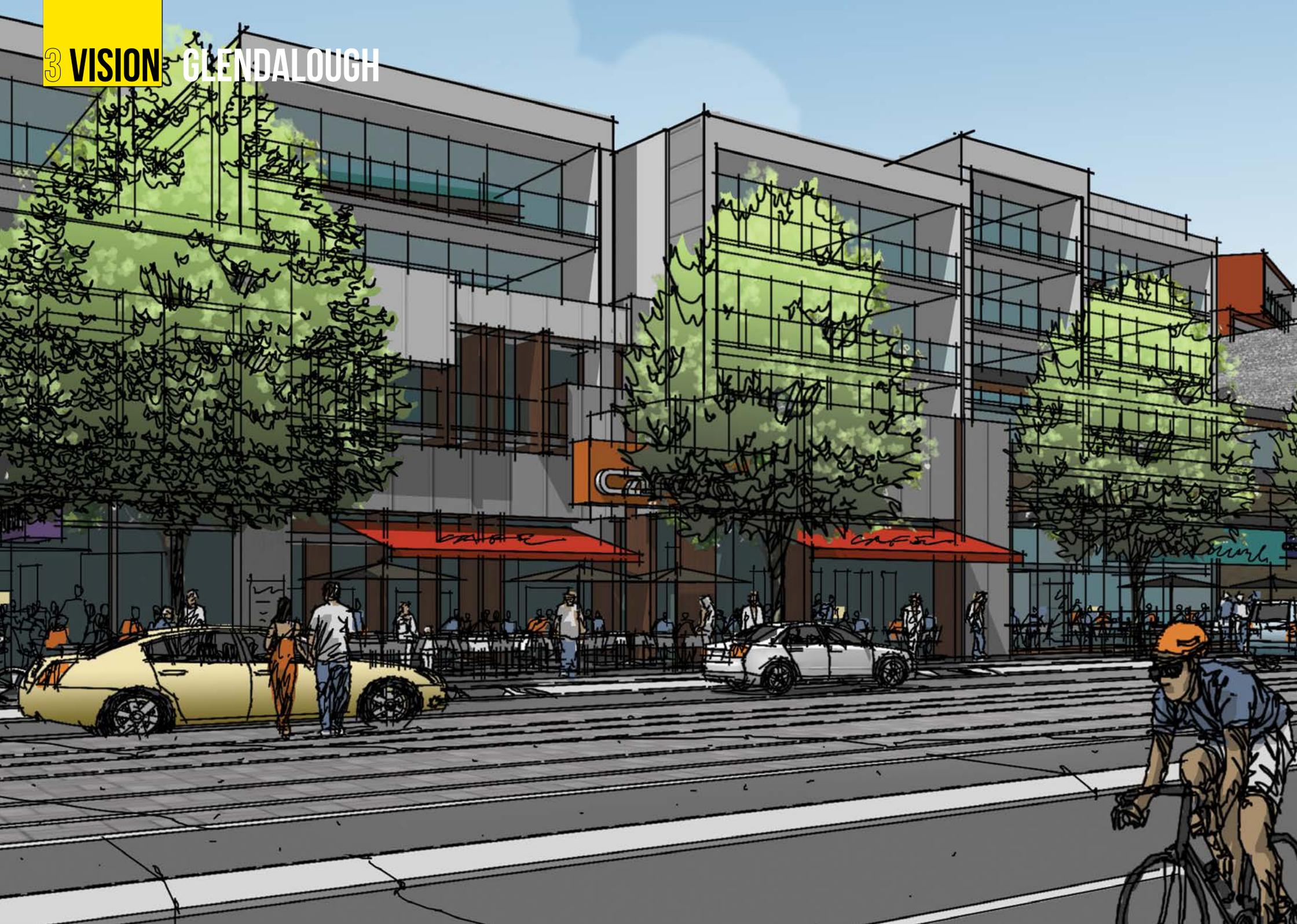
CURRENT ROAD WIDTH ≈ 20M



## LAND USE KEY

- residential
- retail – mixed-use
- opportunity site ☆

3 VISION GLENDALOUGH





A significant new transit-oriented centre that appropriately responds to its location, next to existing transport infrastructure – Glendalough Train Station and the Mitchell Freeway overpass. Glendalough will provide a mix of medium and higher density residential, office, retail, food and beverage opportunities.

**Key points:**

- Medium-term and long-term street designs include the provision for priority public transport to reflect the draft *Public Transport for Perth in 2031* plan.
- Excellent opportunities exist to provide human-scale mixed-use development along the road.

# 3 VISION GLENDALOUGH

## ***Precinct character***

- Glendalough will become a modern example of a transit-oriented centre. Development on either side of the Mitchell Freeway will centre on Glendalough Train Station, fully utilising its highly accessible 'walk up' design.

## ***Access and movement***

- A long term significant upgrade to Scarborough Beach Road will include dedicated transit lanes, off-street cycle lanes, on-street parking (northern side, subject to further investigation) and generous pedestrian facilities to connect with the station.
- Upgrade of the Brady/Main Street intersection will increase safety, legibility and built it to be 'public transport ready' for future east-west transit services.
- Upon redevelopment of larger or amalgamated lots, access points on Scarborough Beach Road are encouraged to be rationalised or connect with existing side street/laneway connections running parallel or perpendicular to Scarborough Beach Road where possible.
- A number of new road connections on the northern side of Scarborough Beach Road would facilitate a finer grid to allow for better connections in and between sites.

## ***Public domain***

- Although nil to minimal setbacks would be encouraged, small open spaces coinciding with active ground floor retail/hospitality uses in highly trafficable pedestrian areas to provide informal meeting places (such as areas close to the Glendalough Train Station).
- The interface between new development and the road will be enhanced by high quality landscaping and street furniture.
- Street trees will help to frame the road, providing natural protection from weather elements and buffering noise from traffic using the road.

### Land use and built form

- It is likely that redevelopment will take the form of high quality medium and higher density mixed-use development that is designed in such a way to frame Scarborough Beach Road whilst minimising impact on established suburban development behind.
- Large space-extensive landholdings exist on the northern and southern sides of this section of the road which provide strategic opportunities for well designed mid rise development (such as four to five storey development).
- Possible higher elements could appropriately respond to the height of the existing Mitchell Freeway overpasses and Glendalough train station structure, whilst acting as a noise/screen for the established residential area behind.
- There is opportunity for greater setback heights on the northern side of Scarborough Beach Road where land parcels are larger and established residential development is not affected.
- Nil to minimal setbacks will help to 'frame' the road over time.
- On-site car parking should always be located behind buildings.

## LAND USE AND POPULATION TARGETS

	Glendalough*
<b>Population</b>	6,300 – 8,000
<b>Shop retail floor space (sq metres)</b>	70,000 #
<b>Office business floor space (sq metres)</b>	250,000 – 300,000 #
<b>Other retail floor space (sq metres)</b>	Minimal
<b>Tourist accommodation (sq metres)</b>	n/a
<b>Other industrial categories (sq metres)</b>	900,000
<b>Projected employment (mid range)</b>	22,000 – 24,000 #

## URBAN DESIGN DIRECTION

	Glendalough Centre South (City of Vincent)	Glendalough Centre North (City of Stirling)
<b>Land use</b>	Office, mixed use, shop/retail, higher density residential	Office, mixed use, shop/retail, higher density residential
<b>Levels</b>	Mid-rise	Mid-rise with higher or gateway elements where deemed appropriate by COS in their detailed planning processes
<b>Front setback</b>	Minimal (0 – 2 metres)	Minimal (0 – 2 metres)
<b>Side setback</b>	Nil	Nil
<b>Street interface</b>	Continuous awnings Landscaping and new furniture	Continuous awnings Landscaping and new furniture
<b>Parking arrangement</b>	Within development for residents, tenants and visitors	Within development for residents, tenants and visitors

Projected centre parameters based on a total medium growth scenario at 2031 applied to an area wider than the immediate corridor \*See Appendix 2 for calculated area #calculation shared with Osborne Park area

# 3 VISION GLENDALOUGH

Designs are indicative examples of what could be achieved along the corridor as development occurs over time. This Framework sets the transport and land use vision, with detailed planning undertaken by each local government.



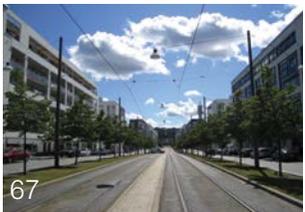
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Glendalough will become a modern example of a transit-oriented centre. Mixed-use residential, commercial and retail development will connect to the existing and planned public transport services within the walkable catchment.

Large lots abutting the road provide the opportunity for higher 'landmark' elements to be considered, particularly next to the Mitchell Freeway fly-over bridges. Human scale design at the street level is important to ensure pedestrian comfort, through the use of podiums that 'step down' to the street and residential areas behind.

The proposed road design creates a wider street that has the potential to accommodate priority public transport, cycling and generous pedestrian paths.



To meet the growing demand for households that have different accommodation needs, high and medium density additional dwellings are proposed to complement the existing low and medium density residential areas off the corridor



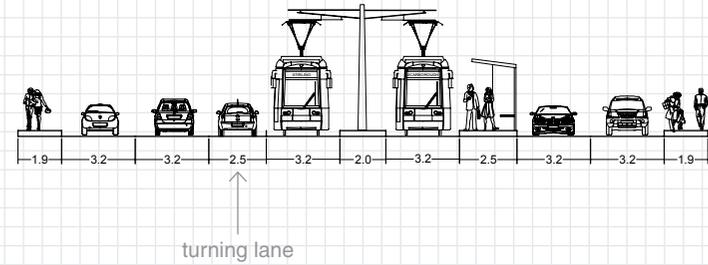
Glendalough centre will be the perfect place to locate uses complementary to the train station. Convenience retail and dining would make Glendalough a great place to meet a friend for a coffee after work, or drop by a small supermarket to pick up dinner.



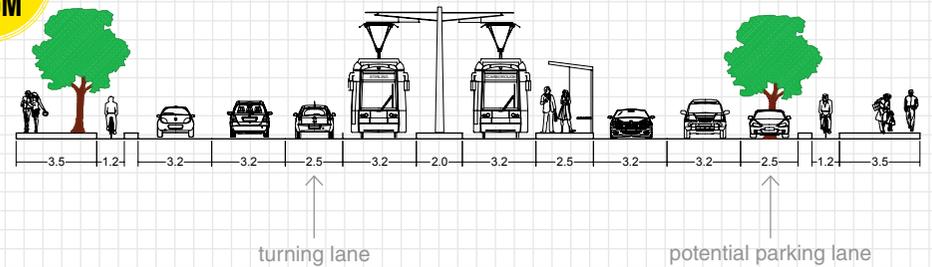
## STREET DESIGNS *Indicative designs illustrate future requirements*

CURRENT ROAD RESERVATION ≈ 30M

**MED. TERM**  
**30M**



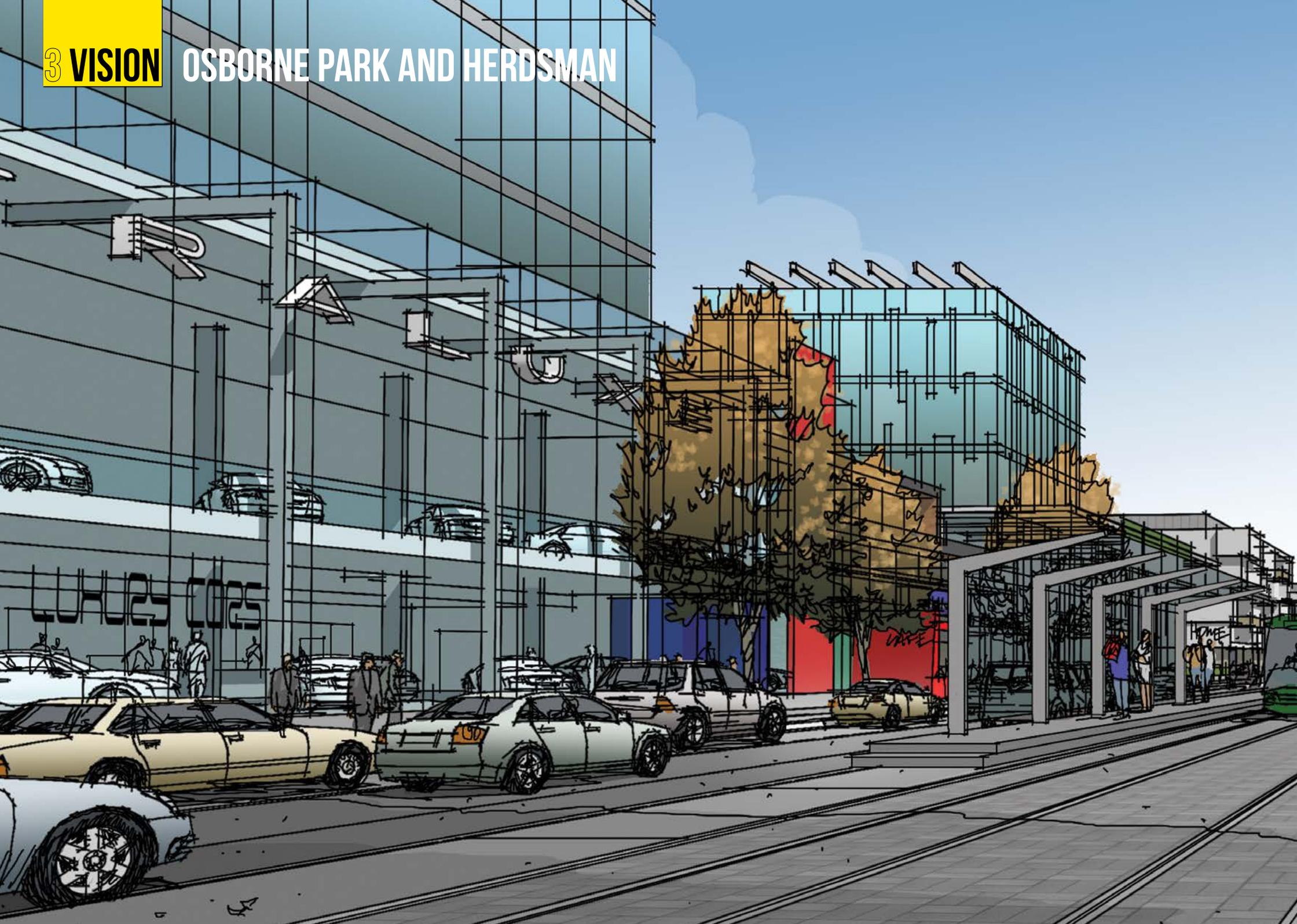
**LONG TERM**  
**39.5M**



## LAND USE KEY

- residential
- retail – mixed-use
- office – mixed-use
- large format retail with potential office mixed-use
- opportunity site ✨

**3 VISION OSBORNE PARK AND HERDSMAN**





The high level of growth in Osborne Park (abutting Scarborough Beach Road) and Herdsman will see the area continually evolve, although this change will need to occur in an innovative and responsive manner. Public transport, cycling and walking options will enhance the level of access to and through this section of Scarborough Beach Road, creating an environment where businesses choose to locate a new generation of office, residential and larger format retail uses.

#### Key points

- Medium-term and long-term street designs include the provision for priority public transport to reflect the draft *Public Transport for Perth in 2031* plan.
- A series of nodes will coincide with transit stops where increased heights and densities should be encouraged.
- This strategic direction aligns with planning of the Stirling City Centre, which proposes a shift in how suburban development is conceptualised.
- There is an opportunity to facilitate better development outcomes by updating the local planning framework.
- New links are required to provide better access to and through Herdsman.

# 3 VISION OSBORNE PARK AND HERDSMAN

## ***Precinct character***

- The high level of growth in Osborne Park (abutting Scarborough Beach Road) and Herdsman will see the area continually evolve, though this change will occur in a different way, with development providing a strong visual interface with the street.
- Public transport, cycling and walking options will enhance the level of access to and through this section of Scarborough Beach Road, creating an environment where businesses locate a new generation office and larger format retail uses.
- Over the long-term residential development on the southern side of the road may be a part of this mix when a high level of amenity and accessibility for future residents is achieved.
- A series of nodes will coincide with transit stops where increased heights and densities are encouraged. Two of these nodes will enable the development of small 'main streets' through Herdsman, providing retail services for local residents and workers.
- Development between these nodes will be characterised by mid-rise mixed use buildings with predominance of other retailing activities at ground level with residential and smaller office accommodation on upper levels.
- Development within the 800 metre catchment of the Glendalough Station will be characterised by high-density mixed-use development with an emphasis on residential and office uses.
- This strategic direction aligns with planning of the Stirling City Centre, which proposes a shift in how suburban development is conceptualised

## ***Access and movement***

- A long-term significant upgrade to Scarborough Beach Road with the addition of dedicated transit lanes, off-street cycle lanes, on-street parking (subject to detailed investigation) and generous pedestrian facilities to connect with the station. Two lanes of traffic would remain as currently exists.
- The provision for access ways behind blocks would improve the function of Scarborough Beach Road considerably, by rationalising right turning movements and crossings into driveways. This approach should be encouraged at the detailed planning stage within the area.
- Upon redevelopment, access/egress points on Scarborough Beach Road are encouraged to be rationalised and amalgamated with neighbouring developments to connect with common car parking areas behind.
- A number of new road connections between Scarborough Beach Road and Walters Drive are encouraged to improve the legibility and connectivity of the area.

## ***Public domain***

- Although nil to minimal setbacks would be encouraged, small gathering spaces coinciding with active ground floor retail in highly trafficable pedestrian areas may provide positive informal meeting places (particularly at the proposed Sundercombe Street, Drake Street and Hutton Street nodes).
- The interface between new development and the road will be enhanced by high quality landscaping and street furniture.
- Street trees will help to frame the road, providing natural protection from weather elements and buffering noise from traffic using the road.

### Land use and built form

- Abutting Scarborough Beach Road, larger format retail is expected to remain as an important land use. However, as redevelopment occurs it will be encouraged with minimal setbacks, on multiple levels and may possibly include office and retail uses. The City of Stirling is further investigating the appropriateness of residential uses on the southern side of Scarborough Beach Road.
- Development is intended to intensify as it coincides with public transport stops. A general objective is for development between three to six storeys, with higher elements encouraged at the proposed King Edward Road, Sundercombe Street, Drake Street, Hutton Street and Harborne Street nodes, subject to detailed planning.
- Active building frontages are encouraged for commercial and mixed-use developments, and the number of doors and windows opening to the street should be maximised.

### Herdsmen

- In Herdsmen, development will include higher density residential development (within 800 metres of Glendalough Train Station). Higher intensity mixed-use office and localised retail development will continue as is already evident through new developments like the Optima Centre, John Holland building and Dale Alcock building.
- Design of development is encouraged to maximise views to Herdsmen Lake to the south-west.

### Osborne Park North

- There is a strong intent for Osborne Park North to remain as an industrial/service industrial area. The area already provides a number of essential services and employment to the local community that would encourage further travel demand if relocated. City of Stirling is further investigating the appropriateness of mixed business uses on main connecting roads such as King Edward Road, Hutton Street, Frobisher Street and Hector Street.

## LAND USE AND POPULATION TARGETS

	Osborne Park*
<b>Population</b>	0 (subject to further analysis with the City of Stirling)
<b>Shop retail floor space (sq metres)</b>	70,000 #
<b>Office business floor space (sq metres)</b>	250,000 – 300,000 #
<b>Other retail floor space (sq metres)</b>	120 – 140,000
<b>Tourist accom. (sq metres)</b>	n/a
<b>Other industrial categories (sq metres)</b>	900,000 #
<b>Projected employment (mid range)</b>	22 – 24,000 #

## URBAN DESIGN DIRECTION

	Osborne Park	Osborne Park local nodes
<b>Land use</b>	Other retail, office  Considered uses: Shop/retail	Other retail, shop/retail, office  Considered uses: Mixed-use residential (subject to further investigation)
<b>Levels</b>	Mid-rise	Mid-rise with higher or gateway elements where deemed appropriate by COS in their detailed planning processes
<b>Front setback</b>	Minimal (0 – 2 metres) near transit stops, otherwise Flexible (0 - 5 metres)	Minimal (0 – 2 metres)
<b>Side setback</b>	Nil (encouraged where possible)	Nil (encouraged where possible)
<b>Street interface</b>	Continuous awnings High quality street trees and landscaping	Continuous awnings High quality street trees and landscaping Furniture
<b>Parking arrangement</b>	Any redevelopment should relocate parking to the back of the building	Any redevelopment should relocate parking to the back of the building

Projected centre parameters based on a total medium growth scenario at 2031 applied to an area wider than the immediate corridor \*See Appendix 2 for calculated area #calculation shared with Glendalough area

# 3 VISION OSBORNE PARK AND HERDSMAN

Designs are indicative examples of what could be achieved along the corridor as development occurs over time. This Framework sets the transport and land use vision, with detailed planning undertaken by each local government.



Landmark buildings on corners close to proposed public transport stops will provide visitors with a visual marker to the area.

Contemporary design incorporating quality materials will help to enhance the experience through Osborne Park, making it a pleasant and recognisable place.



Glendalough Station



Large format bulky goods and office buildings can improve their address to the street. These examples from Brisbane show how the built form can help to frame the street, with access to parking and deliveries behind or underneath.



Sundercombe Street Local node

Drake Street Local node

Hutton Street proposed extension

Frobisher Street / Harborne Street

Nil setback and multi-level large format retail and office park development is now the norm in many capital cities around Australia and the world



Osborne Park has the potential to lead WA with this kind of development, demonstrating that it can be an attractive place to visit and work.



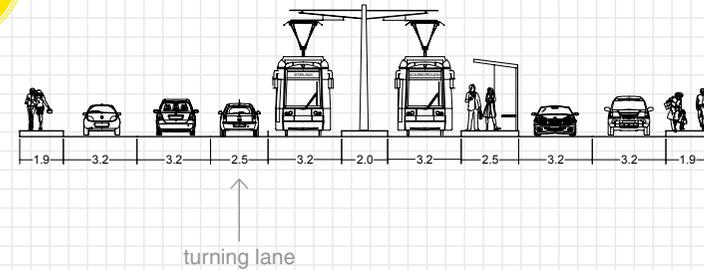
Future local nodes at Drake and Sundercombe Streets will connect workers and visitors to everyday services like banks and lunch bars.

Higher density uses will locate here, next to proposed public transport stops. These local nodes require new road connections through to the Herdsman area to maximise their catchment and improve connectivity.

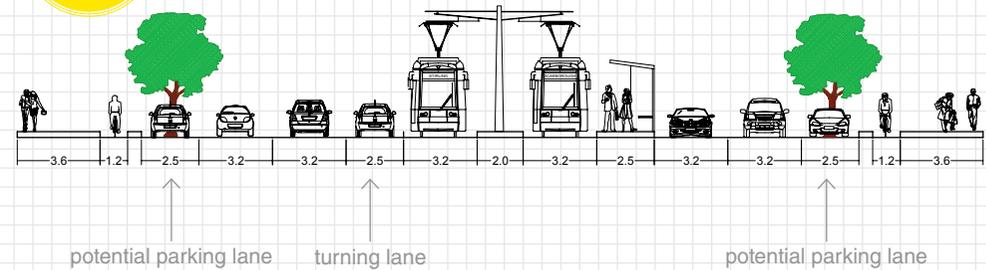
## STREET DESIGNS *Indicative designs illustrate future requirements*

CURRENT ROAD RESERVATION ≈ 30M

**MED. TERM**  
**30M**



**LONG TERM**  
**42M**



### LAND USE KEY

- residential
- retail – mixed-use
- office – mixed-use
- large format retail with potential office mixed-use
- opportunity site ✨





Stirling City Centre will become a self-contained well-designed and high-intensity place with a large residential and employment base, eventually becoming a major destination within the City of Stirling and metropolitan Perth.

#### **Key points**

- Currently, the area is subject to significant development/infill pressures given its proximity to Perth CBD and access to major transport infrastructure.
- The Stirling Alliance process being progressed by the State Government and the City of Stirling is working to facilitate better development outcomes through working with local landowners and updating the planning framework associated with the area.

***Precinct character***

- The Stirling City Centre section of Scarborough Beach Road incrementally transitions to a greater intensity of development where it intersects with Stephenson Avenue.
- Scarborough Beach Road is integrated with the Stirling City Centre as a result of the priority public transport connecting Stirling Interchange with Glendalough Station and ultimately to Scarborough Beach.

***Access and movement***

- Dedicated transit lanes running ultimately from Scarborough Beach to Glendalough Station.
- Dedicated transit stops at the intersection of Odin Road, Ellen Stirling Boulevard, Stephenson Avenue and King Edward Road.
- An improved cycling and pedestrian environment with dedicated cycle lanes and comfortable foot paths and crossing points.
- Provision of new road links from Osborne Park Industrial area to Innaloo over the new Stephenson Avenue to reduce current traffic levels and improve connections to Scarborough Beach Road.

***Public domain***

- High amenity public realm including street trees, wide footpaths with opportunities for alfresco dining, urban open spaces and appropriate street furniture.
- The possibility to create a green corridor and urban stream intersecting with Scarborough Beach Road adjacent to Stephenson Avenue.

### Land use and built form

- Mid-rise mixed-use development is encouraged along the corridor with retail frontages on the ground floor and office and residential uses on the upper floors.
- Opportunities for higher landmark buildings at major intersections, including Ellen Stirling Boulevard and Stephenson Avenue, will create important gateways that signal entry to the city centre area.
- On-site car parking should be located behind or under buildings.
- Nil setbacks should be encouraged along the corridor with potential for smaller 'break out' public spaces.

## LAND USE AND POPULATION TARGETS

	Stirling City Centre*
<b>Population</b>	14,000 – 18,000
<b>Shop retail floor space (sq metres)</b>	120,000 – 160,000
<b>Office business floor space (sq metres)</b>	200 – 300,000
<b>Other retail floor space (sq metres)</b>	Minimal
<b>Tourist accom. (sq metres)</b>	n/a
<b>Other industrial categories (sq metres)</b>	n/a
<b>Projected employment (mid range)</b>	12,000 – 17,000

## URBAN DESIGN DIRECTION

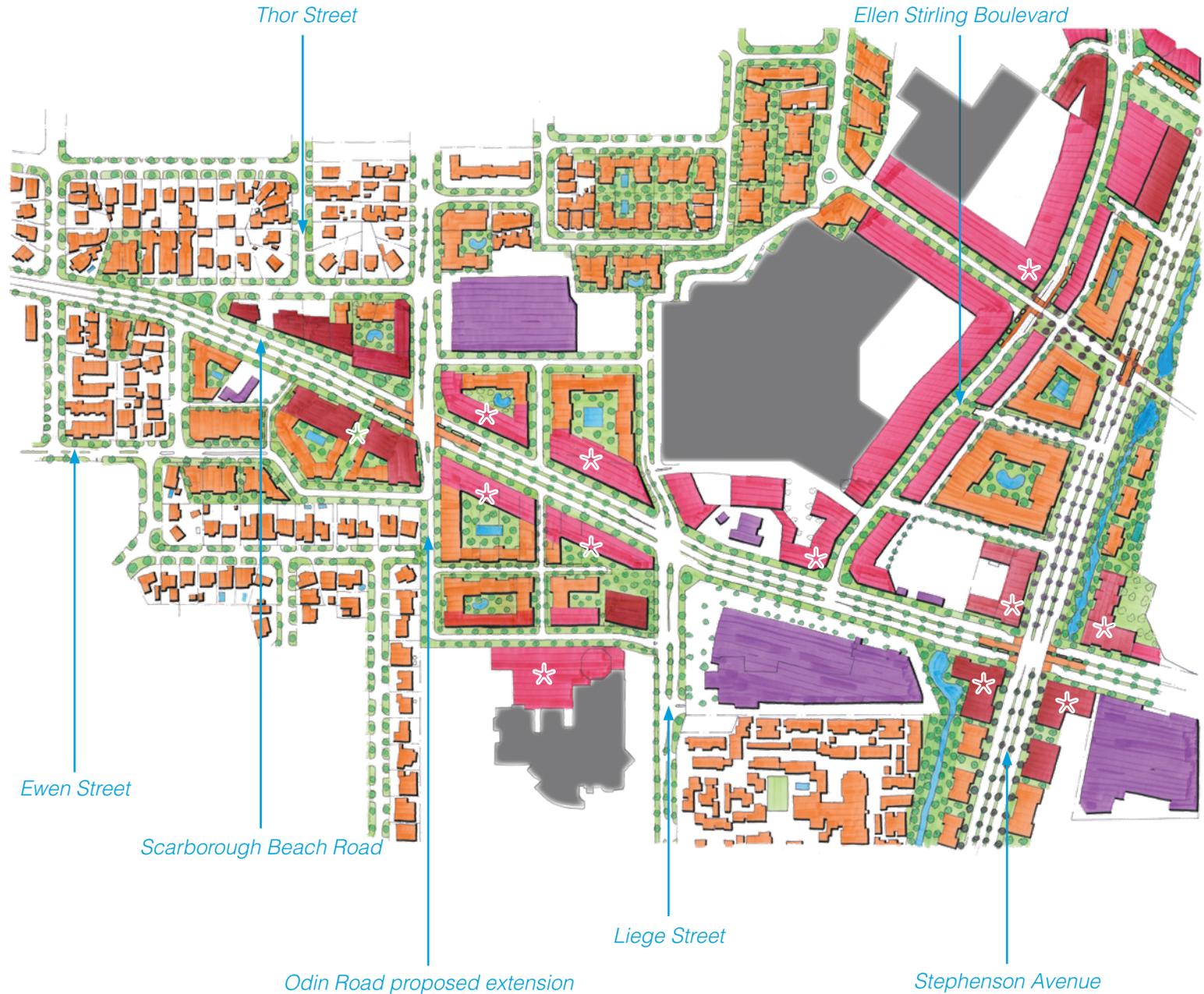
	Stirling City Centre
<b>Land use</b>	Shop/retail, office, health/community services, entertainment/recreation/culture, mixed use medium and high residential
<b>Levels</b>	Mid-rise with gateway elements where appropriate
<b>Front setback</b>	Minimal (0 – 2 metres)
<b>Side setback</b>	Nil
<b>Street interface</b>	Continuous awnings High quality street trees and landscaping High quality furniture and public art
<b>Parking arrangement</b>	Within development for residents, tenants and visitors. Common parking lots may be encouraged behind developments.

Projected centre parameters based on a total medium growth scenario at 2031 applied to an area wider than the immediate corridor \*See Appendix 2 for calculated area

# 3 VISION STIRLING CITY CENTRE

Designs are indicative examples of what could be achieved along the corridor as development occurs over time. This Framework sets the transport and land use vision, with detailed planning undertaken by each local government.

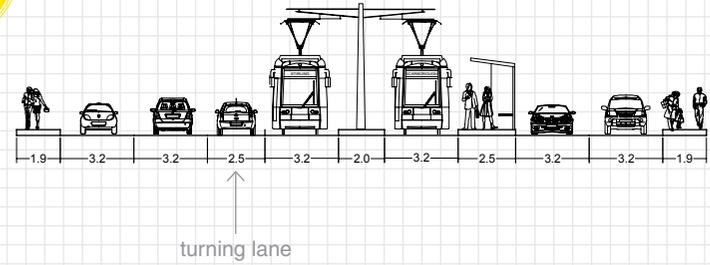
Stirling City Centre will be the largest centre on the corridor, providing a greater level of retail and entertainment choices through the day and into the evening.



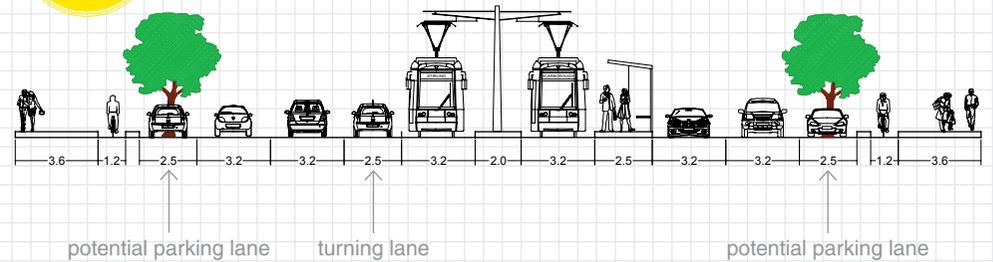
# STREET DESIGNS *Indicative designs illustrate future requirements*

**CURRENT ROAD RESERVATION ≈ 42M**

**MED. TERM  
30M**



**LONG TERM  
42M**



## LAND USE KEY

- residential
- retail – mixed-use
- office – mixed-use
- large format retail with potential office mixed-use
- existing shopping or entertainment centre
- opportunity site ☆

Quality office and residential development will complement the existing retail offering in Stirling City Centre. Residents and workers will add to the buzz of the area, using Scarborough Beach Road to connect to dining and convenient services under each building.

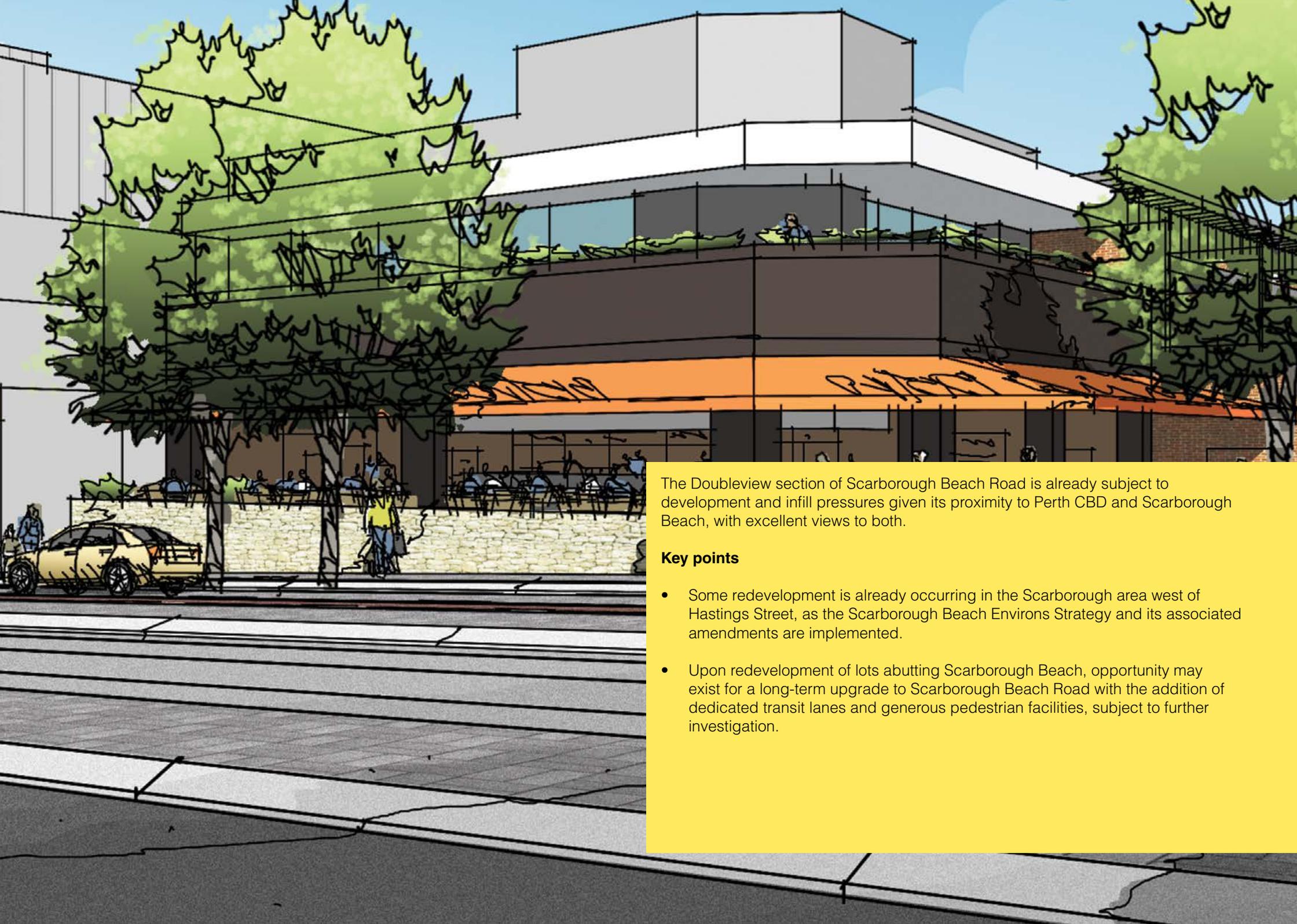


An enhanced Scarborough Beach Road will connect people to the wider metropolitan area through quality public transport and new cycle lanes.



**3 VISION** DOUBLEVIEW AND SCARBOROUGH





The Doubleview section of Scarborough Beach Road is already subject to development and infill pressures given its proximity to Perth CBD and Scarborough Beach, with excellent views to both.

#### **Key points**

- Some redevelopment is already occurring in the Scarborough area west of Hastings Street, as the Scarborough Beach Environs Strategy and its associated amendments are implemented.
- Upon redevelopment of lots abutting Scarborough Beach, opportunity may exist for a long-term upgrade to Scarborough Beach Road with the addition of dedicated transit lanes and generous pedestrian facilities, subject to further investigation.

## 3 VISION DOUBLEVIEW AND SCARBOROUGH

### ***Precinct character***

- In the Doubleview centre, new medium-density mixed-use developments will face onto the road, providing new housing opportunities, creating a sense of arrival to an improved 'Doubleview Village' area, whilst minimising impact on existing established residential areas behind. The same built elements could be introduced at the St Brigids and Joyce-Hinderwell local nodes.
- The Scarborough Beach centre provides an appropriate end point of the corridor with a higher intensity, mixed-use centre based around a significant tourism precinct on the coast.

### ***Access and movement***

- A long-term upgrade to Scarborough Beach Road with the addition of dedicated transit lanes and generous pedestrian facilities.
- Upon redevelopment of larger or amalgamated lots, access points on Scarborough Beach Road are encouraged to be rationalised or where possible connect with existing side street/laneway connections running parallel or perpendicular to Scarborough Beach Road.

### ***Public domain***

- The interface between new development and the road will be enhanced by high-quality landscaping and street furniture.
- Street trees will help to frame the road, providing natural protection from weather elements and buffering noise from traffic using the road.
- Although nil to minimal setbacks would be encouraged, small gathering spaces coinciding with active ground floor retail in higher pedestrian trafficked areas may provide positive informal meeting places, particularly in the Doubleview or St Brigids centres.

## Land Use and Built Form

- Redevelopment in the existing centres along this section of the road is likely to take the form of high-quality medium-density mixed-use development that is responsive to the topography of the area.
- Redevelopment in between centres would be encouraged in the form of high-quality, terrace-style residential development at mid-rise heights.
- Development should be designed in such a way to frame Scarborough Beach Road whilst minimising impact on established suburban development behind.
- Nil to minimal setbacks will be important in framing the road over time (as already exists with older commercial development in Doubleview, St Brigids and Wheatcroft-Hinderwell centres), with greater rear setbacks to manage the transition to residential behind. On-site car parking should be located behind buildings, though in centres on-street parking would remain.
- The area has a very good network of local laneways that provide an opportunity to encourage the development of ancillary dwellings (granny flats), garage-top studios or laneway houses.

## LAND USE AND POPULATION TARGETS      URBAN DESIGN DIRECTION

	'Stirling residential**	Scarborough*		Local centres and nodes	Periphery (Doubleview)	Periphery (Scarborough)
<b>Population</b>	9,000	8,300	<b>Land use</b>	Mixed-use higher density residential, shop/retail, office, health, community, entertainment/recreation	Medium and higher density residential	Medium-density residential, Mixed-use Considered uses: Shop/retail, Office, Health/Community, Entertainment/Recreation
<b>Shop retail floor space (sq metres)</b>	5 – 6,000	15 – 20,000	<b>Levels</b>	Mid-rise with some gateway elements	Low-rise	Low-rise with mid-rise elements where appropriate
<b>Office business floor space (sq metres)</b>	Minimal	2 – 3,000	<b>Front setback</b>	Minimal (0 – 2 metres)	Minimal	Minimal
<b>Other retail floor space (sq metres)</b>	Minimal	Minimal	<b>Side setback</b>	Nil	Nil encouraged	Nil encouraged
<b>Tourist accom. (sq metres)</b>	n/a	100 – 150,000	<b>Street interface</b>	Continuous awnings Landscaping Furniture	Private development interacts with the public realm through low and permeable fencing or walls	Private development interacts with the public realm through low and permeable fencing or walls
<b>Other industrial categories (sq metres)</b>	n/a	n/a	<b>Parking arrangement</b>	On-street visitors and within development for residents, tenants and visitors	Within development for residents, tenants and visitors	Within development for residents, tenants and visitors
<b>Projected employment (mid range)</b>	160 – 200	1,200 – 1,700				

Projected centre parameters based on a total medium growth scenario at 2031 applied to an area wider than the immediate corridor \*See Appendix 2 for calculated area

# 3 VISION DOUBLEVIEW AND SCARBOROUGH

Designs are indicative examples of what could be achieved along the corridor as development occurs over time. This Framework sets the transport and land use vision, with detailed planning undertaken by each local government.



79

Scarborough Beach, as a major tourist centre, will become and vibrant end point for the activity corridor.

Mixed-use development appropriately designed and located in the designated nodes and centres will add to the sense of place within the area, improving the existing retail address, which is often dominated by surface car parking.



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A mix of housing types is encouraged along the road, in between the designated local nodes. Housing design should open out onto the street providing a safe and comfortable environment for pedestrians.

West Coast Highway

Scarborough Beach Road

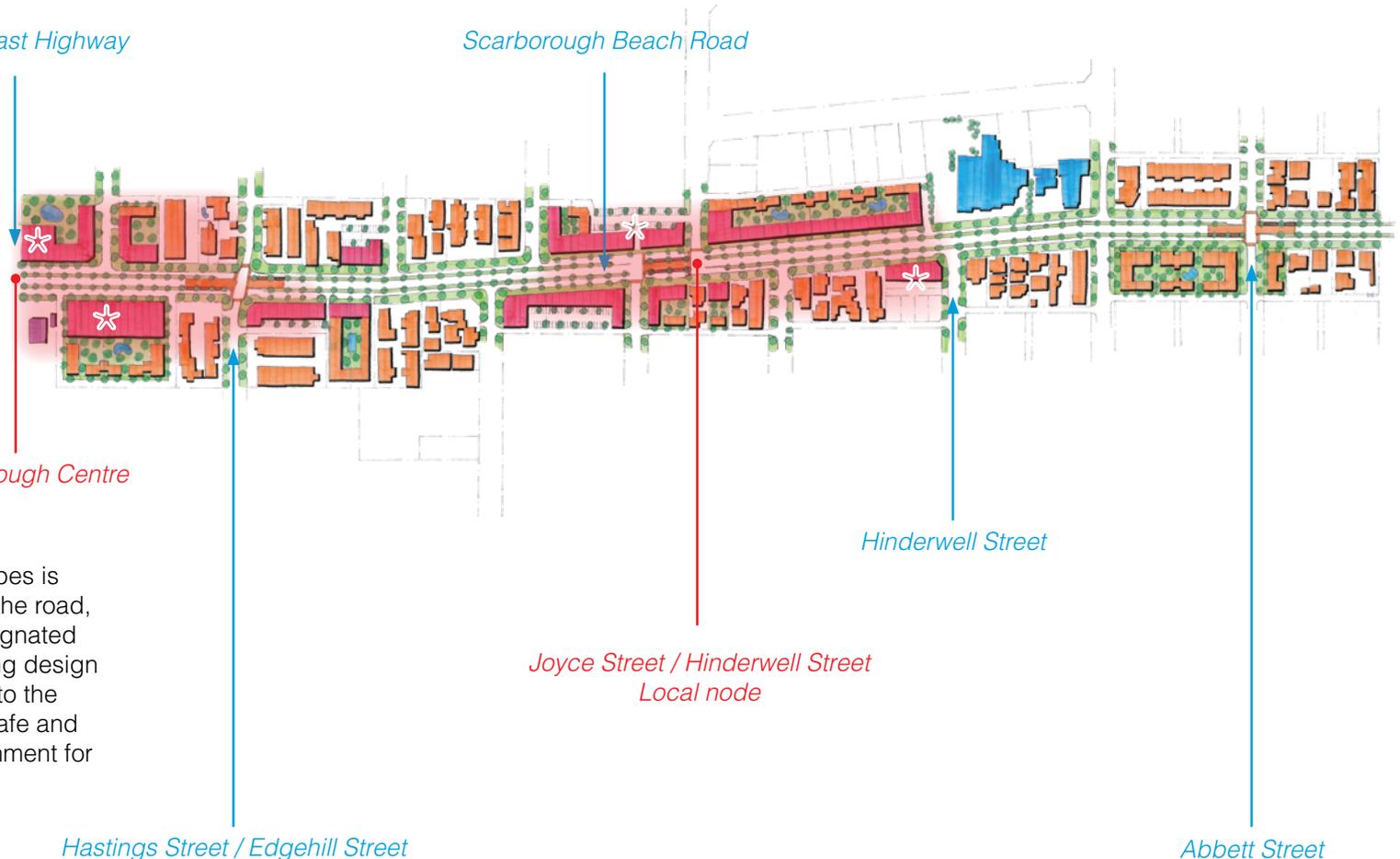
Scarborough Centre

Joyce Street / Hinderwell Street  
Local node

Hinderwell Street

Hastings Street / Edgehill Street

Abbett Street



# LAND USE KEY



retail - mixed use /  
residential /  
community-civic /  
opportunity site



Terrace housing will provide higher densities and an attractive street frontage, whilst making effective use of the existing laneway network that exists behind many properties on Scarborough Beach Road through Doubleview and Scarborough



rear laneway access





