



# Scarborough Design Guidelines

September 2016

The MRA acknowledges the traditional owners of the land within its Redevelopment Area.

# Contents

CHAPTER 1 <b>INTRODUCTION</b>	<b>5</b>
CHAPTER 2 <b>DESIGN AND CHARACTER</b>	<b>17</b>
CHAPTER 3 <b>PUBLIC REALM INTERFACE</b>	<b>23</b>
CHAPTER 4 <b>BUILT FORM</b>	<b>35</b>
CHAPTER 5 <b>PARKING AND SERVICING</b>	<b>55</b>
CHAPTER 6 <b>SITE PLANNING</b>	<b>67</b>
CHAPTER 7 <b>PRECINCT SPECIFIC GUIDELINES</b>	<b>77</b>
<b>APPENDICES</b>	<b>112</b>





FIGURE 1: SCARBOROUGH REDEVELOPMENT AREA, LOOKING SOUTH





# Chapter 1

## Introduction





# Contents

<b>CHAPTER 1 INTRODUCTION .....</b>	<b>5</b>
1.1 THE PURPOSE OF THIS DOCUMENT .....	5
1.2 THE METROPOLITAN REDEVELOPMENT AUTHORITY .....	6
1.3 THE SCARBOROUGH VISION .....	7
1.4 HISTORY .....	9
1.5 USING THE GUIDELINES .....	10
1.6 APPLICATION OF DEVELOPMENT POLICY .....	11
1.7 DISCRETIONARY CLAUSE .....	12
1.8 DEVELOPMENT APPLICATION PROCESS .....	12





# Chapter 1 Introduction

## 1.1 THE PURPOSE OF THIS DOCUMENT

The Scarborough Redevelopment Area Design Guidelines (the Design Guidelines) have been prepared to guide development within the Scarborough Redevelopment Area (Redevelopment Area) and ensure delivery of the vision defined by the Scarborough Redevelopment Scheme.

The Design Guidelines require development proposals within the Redevelopment Area to deliver high quality design outcomes for the area and contribute to the amenity of each precinct in which they sit. The precincts within the area are:

- Beachside Precinct
- Esplanade Precinct
- Beach Road Precinct
- Gateway Precinct
- Groves Precinct







## 1.2 THE METROPOLITAN REDEVELOPMENT AUTHORITY

The role of the Metropolitan Redevelopment Authority (the Authority) is to revitalise and transform underutilised urban areas into diverse and activated places for people to live, work and recreate.

The Authority is committed to Place Making – a powerful framework for urban regeneration, sustainable development, investment attraction, land use and celebrating local diversity, heritage and culture. Redevelopment in all of the Authority's project areas is guided by the following objectives.

### The Authority's Redevelopment Objectives:

- To build a **sense of place** by supporting high-quality urban and architectural design, heritage protection, public art and cultural activities that respond to Perth's environment, climate and lifestyle;
- To promote **economic wellbeing** by supporting, where appropriate, development that facilitates investment and provides opportunity for local businesses and emerging industries to satisfy market demand;
- To promote **urban efficiency** through infrastructure and buildings, a mix of land use and facilitating a critical mass of population and employment;
- To **enhance connectivity** and reduce the need for private vehicular travel by supporting development aimed at well-designed places that support walking, cycling and public transit;
- To promote **social inclusion** by encouraging, where appropriate, a diverse range of housing and by supporting community infrastructure and activities and opportunities for visitors and residents to socialise; and
- To enhance **environmental integrity** by encouraging ecologically sustainable design, resource efficiency, recycling, renewable energy and protection of the local ecology.





### 1.3 THE SCARBOROUGH VISION

The Authority's vision for the redevelopment and urban renewal of the Scarborough Redevelopment Area is to draw on Scarborough's unique identity to create a contemporary urban-coastal experience. The vision builds on substantial work and planning by our local government partner, the City of Stirling.

This will be achieved through an increased residential population and employment opportunities within Scarborough, and the creation of a vibrant hub of activity with restaurants, cafés, shops and entertainment, as well as a range of events and activities on offer for people of all ages at various times of the day and night. Scarborough's role as a meeting place will be enhanced, providing a welcoming place for families, recreation, leisure, sporting clubs, community groups, residents and visitors.

The Authority's vision is based on delivering design and development excellence through creating a great public environment, high quality buildings, connecting people and places, and ensuring a successful mixture of land uses and activities.

The Authority's urban renewal of Scarborough will deliver an edgy and attractive urban-coastal environment for people to live, work, visit and socialise in, expanding lifestyle choices and offering attractive alternatives to traditional suburban development. People from all lifestyles and backgrounds will be welcomed to enjoy the many facets of the Scarborough Redevelopment Area and will be encouraged to become a part of the community.









Research into the stories and associations of Scarborough has identified key 'sense of place' themes representative of the identity of the place. These themes are:

- Environmental integration – the land-sea relationship
- Social harmony, expressed in the three stages of meeting – welcome, inclusiveness, coexistence
- The representation of the lifecycle in three stages of recreation – safe, edgy, wild / child, youth, adult
- Cultural difference – a tradition of 'edginess'

The above themes will be embedded in design at all levels (landscape design, infrastructure delivery, public art, private development and event programming) to foster the integrity, authenticity and sustainability of Scarborough's urban renewal.



# LEGEND

-  Esplanade Precinct
-  Gateway Precinct
-  Beach Road Precinct
-  Groves Precinct
-  Primary Regional Road
-  Other Regional Road
-  Public Purpose Reserve
-  Public Open Space Reserve

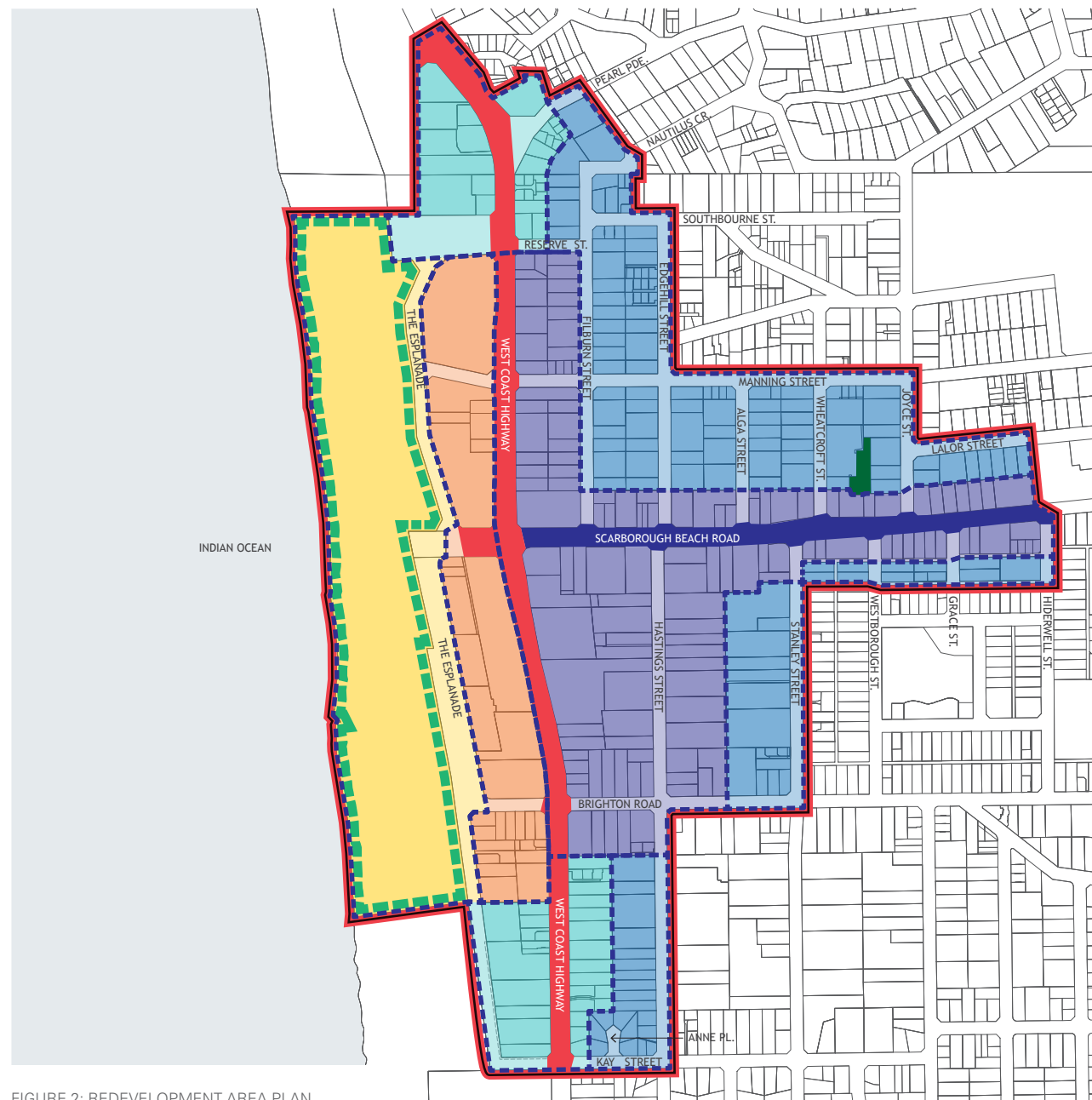


FIGURE 2: REDEVELOPMENT AREA PLAN





## 1.4 HISTORY

Prior to European settlement, the Whadjuk Noongar Aboriginal people had occupied the land around what is now the Perth Metropolitan Region for approximately 45,000 years.

After the arrival of European settlers to the Swan River Colony, colonial settlement of Scarborough first occurred in the early 1850s by John Hughes who took up grazing land. The area was slow to develop as it was sandy, of little agricultural value and prone to strong winds, rendering it unattractive to early settlers. In the 1880s, land developers released the first subdivision however sales were still slow and it wasn't until decades later that Scarborough cemented itself as a sought-after seaside locale.

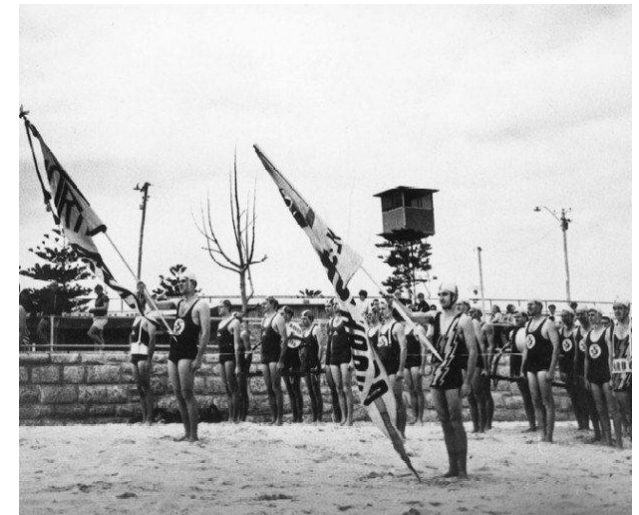
The Esplanade, also known as The Promenade, was officially opened by the Perth Road Board in 1932. Improved access and services aided Scarborough's development and popularity for both holiday-makers and residents. By the end of the decade Scarborough boasted an established surf lifesaving club, Luna Park, the new Scarborough Hotel, and an assortment of food, beverage and accommodation options.

The 1950s and '60s saw the rise of the 'Snake Pit' – a popular open air dance floor that was frequented by as many spectators as dancers. Rock 'n' roll records were played through the jukebox at the alfresco café 'La Spiaggia' (the beachfront).

The rise of surf-culture in the 1970s boosted the popularity of Scarborough and in the 1980s the America's Cup transformed the area with the construction of Observation City, now known as the Rendezvous Hotel.

For several decades the area has suffered from a poor reputation with a corresponding lack of new investment and ailing infrastructure. As one of Perth's major tourist attractions, Scarborough is a strategically important asset for the State and its revitalisation potential has been recognised by local and State Government.

In the last decade the City of Stirling has invested heavily in a revised planning framework, foreshore improvements including the Scarborough Amphitheatre and a masterplan for the foreshore upgrade. In 2013 the State Government committed funding to help deliver improvements and revitalise the area. In 2014, the Metropolitan Redevelopment Authority Regulations 2011 were amended to incorporate the Scarborough Redevelopment Area and the Interim Scarborough Redevelopment Scheme was adopted, transferring planning authority to the Metropolitan Redevelopment Authority.





## 1.5 USING THE GUIDELINES

The guidelines provide a flexible and innovative approach to deliver high quality developments that meet the Authority's objectives. The guidelines promote early engagement with the Authority and set out requirements for development proposals.

It is acknowledged that a high level of architectural design quality cannot be guaranteed solely by the application of a set of standard rules and that simply meeting brief or prescriptive criteria does not necessarily result in an acceptable quality outcome. Therefore the Authority may deem that a development that meets most or even all guidelines has not met the intent of the Guidelines (refer to clause 1.7).

Specifically, the Design Guidelines are set out in the following manner:

**Common Design Guidelines** are provided in Chapter 2 – 6, which provide generic guidelines that apply to the entire Redevelopment Area and must be read in conjunction with the specific guidelines identified below.

**Precinct Specific Guidelines** are found in Chapter 7 and provide detailed development standards at precinct, area and/or site level. This Chapter sets out provisions that apply to the whole Precinct ('General Precinct Guidelines') and those that apply to specific Areas within the Precincts ('Area Specific Guidelines'). These chapters must be read in conjunction with Chapters 2 – 5.

Within the above chapters, each provision is set out as follows (as applicable):

- DESIGN INTENT

The Design Intent outlines the design philosophy for each provision. It is mandatory to achieve the Design Intent. The Authority will give due regard to the achievement of the Design Intent in making any discretionary decisions under the Design Guidelines.

- DEVELOPMENT STANDARDS

The Development Standards prescribe specific criteria which must be met in order to satisfy the Design Intent. However, alternative solutions for complying with the Design Intent may be considered.

If an Authority Development Policy is applicable to the Design Intent, it will be identified in the Development Standards. It is mandatory to adhere to Development Policies.

- DEVELOPMENT APPLICATION PROCESS

Where additional submission requirements or processes apply or separate approvals from other agencies are required, these will be identified.





- FIGURES AND IMAGES

The following diagrams have been included as a key to the text and/or to graphically represent indicative design responses to acceptable development criteria:

- General Plans  
Including Precinct boundary plan, height plan and potential road widening plans.
- Precinct Plans  
Identify Area boundaries, heights of podiums and towers, heritage places and other features or requirements.
- Indicative Sections and Massing Diagrams  
Provide site specific design criteria that visually represent potential solutions to site requirements. Identify detailed setbacks, heights and other constraints.
- Photographs and Illustrations  
Images have been included to assist with interpretation of the requirements. These are for illustrative purposes only and may include some elements of non-compliance. This does not imply that the Authority will accept the same outcome in all cases as context may vary.

## 1.6 APPLICATION OF DEVELOPMENT POLICY

The Design Guidelines have been adopted by the Authority under the Scarborough Redevelopment Scheme (the Scheme). In determining any application for development approval, the Authority will utilise the Design Guidelines in conjunction with the Scheme and Development Policies adopted under the Scheme.

As such the Design Guidelines are to be read in conjunction with the Scheme and Development Policies, as well as National Construction Codes of Australia (NCCA), Disability Discrimination Act 1992 and all relevant legislation and Australian Standards.

The full suite of Scarborough Development Policies is available at [www.mra.wa.gov.au](http://www.mra.wa.gov.au).





## 1.7 DISCRETIONARY CLAUSE

An important provision within the Design Guidelines is the opportunity for the applicant(s) or owner(s) to meet the Design Intent through an alternative solution.

The Authority may approve a development application where the applicant(s) or owner(s) has departed from the recommended Development Standards, including any height provisions, where in the Authority's opinion the applicant(s) or owner(s) has demonstrated that the alternative solution(s) is consistent with the Scheme and meets the Design Intent. Compliance with the Development Standards does not guarantee approval.

Each application for development approval will be assessed on an individual basis and the approval of an alternative solution will not set a precedent for other development.

## 1.8 DEVELOPMENT APPLICATION PROCESS

A staged review, assessment and determination process for development applications will permit the efficient processing of applications whilst ensuring development achieves the required high quality architectural and built form outcomes.

The way a development functions, fits its purpose, is designed internally, is constructed and how it responds to the context in which it is located will all be considered by the Authority. This assessment also takes into consideration leading edge sustainability, place activation and accessibility standards.

'Major' Development Applications or applications considered by the Authority to be significant will be subject to specific assessment and comment from the Authority's Design Review Panel. The Design Review Panel will provide advice on design related matters including the architectural merit of the proposal.

The following steps outline the design, submission and approval process required for development within the Redevelopment Area.





Pre-DA Submission	Development Application	Documentation	Construction
Step 1 Developers and their project team (architects as a minimum) meeting with the Authority to discuss design and sustainability concepts.	Step 5 Developers lodge a development application with the Authority, addressing the design intent and applicable development standards of these Design Guidelines.	Step 9 Developers lodge Working Drawings to the Authority demonstrating compliance with the development approval (plans and conditions).	Step 14 Developers undertake construction.
Step 2 Developers provide the Authority with indicative plans.	Step 6 The Authority refers the development application to the City of Stirling and other agencies as necessary.	Step 10 The Authority refers the Working Drawings to agencies or consultants as required.	Step 15 Ongoing monitoring and building management to ensure compliance.
Step 3 The Authority obtains the preliminary advice of the Design Review Panel*	Step 7 The Authority obtains the advice of its appointed Design Review Panel as required.	Step 11 The Authority assesses and certifies the Working Drawings are compliant and refers its advice to the City of Stirling.	
Step 4 The Authority provides the developers with focused feedback.	Step 8 The Authority assesses and determines the application, having regard to the advice received from referral agencies and the Design Review Panel.	Step 12 Developers lodge a Building Permit application with the City of Stirling.	
		Step 13 City of Stirling issues a Building Permit.	

\*For smaller applications, the panel may be internal. For major applications the panel is likely to include external peer reviewers and the proponent may be invited to present the proposal and respond to questions.

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## Chapter 2

# Design and Character



# Contents

<b>CHAPTER 2 DESIGN AND CHARACTER.....</b>	<b>17</b>
2.1 CHARACTER .....	17
2.2 DESIGN EXCELLENCE.....	19





# Chapter 2 Design and Character

This chapter contains guidelines that are applicable to all development throughout the Redevelopment Area.

## 2.1 CHARACTER

### Design Intent

The urban renewal of Scarborough will build upon the area's own history and community to amplify the local sense of place and facilitate authentic redevelopment. Buildings and spaces within the Redevelopment Area will reflect an urban-coastal character and sense of place through the sensitive use of materials and forms that relate well to Scarborough's local character and climate.

### Development Standards

Scarborough's urban-coastal character is a combination of the unique ocean-edge environment and proudly non-conformist recreational culture. It is expected that the built response to the coastal environment and the lifestyle it offers will embrace the following interpretations of this character:

- Sense of 'Edginess': youth culture, irregularity, sense of intrigue and discovery, laneways and secondary spaces, casual atmosphere, surf/skate culture references, unique architecture, creativity
- Curved forms that respond to the Inter War Art Deco / Functionalist architectural styles dating from Scarborough's early development, such as the Kool Korner Café (fmr, now the Sandbar Tavern), the Scarborough Hotel and original Surf Lifesaving Club rooms (both no longer extant)
- Light architecture expressed through light-coloured and lightweight materials: timber, limestone, transparent or textured/mottled glass and slender skillion or butterfly roofs
- Shade devices: awnings, fixed or moveable screens, operable balcony/verandah screening, retractable shade devices, pergolas
- Use of deep screens that allow for breezes but provide shade. These include concrete breezeblocks, operable or fixed louvres (especially horizontal, glazed), grates and screens (especially where these add to expression of art and place)
- Maximising views, blurring inside and outside: projecting balconies open on at least 2 sides, rooftop look-outs, large balconies for entertaining, generous separation between buildings
- Playful, holiday references: use of colour, public art, unexpected shapes and forms, casual atmosphere, 'follies', outdoor showers/board washing areas
- Native and/or drought-resistant coastal vegetation





- Page 18 // MRA Scarborough Design Guidelines



## 2.2 DESIGN EXCELLENCE

Development in Scarborough will strive for design excellence across all aspects of the built environment including places, spaces, systems and environment. The pursuit of design excellence will make a positive contribution to community pride and wellbeing and result in innovative responses to functional and service requirements of the Redevelopment Area.

The Government Architect's *Better Places and Spaces Policy 2013* identifies criteria which determine design excellence. The Authority is committed to achieving design excellence in Scarborough. 'Principles of good design' are defined by the Western Australian Office of the Government Architect as:

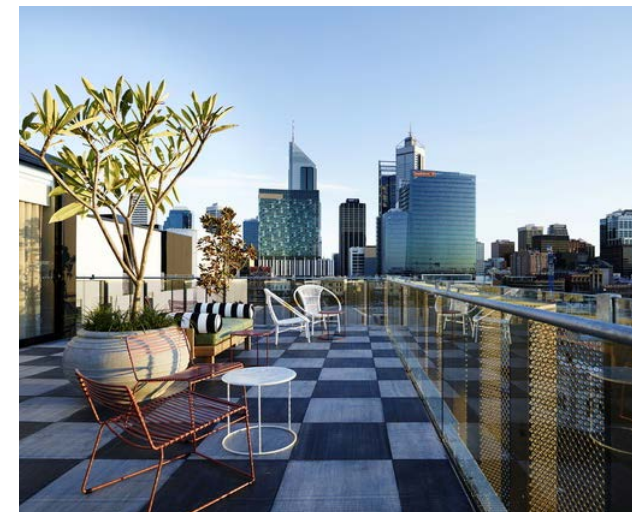
- Innovation and creativity
- Functionality and build quality
- Efficiency and sustainability
- Responsiveness to context.

### Design Intent

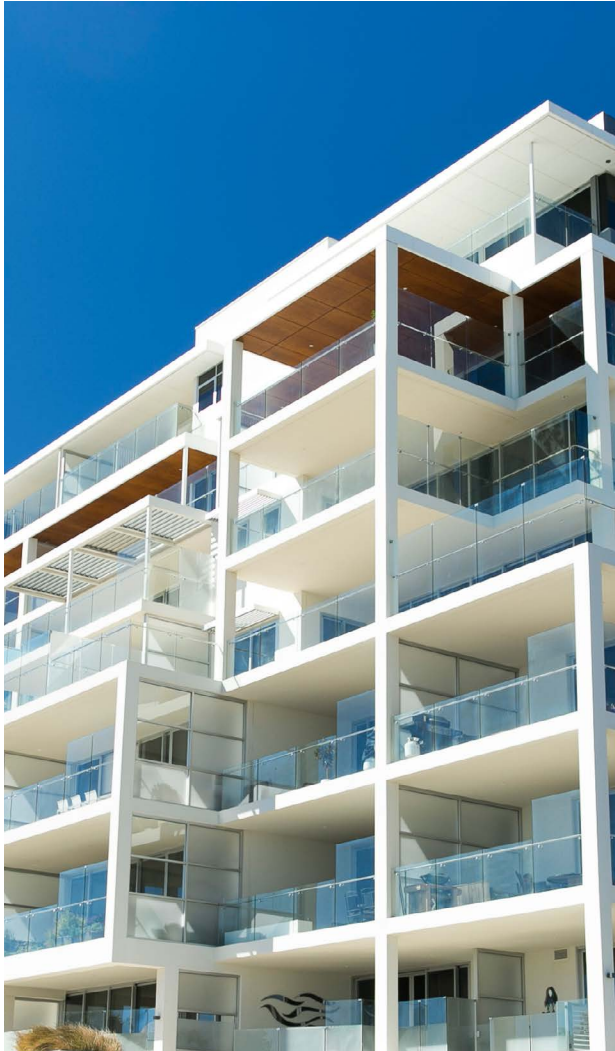
The pursuit of design excellence in the Redevelopment Area augments the general level of good design creating highly valued and highly responsive environments. The needs of various users are met and exceeded in innovative ways that not only support the community but provide meaning and identity.

### Development Standards

- Building and public realm designs are to demonstrate the 'Principles of good design' as defined above.
- A site analysis and design response shall be prepared at the initial stages of design, discussed at pre-lodgement meetings, and submitted with any application for new buildings or substantial changes to existing buildings. Matters to be considered in the site analysis shall include but not be limited to:
  - Prevailing wind
  - Existing and desired future character of the streetscape
  - Public domain interface
  - Topography
  - Retained and proposed significant trees and deep soil zones
  - Orientation of site and potential overshadowing
  - Significant views to and from the site







- All buildings of three or more stories are to be designed by Registered Architects.
- All areas of public open space are to be designed by Registered Architects or Landscape Architects.
- Working drawings (for buildings of three or more storeys) are to be prepared and submitted by Registered Architects or Landscape Architects to ensure design quality is maintained from development application stage to construction stage.
- Compliance with the Authority's current Design Excellence Framework.



## Chapter 3

# Public Realm Interface



# Contents

<b>CHAPTER 3 PUBLIC REALM INTERFACE .....</b>	<b>23</b>
3.1 STREETScape .....	24
3.2 ACTIVE EDGES .....	26
3.3 CORNERS AND VIEW CORRIDORS .....	27
3.4 PUBLIC ART .....	28
3.5 FENCING .....	29
3.6 SIGNAGE .....	30
3.7 ALFRESCO AREAS .....	30
3.8 PUBLIC THOROUGHFARES .....	31
3.9 ENCROACHMENTS IN THE PUBLIC REALM .....	31





## Chapter 3 Public Realm Interface

This section refers to development factors which may have impact on the public realm including solar access and public art.

A high quality public realm is important to the vitality of any urban setting. Streets, meeting places, and landscaped environments should communicate a strong 'sense of place'. This is achieved when built form, public realm design, programming and economic activity reinforce a distinct, locally recognisable cultural and environmental experience. A key focus for Scarborough's ongoing regeneration is the creation of a series of high quality public places that provide opportunities for further creative place making and development, which will be reinforced by the contribution that private development makes to the public realm. These spaces will become areas for activity, engagement and exchange.

In light of the above, this chapter addresses:

- Streetscape
- Active Edges
- Corners and View Corridors
- Public Art
- Fencing
- Signage
- Alfresco Areas
- Public Thoroughfares
- Encroachments in the Public Realm





### 3.1 STREETScape

#### Design Intent

High quality building design will make a lasting contribution to the quality of the public realm with an interesting, stimulating and effective network of high quality streets and other public spaces in Scarborough which are safe, universally accessible, sustainable, attractive to visitors and contribute to wayfinding and orientation.

#### Development Standards

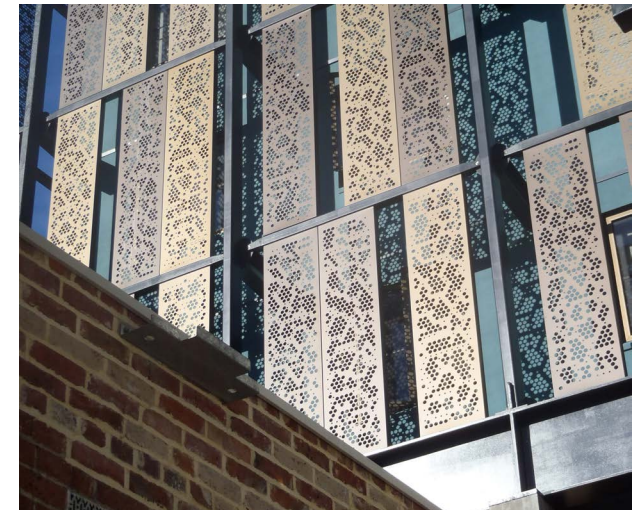
##### Public Realm

- Streets are designed to prioritise movements of pedestrians and cyclists, incorporating traffic calming measures to ensure vehicle movements are appropriately managed while still accommodating street furniture, cycle parking and landscaping.
- Street trees, vegetation and landscaping shall contribute to a high quality street character and provide shade and cooling.
- Crossovers shall be located to avoid existing street trees and provide sufficient clearance to allow for root and canopy growth. Existing mature trees on private property shall be retained wherever possible.
- Where development is at a nil setback from any street boundary, weather protection shall be provided including awnings over footpaths.
- Buildings shall be designed to minimise wind impacts in the public realm.
- The design of public spaces and adjacent building façades should be considered together. Building façades at ground level shall be designed to engage with the public realm (and vice versa) by way of adding interest and permitting sight lines between indoor and outdoor environments to provide visible activity and contribute to perceptions of safety.
- Design of public open space is informed by users to accommodate a range of uses and activities that are complementary to the location.
- Streets and public spaces are designed to be accessible to all and respond to their context, having a positive transition with the design of adjacent areas in terms of materials, features and configuration.



## Buildings

- Architectural design ensures variation in building plane, materials, colours and textures to reduce the overall bulk and scale of all development. High quality, innovative, imaginative and cohesive palettes of materials incorporated into the building design.
- Building façades shall be designed to express the proportion of individual elements with a strong relationship and rhythm, and to provide interest through the inclusion of complementary architectural elements and treatments.
- Any building façade that is visible from public view shall be designed and articulated as if it were the primary frontage of the building. Secondary frontages and internal courtyard frontages may have less detail but shall still relate to the design of the primary frontages and offer adequate amenity and visual interest. Blank walls and large expanses of precast concrete are to be minimised.
- Boundary walls are to be designed and finished to match that of the rest of the development.
- The width of garages visible from any street frontage shall be no greater than 6 metres or half the width of the lot, whichever is the lesser, and shall not encroach within setback areas.
- The difference between finished floor level and footpath level shall be a maximum of 0.5m. Where a site has a crossfall in excess of 1 in 7, the difference between finished floor level and the footpath may be increased to a maximum of 0.8m.
- Retaining walls within 1m of any boundary shall be no greater than 0.5m high.
- Built form and floor levels must respond to the natural topography of the site and demonstrate a sensitivity to the street levels, stepping or terracing as necessary to ensure the buildings relate to the street and retain the coastal dune character.







## 3.2 ACTIVE EDGES

### Design Intent

Development will be designed to create continuous and contained streetscapes and maximise physical interaction between buildings and pedestrians at street level and above. Buildings will address and activate the street, pedestrian access ways and public open space frontages to contribute to a sense of place and create a vibrant, diverse, inviting and safe urban environment.

Balconies and courtyards are designed to maintain the primary function of these areas as open space allowing for the establishment of a visual relationship, interplay and passive surveillance opportunities between the private and public realms.

### Development Standards

- Uses within buildings abutting streets and other public spaces will incorporate 'active' ground floor uses that promote surveillance of the street and visible indoor activity.
- Primary internal living spaces, verandahs and balconies of dwellings will be oriented to the street.
- Windows and glazed areas at ground level must be clear with protection of windows from the sun or for privacy achieved through architectural devices and passive solar design.
- Establish distinctive, well-lit and clearly visible pedestrian entries to all buildings, including multi-unit residential developments which front primary streets and the public realm.
- Lighting shall be provided to all external areas.
- All buildings shall be designed to incorporate Crime Prevention Through Environmental Design (CPTED) principles to ensure good surveillance of the street and public realm.
- Upper floors shall contribute to the creation of an active interface through incorporation of balconies and habitable room windows.
- Habitable space should be provided above garages in laneways to provide surveillance over rear or side laneways.
- The width of garages visible from any street frontage shall be no greater than half the width of the lot.
- Crossovers shall be a maximum of 4m wide. Wider crossovers may be considered where lots are over 25m wide at the street frontage and a wider crossover is necessary to achieve appropriate traffic management and safety for multiple dwelling or mixed use developments.



### 3.3 CORNERS AND VIEW CORRIDORS

#### Design Intent

Buildings located on corner lots or in locations which terminate view corridors from adjoining streets, lanes or public open space areas will incorporate architectural design features that provide attractive and inviting landmarks, contributing to a legible urban environment and sense of place.

#### Development Standards

- A strong architectural design element shall be provided on corner sites.  
Corner emphasis may be achieved by:
  - The orientation of the building to address corners and axis of connecting streets
  - The use of unique materials
  - Architectural features
  - Height differentiation of corner element to remainder of building/podium
  - Variation in building massing
  - Prominent lighting
- Access and servicing areas or plant equipment is to be located away from areas visible at the street corners or at the termination of views.





### 3.4 PUBLIC ART

#### Design Intent

Public art that is integrated with the public realm will deliver an interesting and creative environment that reflects the cultural context of the Redevelopment Area and celebrates the unique character of Scarborough.

The role of public art in Scarborough's urban renewal is intended to:

- Activate the Redevelopment Area with both permanent and temporary art opportunities. Permanent artworks will enhance the amenity and attractiveness of the public realm while a temporary art program can stimulate and refresh the visitor experience.
- Act as place makers for visitors to Scarborough.
- Enhance the regional and national profile of Scarborough with iconic artworks that contribute to and draw upon the uniqueness of the location.

#### Development Standards

- The Authority encourages art installations that reflect the character and local context by recording and interpreting past histories, culture and ideas. Public art will draw upon local stories and themes, and utilise materials and elements that respond to Scarborough's identity.
- Artwork is to be designed by a professional artist and be a unique, high quality artwork.
- Artwork is to be designed specifically for the site and to be responsive to the site context, including consideration for surrounding buildings and activities, and reflecting the relevant local themes and stories.
- Artwork design should integrate with the building design and site layout and be responsive to the building materials and colours. The early involvement of the artist in a collaborative design process is the best way to achieve this.
- The Authority's Heritage Inventory, which includes a Thematic History, may be used as a source of inspiration for public art, particularly where the artwork relates to a Heritage Place or the site of a building that is no longer extant.
- Artwork must be designed, constructed and installed with best practice risk and asset management. Ongoing maintenance of the artwork on private land will be the land owner's obligation (such as strata bodies).
- Compliance with the Authority's Development Policy on Providing Public Art.





### 3.5 FENCING

#### Design Intent

Fencing will be permeable, and designed to maintain passive surveillance of the public realm while having due regard for the privacy and security of individual dwellings and private open spaces.

Built form, changes in ground level and landscaping will provide clear delineation between the public and private realm.

#### Development Standards

- Compliance with the Authority's Development Policy on Additional Structures.

#### Front Fencing (within the front setback area):

- Designed and constructed of high quality materials such as (but not limited to) limestone, brick, timber, wrought iron or weathering steel, that reflect or complement the surrounding built form (fibrous cement or chain-link fencing will not be permitted).
- No taller than 1.2m above finished ground level of the adjacent footpath or road.
- At least 75% visually permeable.
- A section of solid wall large enough to accommodate services or a letter box may be permitted.
- No reflective materials are to be used on fencing adjacent to West Coast Highway, to prevent hazards to motorists.

#### Side/Rear Fencing (behind the front building façade):

- Designed and constructed of high quality materials that reflect or complement the surrounding built form (fibrous cement or chain-link fencing will not be permitted).
- No taller than 1.8 metres above finished ground level of the adjacent footpath or road.
- At least 75% visually permeable if adjoining a public realm area.
- Limited sections of solid fencing may be considered for privacy and screening purposes, subject to careful design, high quality presentation and integration of landscaping.
- Respond to level changes and incorporate low level landscaping.





## 3.6 SIGNAGE

### Design Intent

To encourage coherent streetscapes that are free from visual clutter, signage will be positioned and designed to assist way finding without being overbearing or becoming a dominant streetscape feature. Signage in the Redevelopment Area is to be integrated into the architecture of buildings or concisely framed within built form so as not to visually dominate the landscape.

### Development Standards

- Compliance with the Authority's Development Policy on Signage.

## 3.7 ALFRESCO AREAS

### Design Intent

Outdoor dining areas contribute to a sense of life and activity in public spaces, providing an active connection between the public and private realm where patrons can enjoy the outdoors when the weather is favourable, without unduly 'privatising' public spaces.

### Development Standards

- Alfresco areas shall be unenclosed, except for overhead awnings attached to the adjacent building.
- The location of alfresco areas in relation to the footpath (adjacent to the building or the street edge) shall follow the established pattern where alfresco exists in the street. Where no alfresco currently exists, alfresco shall be located on the street side of the footpath, providing a hard edge against the building to facilitate an unobstructed path of travel.
- No permanent structures shall be permitted in the public realm. All infrastructure must be removed from the public realm outside of the operating hours of the business (no chained or locked moveable structures will be permitted).

Note: Applicants should liaise with the City of Stirling regarding separate Alfresco Permit approvals.



### 3.8 PUBLIC THOROUGHFARES

#### Design Intent

Pedestrian accessways through development sites will contribute to an interesting and legible pedestrian network, facilitating safe and convenient access throughout the Redevelopment Area.

Where pedestrian access is proposed through a site such as when the primary frontage of tenancies facing an accessway (as opposed to a street frontage), these should be in the form of open laneways rather than enclosed malls.

#### Development Standards

Where accessways are open to the public outside of normal business hours:

- Tenancies facing the accessway should include food and beverage, retail outlets or other uses that operate in the evening, early mornings and/or weekends;
- Crime Prevention Through Environmental Design (CPTED) principles must be employed including the provision of passive surveillance from balconies and windows overlooking the accessway (refer to the Western Australian Planning Commission's Designing Out Crime Planning Guidelines);
- Lighting shall be provided as a key feature of the accessway.

If an accessway is not open to the public outside of normal business hours, the accessway must be secured through appropriate means with restricted access to residents and/or tenants.

### 3.9 ENCROACHMENTS IN THE PUBLIC REALM

#### Development Application Process

Where buildings or other structures encroach into Crown land from an adjoining freehold title (e.g. awnings), it may be necessary to obtain Local Government approval for the encroachment and to create suitable tenure arrangements between Department of Lands and the developer. For example, an easement may need to be registered under the *Land Administration Act 1997*.

Applicants are advised to consult with the City of Stirling and Department of Lands for additional information on this matter.





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## Chapter 4

# Built Form



# Contents

<b>CHAPTER 4 BUILT FORM .....</b>	<b>35</b>
4.1 HEIGHT .....	36
4.2 PODIUMS .....	40
4.3 TOWERS .....	41
4.4 BUILDING LAYOUT AND ORIENTATION.....	42
4.5 ROOF .....	43
4.6 OPENINGS .....	44
4.7 COMMUNAL OPEN SPACE .....	45
4.8 PRIVATE OPEN SPACE.....	46
4.9 LIGHTING .....	48
4.10 LANDSCAPE DESIGN .....	49
4.11 ENVIRONMENTAL SUSTAINABILITY.....	50
4.12 UNIVERSAL ACCESS .....	51
4.13 SOUND AND VIBRATION ATTENUATION.....	51
4.14 HERITAGE .....	52



## Chapter 4 Built Form

This section relates to the physical form of development. Performance standards including built form and massing, streetscape, roof form and materials, as well as design response to wind and noise are covered in this area.

In urban areas, buildings have a significant impact on the public realm and must be designed to make a positive contribution to an area's character and sense of place.

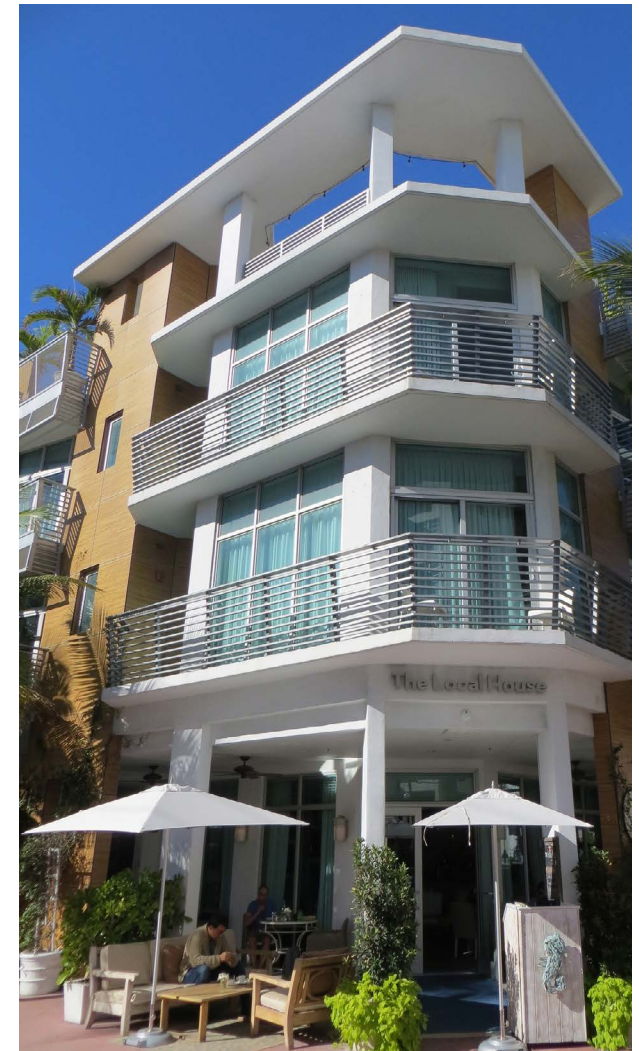
The Redevelopment Area will contain a variety of building types from low to medium density residential developments, high density mixed-use buildings, hotels and recreation facilities. All buildings in Scarborough will be designed to make a positive contribution to the streetscape and amenity of the area by being appropriately scaled and located. Buildings will be connected to the street through the provision of openings that provide opportunities for passive surveillance and facilitate activation.

Quality architectural design can also contribute to an area's distinct character and sense of place. The quality and character of the street edge is directly influenced by the façades of buildings, in particular:

- The relationship between the internal uses of a building and the streetscape.
- The opportunity for passive surveillance of the public realm.
- Interaction between the public, private and semi-private realms.
- Visual interest of the built form.
- Fine grain detailing and pedestrian scale.
- The use of quality materials that respond to the site context and locality.
- The use of landscaping.

The Redevelopment Area represents an opportunity to consolidate and build upon the urban-coastal character of Scarborough.

Developments are to achieve a high standard of architectural design at all levels of detail. Architectural design quality will not be assessed based solely on a building's appearance.





## 4.1 HEIGHT

### Design Intent

Buildings will have regard to the scale of the street or place and that of their neighbours and create a clear connection and interface between the public and private realm.

Additional height above the 'base height' as identified in the Height Plan and precinct specific chapters may be permitted as an incentive to achieve additional community benefits, over and above the standard requirements of the Design Guidelines, Development Policies and other statutory requirements.

### Development Standards

#### General Height Requirements

- Building heights shall be in accordance with the relevant Development Standards outlined in Chapter 7.
- Height (in storeys and metres) shall be measured from the height above natural ground level at the point directly beneath the building to which it relates.
- Where both height and storey limits are defined, developments shall comply with both limits, whichever is the lesser.
- Basements levels that are at least 50% below natural ground level by volume will not be included in the assessment of the number of storeys. Basement levels that protrude above ground level at the street interface shall be appropriately screened. Blank walls will not be accepted.
- For commercial uses, floor to ceiling heights shall be a minimum of 3.2 metres at ground level and a minimum of 2.7 metres for upper floors.
- For residential uses, floor to ceiling heights shall be a minimum of 2.7 metres for habitable spaces and 2.4 metres for non-habitable spaces.
- Requirements to achieve additional storeys above the base height are outlined in the following section.

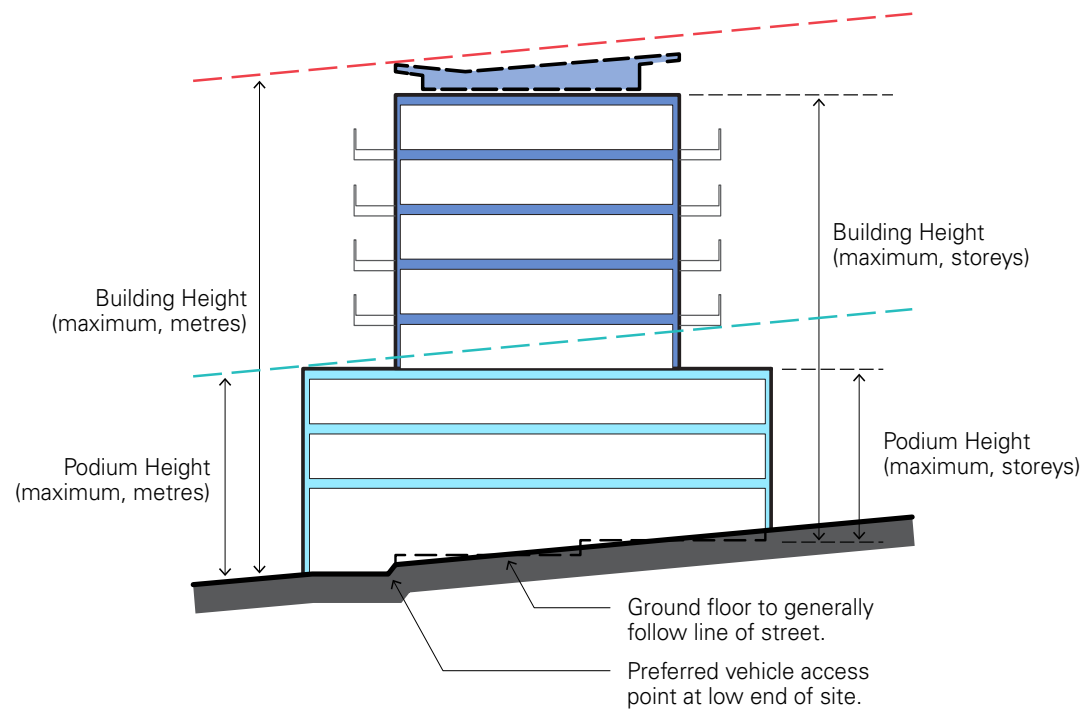
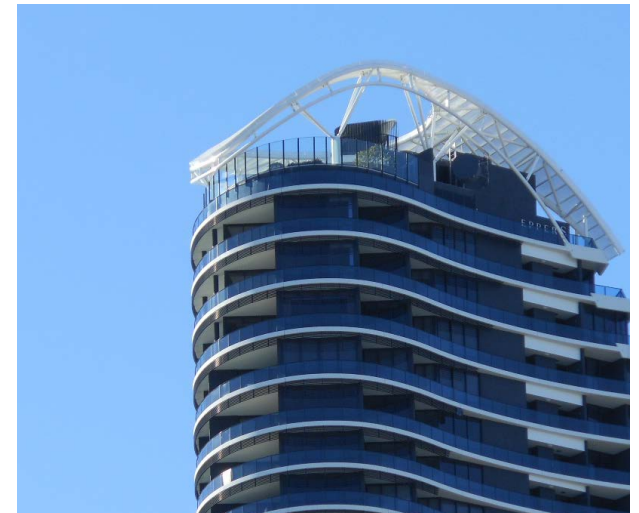


FIGURE 3: HEIGHT MEASUREMENT DIAGRAMS







### Requirements for Additional Storeys


In order to be able to develop over the prescribed 'base height' up to a maximum of the 'additional storeys' permitted for a site, design excellence and one or more of the following must be achieved:

- Achievement of the Tier 1 or Tier 2 requirements of the Authority's Development Policy on Green Buildings, as a minimum achieving 5 Star Green Star rating including:
  - Green Buildings Council of Australia (GBCA) Registration and 'Design Review' certification at working drawings stage, and
  - 'As Built' certification of the development from the GBCA at practical completion.
- Delivery of a minimum 3 star hotel with at least 50 rooms.
- Provision of a publically accessible vehicle or pedestrian accessway in a location identified by the Authority (refer to the precinct specific chapters) to be protected by an easement or other legal agreement in perpetuity.
- For properties on West Coast Highway or Scarborough Beach Road, a road or laneway widening requirement that equates to 10% or more of the total lot area.
- Provision of 15% or more dwellings as Affordable Housing dwellings within the development in accordance with the requirements of the Authority's Development Policy on Affordable and Diverse Housing.
- The provision of a public car parking facility with a minimum of 100 bays, in perpetuity.

Approval of development above the base height is at the discretion of the Authority subject to the achievement of one or more of the aspects detailed above, design excellence and compliance with the common and site specific controls applicable to the site.

## LEGEND

Building heights (max):

	<b>12 storeys / 43m</b> 18 storeys / 64m*
	<b>8 storeys / 29m</b> 12 storeys / 43m*
	<b>4 storeys / 15m</b> 6 storeys / 22m*
	<b>3 storeys / 11.5m</b>
	<b>1 storey / 4m – 2 storeys / 8m</b> refer section 7.1 Beachside Precinct

\* additional storeys / height which may be permissible subject to compliance with additional development provisions. Refer to section 4.1

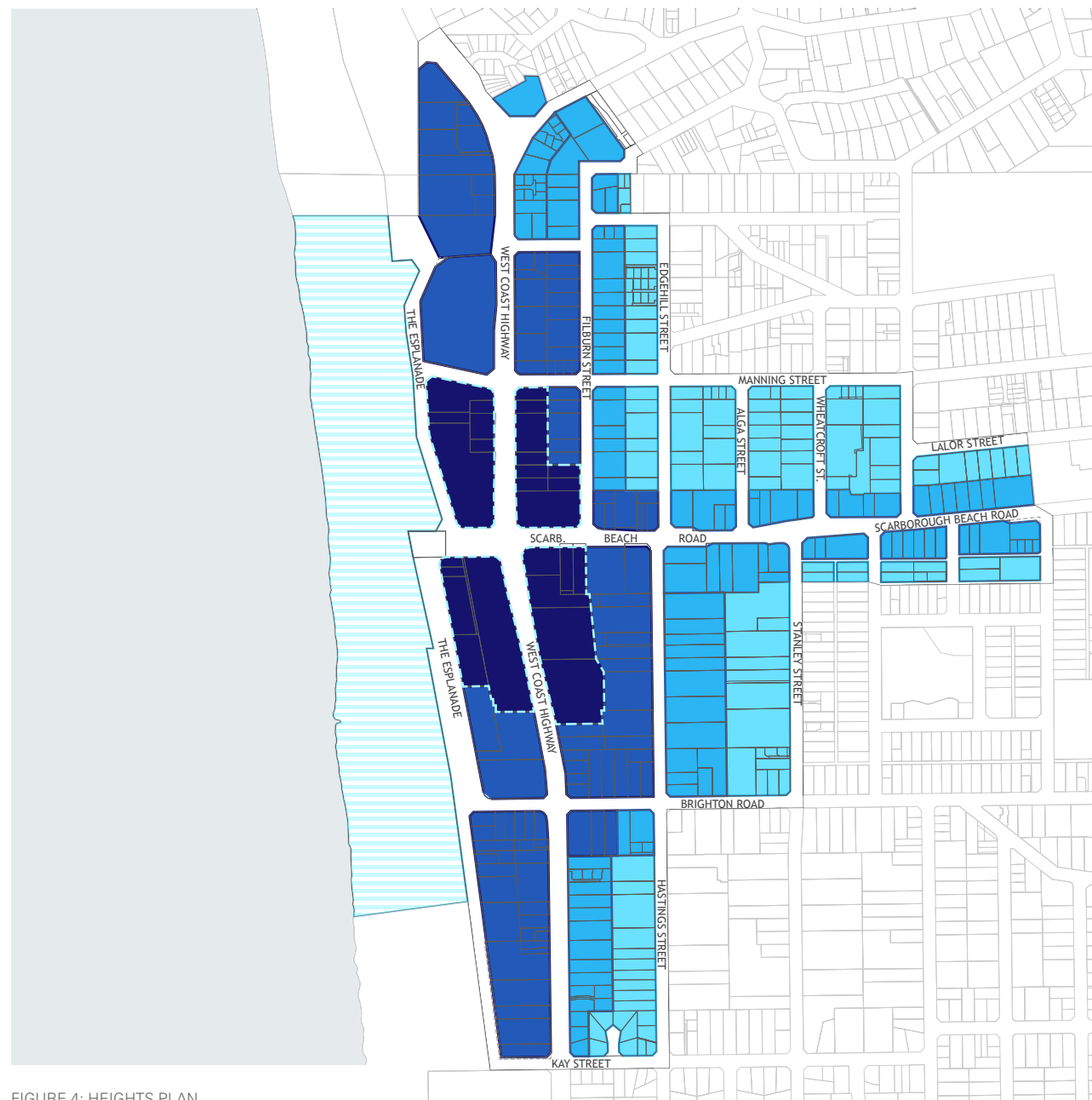


FIGURE 4: HEIGHTS PLAN



## 4.2 PODIUMS

### Design Intent

Development will generally take the form of podiums with upper floors above that are setback from all boundaries in order to moderate perceived height and bulk. The podium design will facilitate the breaking up of the visual presence of the upper floors while providing a human scale to the streetscape and an appropriate built form response to the street context.

### Development Standards

- Podium setbacks are to be in accordance with specific development standards. All rear setbacks are to be appropriately landscaped.
- Podium design is to provide fine grained articulation to create a visually interesting base for the tower above and a human scale to the adjacent public realm.
- Longer podiums must be broken into sections through varied setbacks, architectural detail, colours and materials in order to create an interesting and rich pedestrian experience. Podiums greater than 25m long must incorporate a break in the façade with a minimum 4mx4m landscaped setback area. This area must incorporate soft landscaping and may be used as communal open space, an alfresco area or pedestrian entrance.
- Where a wall is set back 1 metre or less from the boundary, building facades including parapet walls must be finished to the same standard as the rest of the building. Unless abutting an existing or simultaneously constructed parapet wall, the wall must be appropriately articulated with high quality materials and finishes to provide an attractive outlook from neighbouring sites and/or the public realm.
- Podium roofs are to be designed to provide accessible, functional and useable areas for commercial, communal residential or public use, respond to climatic conditions including 'green roof' access to northern sun, and promote surveillance of the street below.
- Podium and tower roofs shall be designed to conceal rooftop plant equipment from view and incorporate plant and lift overruns as an integral part of roof design.





## 4.3 TOWERS

### Design Intent

Buildings will be designed so that views towards the coast, privacy, and access to natural light and ventilation will be protected, whilst minimising building bulk.

Tower floorplates will facilitate the development of slender, elegant buildings that maintain opportunities for views between buildings and avoid excessive bulk.

Generous separation will be provided between towers to ensure adequate solar access, ventilation and privacy is provided.

### Development Standards

- Boundary setbacks shall be in accordance with the specific development standards set out in Chapter 7.
- Where road widening is required, buildings shall be setback from the road widening alignment as if it was the lot boundary.
- All storeys above podium height shall be setback a minimum of 10m from side and rear boundaries.
- Balconies may project up to 2.5m into all front setbacks and side/rear setbacks of 8.5m or greater at upper levels (not within podiums).
- The tower floor plate is restricted to maximum dimensions of 30m x 35m, excluding projecting balconies.
- Where multiple towers (additional storeys above podium height) can be achieved on one site, a minimum 20m must be provided between towers
- Where a site is too narrow to achieve a viable floorplate with 10m setbacks from side boundaries for upper storeys, variations to side setbacks may be considered where the width of the building is equal to no greater than 50% of the lot width and the design demonstrates:
  - Protection of the amenity of neighbouring sites, including access to sunlight, adequate ventilation, and privacy;
  - High quality architectural design that minimises the perception of building bulk and scale and achieves a strong urban-coastal aesthetic; and
  - Opportunities for views between buildings towards the coast.





## 4.4 BUILDING LAYOUT AND ORIENTATION

### Design Intent

Buildings will be oriented and internal spaces arranged, to maximise access to natural light and ventilation. The impact of overshadowing from development on the public realm and adjacent development will be minimised. Spaces in a building must also be functional and suitable for their intended purpose or a range of uses.

### Development Standards

- Buildings shall be oriented to maximise northern solar access.
- All habitable rooms (ie, bedrooms, studies and living spaces) and balconies are to be provided with direct access to natural light and designed to maximise cross ventilation.
- Common internal corridors shall have access to natural light and natural ventilation.
- 1-2 storey development will provide living rooms and principal ground level open spaces with at least 2 hours sunlight between 8am and 4pm in mid-winter (21 June).
- Development of 3 or more storeys shall provide solar modelling to demonstrate a minimum of 65% of residential apartments shall receive a minimum of 2 hours direct sunlight to living rooms and private open space between 8am and 4pm in mid-winter.
- No more than 50% of the public domain (excluding streets) and communal space areas are overshadowed between 10am and 2pm between 21 April and 21 August.
- Provide appropriate shading in summer.
- Any commercial space will have a minimum depth of 10m to ensure a functional space is provided.



## 4.5 ROOF

### Design Intent

Roofs of buildings, podiums and awnings are designed to contribute to the attractiveness of the precinct and mitigate any potential negative impact on the public realm and surrounding sites.

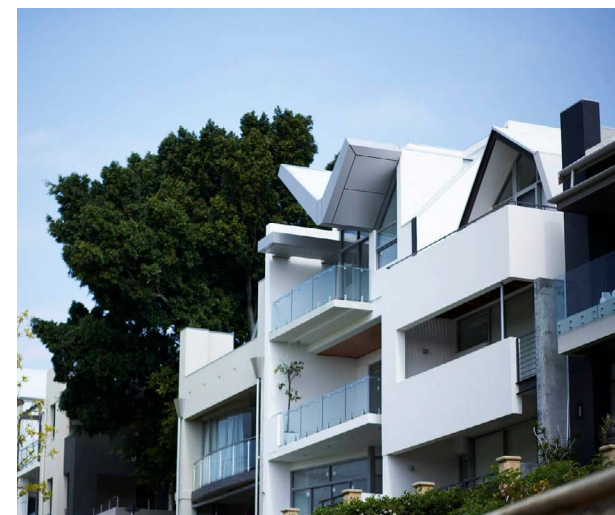
### Development Standards

#### Roofs

- High quality defined roof design.
- Roofs shall be designed with views from the public realm and other buildings in mind and should contribute to an interesting and attractive roofscape.
- Reflectivity shall be avoided where this may contribute to glare and/or create a nuisance for other sites.
- All service infrastructure shall be incorporated into the design of the roof and, with the exception of solar panels, be concealed from view.
- Accessible roofs (both podium and tower roofs) shall be designed and located to avoid conflict with other building uses, particularly with regard to sound attenuation.

#### Awnings

- Where built form is provided to abut the street boundary or public realm, an awning with a minimum depth of 2.0 metres shall be provided for pedestrian shelter and to provide a clear path of travel at ground level. Awning height shall be a minimum of 2.7 metres and a maximum of 3.5 metres above footpath level.
- Awnings shall generally be a minimum 600mm from the curb however, awnings on West Coast Highway should be a minimum of 2.5m from the curb or alignment of curb relating to the road widening reserve, where applicable.
- Pedestrian awnings shall be provided to all primary street frontages and activated areas of secondary frontages.
- Variations in awning height, depth, length and detail and varying treatment for entry canopies is encouraged to assist with legibility and streetscape interest and to reduce the impact of long horizontal bands of awnings on building façades.
- Awnings are to be constructed of opaque materials to offer sun protection.







## 4.6 OPENINGS

### Design Intent

Windows shall be located and designed to maximise northern solar access, take advantage of views, provide for passive surveillance and capture natural light to offer a high standard of amenity for building occupants, whilst respecting the privacy of neighbouring sites.

Balconies shall provide depth and visual interest to building elevations, whilst being oriented and, where necessary, screened to protect the privacy of residents and neighbours.

### Development Standards

- Entrances must be clearly indicated.
- Shade devices or awnings shall be provided to windows. Shade devices may protrude up to 500mm into setback areas.
- Where buildings are setback less than 4 metres from side or rear boundaries, openings shall be limited to greater than 1.6 metres above finished floor level and/or be installed with fixed obscure glazing, to protect the privacy of occupants and the neighbouring site.
- Where balconies are located within 6 metres of side or rear boundaries, they shall be screened to protect the privacy of occupants and the neighbouring site.
- Windows will be designed and located to provide opportunities for passive surveillance of the public realm.
- Glazing at ground level shall be clear and be designed to maximise visual permeability with shade/sun protection provided by architectural devices and passive solar design.



## 4.7 COMMUNAL OPEN SPACE

### Design Intent

Communal open space will be integrated within the development and designed to enhance amenity for residents or workers and support a variety of activities and functions.

Multiple residential developments in the Redevelopment Area will incorporate functional communal open space which supports a variety of recreational uses for all residents or workers. Provide opportunities for accessible green roofs to deliver microclimate benefits and promote greener amenity within new developments.

### Development Standards

- Multiple residential developments of up to 10 units (inclusive) shall provide communal open space equivalent to no less than 10% of the gross site area. At least one area of communal open space shall have a minimum dimension of 5m to ensure a usable space that can accommodate both soft and hard landscaping.
- Multiple residential developments of 11 or more units shall provide communal open space equivalent to no less than 20% of the gross site area. At least one area of communal open space shall have a minimum dimension of 8m to ensure a usable space, commensurate with the size of the development, which can accommodate both soft and hard landscaping.
- Communal open space may include landscaped setback areas, courtyards, rooftop gardens, terraces and external pedestrian circulation spaces and should be oriented towards street or public open space where practical. Parking and vehicle circulation areas do not contribute to the calculation of communal open space.
- A portion of the communal open space shall be provided at ground level including deep soil zones to allow for the growth of mature trees. At least one mature tree per 1,000m<sup>2</sup> gross site area (or part thereof) shall be provided.
- For private development, soft landscaping will form a greater proportion of the open space, particularly internal to the development.
- Communal open space must be designed to accommodate a variety of different users and uses, including facilities for families and children, accessibly spaces, and both active and passive recreation opportunities.
- Light-weight, open structures designed and located to minimise visual impact from the public realm may be permitted in areas of communal open space, however the extent of roofed area shall be limited to a maximum 20% of the total open space area.
- The retention of existing mature trees is encouraged.
- Grouped dwelling developments where all dwellings have direct access to a private courtyard are not required to provide communal open space.





## 4.8 PRIVATE OPEN SPACE

### Design Intent

All dwellings, whether within a single-residential, grouped dwellings or multiple residential lots will have a functional area of private open space in the form of balconies or courtyards which enhances the amenity for residents and provides a useable space that is attractive and secure.

The public/private domain boundary should be delineated through the use of minor level changes, landscaping or low fencing.

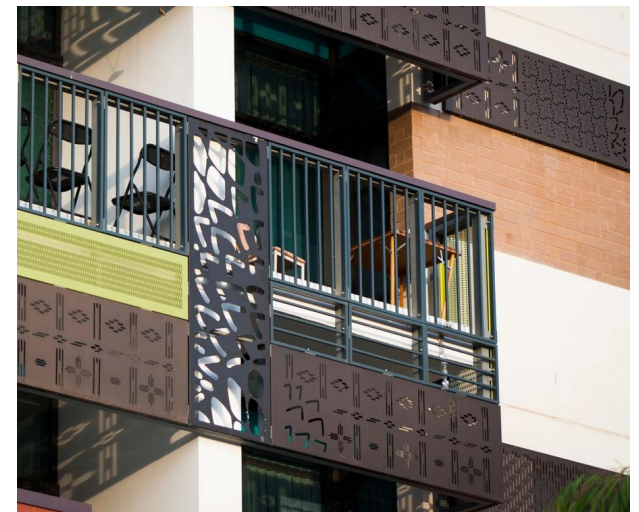
### Development Standards

- Single residential dwellings and grouped dwellings are to provide a courtyard at ground level and balconies on upper storeys.
- Private open space is not to be used for car parking or storage and is to be designed to be practical, useable and appealing.
- Balconies for each apartment shall be expressed as individual elements, designed to provide depth and visual interest to the building design.
- Balcony balustrades shall be predominantly visually permeable. A portion of the balustrade may be opaque or solid to screen clothes drying areas and air conditioning units and offer privacy to lower levels.
- Air-conditioning units shall not be located on balconies.
- Private open space is to:
  - be oriented to maximise access to northern sunlight where possible; and
  - be directly accessible from and connected to a habitable living space within the dwelling.
- Moveable solar/wind/privacy screens shall only partially enclose balconies and courtyards.
- Lightweight weather protection structures are permitted in courtyards, however the extent of roofed structures in ground floor private open spaces shall be limited to a maximum of 20% of the total private open space allocated to the dwelling. This limitation does not apply to balconies above ground floor level.
- Private open space is to be provided in the form of a courtyard for each ground floor dwelling and as a balcony for each above-ground dwelling or upper level commercial tenancy and is to meet the following minimum requirements:





Type of Development	Minimum Size of Private Open Space	Minimum Dimensions of Private Open Space
Residential balconies		
1 bedroom or studio:	10m <sup>2</sup>	2.5m
2 or more bedrooms:	15m <sup>2</sup>	3.0m
Residential courtyards		
1 bedroom or studio:	15m <sup>2</sup>	3.0m
2 or more bedrooms:	20m <sup>2</sup>	4.0m
Upper level commercial		
Upper level commercial tenancies:	10m <sup>2</sup>	2.5m





## 4.9 LIGHTING

### Design Intent

The provision of outdoor lighting will enhance safety and security for occupants and visitors without being visually intrusive and will highlight architectural and landscape features to provide visual interest to the urban form. The creative use of lighting that enhances streetscape character is encouraged.

### Development Standards

- Lighting shall illuminate entrances of development and adjoining public space (roads, laneways, pedestrian access ways and open spaces) to contribute to creating safe, secure and inviting environments with minimal glare and light spill.
- Integrated lighting will be provided to highlight the key architectural features of buildings and landscaping.
- Movement sensor lighting is provided where there are concerns about loitering or safety, but must not be triggered by movement beyond the site.
- Lighting is concealed under verandah roof overhangs or otherwise shielded, diffused or refracted to provide illumination with minimal glare.
- Lighting to ground floor frontages of non-residential development shall be provided to add illumination to key pedestrian areas, provide visual interest and display shopfronts.
- To enhance safety and security, the principles of Crime Prevention Through Environmental Design (CPTED) shall be demonstrated within the site layout, building design, detailing and landscape design. A short report on measures may be required by the Authority (refer to WAPC Planning Bulletin 79 – Designing Out Crime Planning Guidelines June 2006 for guidance on CPTED).
- A Lighting Strategy is required for all 'Major' development applications demonstrating how the building and landscaped areas will be lit to highlight architectural features and provide an attractive and safe night time environment.



## 4.10 LANDSCAPE DESIGN

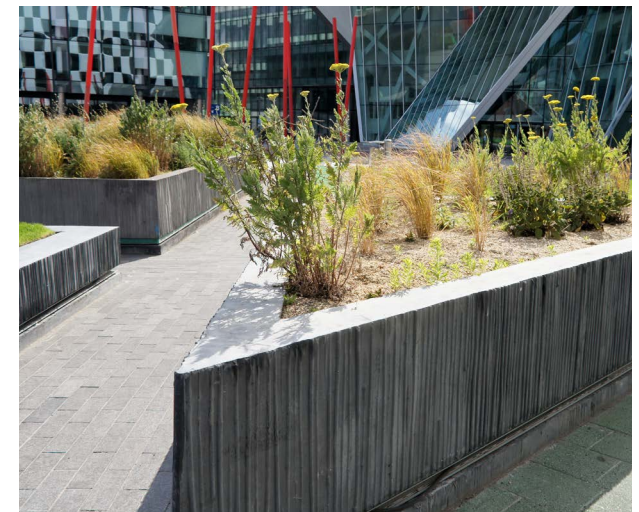
### Design Intent

Landscape design contributes to the streetscape character and amenity of a space, providing shade and shelter and a permeable and attractive delineation between the public and private realm, as well as assisting in reducing water use and ambient temperatures in the urban area.

All open space within privately owned land shall incorporate high quality landscaping which responds to the architecture of the building as well as the local climate and native landscape.

### Development Standards

- Landscaping shall respond to the architecture of the building and the local landscape.
- Low water use species suitable for the climate and coastal conditions shall be used.
- Lawn and other high maintenance landscaping shall be limited.
- Landscaped urban areas shall have a mix of soft and hard surfaces.
- Deep soil zones shall be provided to allow for the growth of mature trees. At least one mature tree within a deep soil zone shall be provided per 1,000m<sup>2</sup> of gross site area.
- Landscaped areas are to be irrigated with recycled water or grey water.
- Permeable pavements and other sustainability techniques shall be employed to increase the self-sufficiency of landscaping.
- Existing mature trees on site shall be retained wherever possible.
- Providing 'green roofs' to reduce storm water generation, enhance the soft landscape aesthetic of the development, improve thermal massing and assist in reducing the urban heat island effect.
- Landscaping shall be designed to assist with microclimate management and conserve water. Drought tolerant plants suitable for the coastal environment and water sensitive irrigation designs are necessary and soils should be prepared with soil improvers and mulch.
- All development applications are to include a landscaping plan that has been prepared in accordance with the Water Corporation's Waterwise criteria for landscaping, such as use of native and water-wise plants and irrigation and rain water management.







## 4.11 ENVIRONMENTAL SUSTAINABILITY

### Design Intent

Sustainable initiatives will be integrated into the design, construction and management of individual buildings and the public realm to limit the environmental impact of new development. Development will ensure resource efficiency, minimise use of non-renewable resources and reduce the production of waste, pollution and other damaging emissions.

### Development Standards

- The location of the Redevelopment Area adjacent to the coast exposes development to harsh environmental impacts including wind and salt. New development is to be designed to ameliorate any potential impacts of these factors on both the development itself and the public realm, particularly with regard to wind impacts of building design and the use of appropriately robust materials.
- Compliance with the Authority's Development Policy on Green Buildings, and the following specific requirements:

### Energy Efficiency

- All developments are to optimise the application of passive solar design including building orientation, shading, natural lighting and cross-flow ventilation.
- The utilisation of natural light through the provision of windows, openings and skylights, which must be designed and oriented to minimise heat gain in summer months.
- A minimum of 70% of all lighting throughout the building must be high efficiency lighting (>70 lumens/watt).

### Water Efficiency

- All fittings and appliances have a minimum star rating of 4 Stars in accordance with the Australian Government's Water Efficiency Labelling and Standards (WELS) scheme.
- Install at least 5 Star rated dual flush toilets, 6 Star rated urinals or waterless urinals in accordance with the WELS scheme.
- Rain water retention is encouraged.

### Development Application Process

An Environmentally Sustainable Design (ESD) report shall be compiled by a suitably qualified assessor and submitted at development application stage. The report must include energy performance and water performance information.



## 4.12 UNIVERSAL ACCESS

### Design Intent

Buildings must incorporate equitable universal design principles allowing people with disabilities or those who require high levels of accessibility to live, work and visit the Redevelopment Area.

### Development Standards

- Universal access is provided in accordance with the requirements of the *Disability Discrimination Act 1992* and relevant Australian Standards.
- Where the ground floor is elevated above finished footpath level ramps that facilitate universal access shall be accommodated within the interior of the building to reduce their visual impact and assist in achieving a strong built edge to the street boundary.
- Compliance with the Authority's Development Policy on Adaptable Housing.

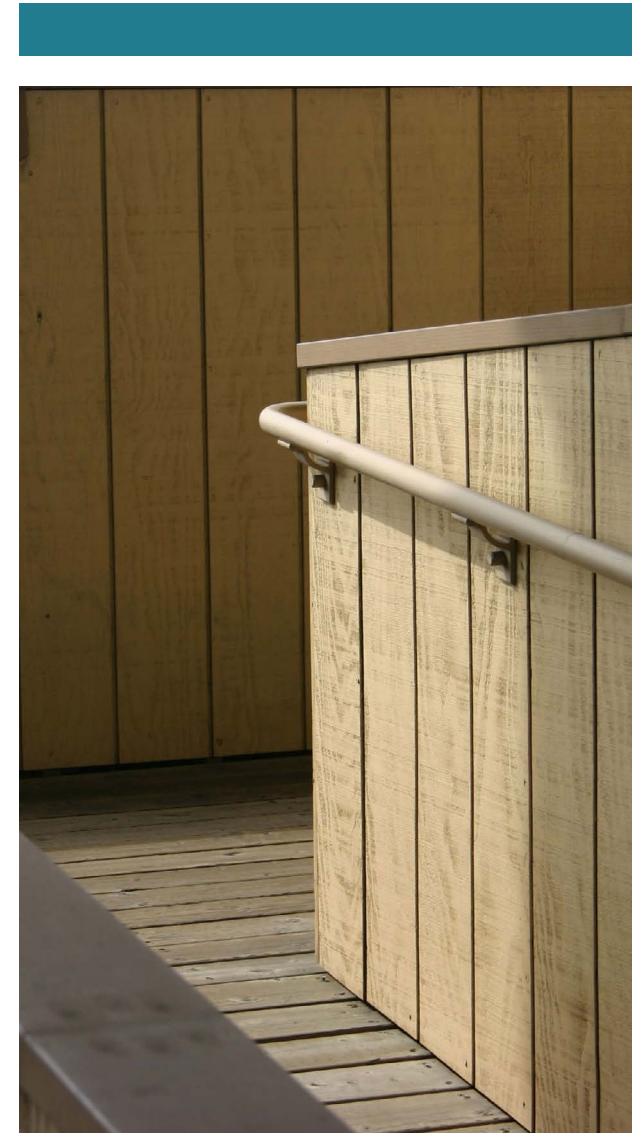
## 4.13 SOUND AND VIBRATION ATTENUATION

### Design Intent

All developments in the Redevelopment Area will be designed and constructed to achieve high amenity through suitable sound and vibration attenuation. In particular, development located near the foreshore may be affected by noise from events and land uses associated with the urban activity centre location. Many lots within the Redevelopment Area are also located directly adjacent to West Coast Highway, which carries freight traffic in addition to being designated a Primary Regional Road, or Scarborough Beach Road, which carries high levels of traffic and is a designated transit corridor. Development in these locations is to incorporate appropriate measures to ameliorate the potential impacts of noise and vibration

### Development Standards

- Compliance with the Authority's Development Policy on Sound and Vibration Attenuation.





#### 4.14 HERITAGE

In addition to the design guidelines and performance standards contained within this document, applicants should refer to the Authority's Heritage Inventory for information on whether an individual property is heritage listed.

The Design Guidelines do not treat heritage properties specially, as more specific controls are provided in the Authority's Heritage Inventory and Heritage Development Policy, and State Government heritage legislation. Rather the design guidelines provide guidance that may be applicable for development adjacent to, behind or in some cases, above a heritage place, whilst still being subject to heritage-specific controls. The guidelines should therefore not be read as if a site is otherwise unimpeded, but rather in addition to other requirements.

##### Development Application Process

Where land is occupied by or within the curtilage of a heritage building, place or precinct (refer to the Authority's Heritage Inventory) applications for approval for alterations, additions or demolition must be accompanied by a Heritage Impact Statement prepared by a suitably qualified heritage consultant.

The Authority is required to refer all development applications pertaining to places listed on the State Register of Heritage Places, or development within a heritage precinct that is listed on the State Register, to the Heritage Council of Western Australia in accordance with the *Heritage of Western Australia Act 1990*.

Further reference and details in relation to the development and management of places listed on the Authority's Heritage Inventory are contained in Authority's Heritage Development Policy.

Applicants must refer to and have regard to any Conservation Management Plan where one has been prepared.

##### Development Standards

- Compliance with the Authority's Development Policy on Heritage.





## Chapter 5

# Parking and Servicing

# Contents

<b>CHAPTER 5 PARKING AND SERVICING .....</b>	<b>55</b>
5.1 SITE ACCESS .....	55
5.2 CAR PARKING .....	56
5.3 BICYCLE PARKING.....	58
5.4 STORAGE .....	60
5.5 WASTE REDUCTION AND MANAGEMENT .....	61
5.6 BUILDING SERVICES.....	62

# Chapter 5 Parking and Servicing

Movement issues such as vehicular and pedestrian access, parking for cars and bicycles and end of trip facilities are covered in this chapter.

Specifically, this chapter addresses:

- Site access
- Cars and bicycles
- Storage
- Waste reduction and management
- Building services

## 5.1 SITE ACCESS

### Design Intent

The number and visual impact of vehicle access points to sites will be minimised to reduce the potential conflict between pedestrians and vehicles and avoid inactive areas within a street. Safe and accessible pedestrian movement will be prioritised.

### Development Standards

#### Pedestrian Access

- Pedestrian access from the street and from any car park areas shall be clear, direct and safe. All pedestrian entrances shall have casual surveillance from within the development and shall be covered to provide protection from the elements.
- Clear wayfinding devices are required throughout the development with particular consideration of the needs of visitors and those with disabilities and mobility impairments.

#### Vehicle Access

- Only one vehicle access point is permitted for each lot.
- Crossovers are to have a maximum width of 4 metres at the lot boundary. Wider crossovers (up to a maximum 6 metres) may be considered where lots are over 25 metres wide at the street frontage and a wider crossover is necessary to achieve appropriate traffic management and safety for multiple dwelling or mixed use developments.
- All driveways on West Coast Highway and within 50 metres of signalised intersections shall comply with Main Roads Driveway Policy, including a minimum crossover width of 4.5 metres (to a maximum of 6 metres).







- Crossovers shall be located to avoid existing street trees and provide sufficient clearance to allow for root and canopy growth.
- Vehicle access via a primary street shall only be permitted where no secondary street, laneway or vehicular access easement is available.
- Vehicle access from West Coast Highway or Scarborough Beach Road shall only be permitted where there is no alternative option. Vehicle access shall be provided from secondary streets, existing laneways or shared crossovers as indicated in Figures 7 and 8. Consolidated access points shared between two lots are encouraged.
- Where possible vehicle access should be shared between adjacent lots to improve efficiency of site utilisation and reduce impact of crossovers on the streetscape, particularly West Coast Highway.
- Vehicle accessways are to be adequately paved and drained.

## 5.2 CAR PARKING

### Design Intent

Sufficient car parking shall be provided to accommodate the anticipated requirements of the development, whilst encouraging alternate means of transport.

Parking areas shall be located and designed not to impact upon the amenity of the public realm.

### Development Standards

Car parking is to be provided in accordance with the following minimum and maximum standards, unless indicated within precinct chapters:

Development	Car Parking Spaces	
	Minimum	Maximum
Permanent residential:	0.75 bays per dwelling	An average of 1.5 bays per dwelling in any one development
Residential visitor:	0.25 bays per dwelling	n/a
Transient residential:	One bay per two bedrooms	One bay per bedroom
Non-residential:	1 bay per 100m <sup>2</sup> NLA	1 bay per 20m <sup>2</sup> NLA



- A minimum of 60% of all non-residential parking bays provided must be made available for public use. For Office uses, this may be restricted to outside of business hours.
- Parking shall be obscured from public view and sleeved by active uses to primary street frontages and adjacent to public open space.
- Parking to secondary streets, laneways or pedestrian access ways shall be screened from adjacent or nearby buildings and the street through the use of innovative wall detailing, decorative screening, patterning and vegetation. Screening shall be compatible with the surrounding streetscape.
- Vehicles shall not be accommodated between the street front and the building line unless otherwise allowed for in site specific guidelines.
- Tandem parking bays (catering for a maximum of two vehicles) may be provided where both bays are assigned to the same dwelling. Both tandem bays shall count towards the minimum parking requirements.
- Visitor parking shall be allocated as common property on a strata plan. Residents' parking may be designated on a strata plan at the discretion of the applicant.
- Opportunities for reciprocal parking, shared parking and car stackers may be explored to maximise efficiency of use.
- All car parking shall facilitate ease of pedestrian movement, clear wayfinding, safety, security and comfort in the design of car parking areas.
- Vehicle gates are designed and integrated within the building to minimise visual prominence and contribute to the quality of the adjacent streetscape.
- Large canopy shade trees with sufficient soil and soft landscaping to permit water absorption and root growth shall be provided to all at grade car parks and external pedestrian links, street edges and boundaries to ensure appropriate protection from the elements, improve the micro-climate and to assist in softening and breaking up any significant expanse of parking area. Such trees shall be provided at a ratio of 1 tree to every 4 car bays. Where basement parking on restricted sites precludes the above, an alternate landscaping solution may be considered.
- Any parking provided above ground floor level shall be screened by active uses to all street frontages, laneways or public open space. At first floor level only, innovative architectural treatments or public art that screens the parking may be acceptable where it is designed as an integrated component of the development and contributes positively to the public realm.





## 5.3 BICYCLE PARKING

### Design Intent

Development within the Redevelopment Area will be designed to reduce car usage by prioritising the use of alternative forms of transport.

### Development Standards

Development shall be provided with bicycle parking and end of trip facilities in accordance with the following minimum standards:

Building Type and Land Use	Number and Type of Bicycle Parking Facilities
Commercial buildings less than 500m <sup>2</sup> in floor area:	A minimum of 1 space.
Commercial buildings more than 500m <sup>2</sup> in floor area:	<p>Secure bicycle storage for 15% of building staff (based on 1 person per 15m<sup>2</sup> of Net Lettable Area).</p> <p>Accessible showers:</p> <p>Where less than 10 bicycle parking bays are required, 1 unisex shower and change room shall be provided. There must be a minimum of two female and two male showers, located in separate changing rooms, for the first 10 bicycle parking bays. Additional shower facilities are to be provided at a rate of one male and one female shower for every 10 bicycle bays.</p> <p>Changing facilities:</p> <p>Including secure lockers at 1.3 for each bicycle bay.</p> <p>Visitor bicycle storage:</p> <p>A minimum of 1 space per 750m<sup>2</sup> of NLA (or part thereof), located and signed near the main public entrance to the building.</p>
Permanent residential:	Bicycle parking facilities for multiple dwellings shall be provided at a minimum of 1 bay for every unit.
Transient residential:	Bicycle parking facilities for short stay accommodation and serviced apartments shall be provided at a minimum of 1 bay for every 3 units.





- Tenant and resident bicycle parking facilities shall be concealed from view from the street within the basement or ground floor level and easily accessible from the entrance to the building.
- All bicycle parking facilities are to be designed, located and constructed in accordance with AS2890.3 and Austroads Guide to Traffic Engineering Practice Part 14 – Bicycles.
- Visitor bicycle parking shall be located adjacent to the building entry at ground level. Bicycle parking must also be located:
  - To allow for passive surveillance from public spaces such as from roads and other buildings
  - So as not to disrupt pedestrian flow
  - At ground level and accessible from the road and cycle paths
  - In well-lit areas
- Bicycle parking facilities for commuting staff shall include end of trip facilities with weather proof secure bike storage, showers, change rooms and lockers. All facilities shall be designed in accordance with CPTED design principles to promote the safety and security of users.
- All end of trip facilities shall be designed with convenience and safety of the user in mind to encourage cycling, and located as close as possible to bicycle parking facilities.
- The changing rooms must be secure facilities capable of being locked and located adjacent to the showers in a well-lit area which is capable of easy surveillance.
- Lockers must be well ventilated and be of a size sufficient to allow the storage of cycle attire and equipment.





## 5.4 STORAGE

### Design Intent

All dwellings shall be provided with useable, easily accessible and lockable, externally accessed storage to enhance liveability and functionality of residential development.

### Development Standards

- All dwellings are to be provided with a store room with a minimum internal floor area of 4m<sup>2</sup> and a minimum dimension of 1.5 metres. Where this is used for bicycle storage a minimum area of 6m<sup>2</sup> is required.
- Stores are to be secure and fully screened.
- Stores are designed and located to be readily accessible and not require the movement of parked vehicles for access purposes.



## 5.5 WASTE REDUCTION AND MANAGEMENT

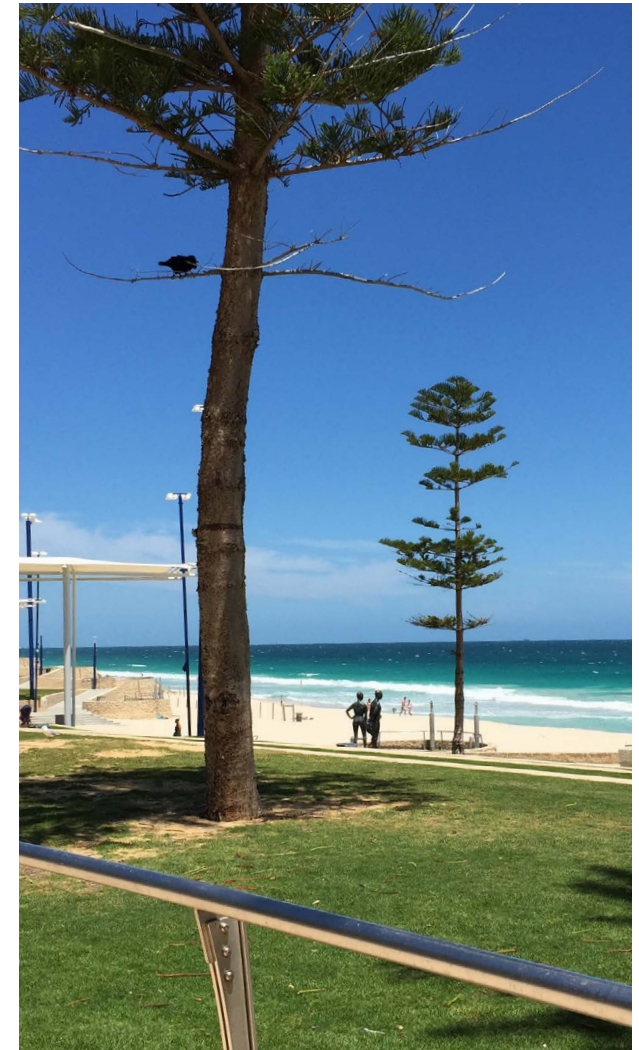
### Design Intent

Waste management will be planned and co-ordinated as an integral component of the design and development process.

Sustainable waste management shall be achieved through the combined strategies of waste reduction, reuse and recycling, waste awareness and performance monitoring. Both buildings and the public realm contribute to this reduction.

### Development Standards

- Building design will include space for waste and recycling storage and collection requirements, taking into account the need for easy access for drop off and collection that limit pedestrian and vehicle disruption.
- Provision should be made for refuse collection to occur on site wherever possible, to limit the need for waste bins to be placed on the verge.
- Refuse storage and collection facilities are to comply with the requirements of the City of Stirling waste and recycling collection regimes.
- Kitchens and waste storage/collection areas allow for sorting of waste such as 'recycling' and 'general waste'.
- A Waste Management Plan is to be prepared in conjunction with the City of Stirling and must be submitted as part of the Development Application.
- Service areas and bin enclosures are located and screened from general view to minimise odours and sound emissions.







## 5.6 BUILDING SERVICES

### Design Intent

Services and related hardware required for the function of buildings will be designed and located to minimise impact on the character and amenity of the area. Site and building services shall be screened from public view and fully integrated into the design of buildings and places to ameliorate any impact on amenity.

### Development Standards

- Loading and service areas, storage areas and ancillary equipment such as mechanical plant shall be appropriately screened from public view in a manner that does not undermine the amenity of the area or quality of the development.
- Roof plant and ancillary equipment shall be screened from public view.
- Photovoltaic solar panels and flat solar water heating panels may be in public view provided that they are appropriately arranged and well integrated with the building design. Panels may sit flat against the roof pitch or may be integrated into special elements such as awnings. Where solar panels are not integrated in this manner and/or where solar water heating storage tanks are provided, they shall not be visible from the street or public places.
- Service doors and other utilitarian features shall be located away from street fronts and appropriately treated to reduce their visual presence.
- All piped and wired services including fire booster cabinets, service meters and the like are to be concealed from public view or integrated into the architectural design.
- Machinery and equipment shall not create a nuisance through noise, smell or other impact. Mechanical ventilation shall not discharge toward the public realm.
- Development shall comply with all relevant environmental protection regulations.
- A Stormwater Management Plan shall be submitted with each development application for new construction. All stormwater shall be retained on site.
- Air conditioning units, pool filtration equipment, motors, pumps and mechanisms and similar items must be suitably located in areas that minimise the impact on neighbours and comply with the provisions of the *Environmental Protection (Noise) Regulations 1997*.



- Service enclosures will be screened from public view and located and designed to prevent the release of odours and sound emissions.
- All service infrastructure located on podium or building roofs shall be integrated in the design of the building and screened from view from the public realm and occupants of the building.
- Compliance with the Authority's Development Policy on Additional Structures to Properties.
- Where lots are encumbered by a sewer easement, this area is not to be built upon unless a suitable design solution can be reached to the satisfaction of the Water Corporation and the Authority. This area may be used for access ways, car parking or open space requirements.



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## Chapter 6

# Site Planning

# Contents

<b>CHAPTER 6 SITE PLANNING .....</b>	<b>67</b>
6.1 SUBDIVISION/AMALGAMATION .....	67
6.2 ROAD RESERVE WIDENING.....	68
6.3 VEHICLE ACCESSWAYS .....	71
6.4 LANEWAY WIDENING .....	71





# Chapter 6 Site Planning

## 6.1 SUBDIVISION/AMALGAMATION

The existing Scarborough street pattern is characterised by long north-south street blocks of up to approximately 400m in length transected by a number of east-west streets leading towards the beach including the primary access route of Scarborough Beach Road. More recently some of the streets with a primarily residential character have been modified to manage traffic flow through roundabouts, cul-de-sacs and chicanes.

The historic suburban subdivision pattern of streets such as Edgehill, Filburn and Hastings Streets remains evident, characterised by individual lots with approximately 20m street frontages. Many of these original single house lots have been redeveloped from the 1970s onwards into strata developments, which in some instances have involved the amalgamation of two or more lots.

A number of large amalgamated sites of up to 17,700m<sup>2</sup> exist on West Coast Highway and the Esplanade, including the site of the former Luna Amusement Park now the Luna Shopping Centre, and the site of the Rendezvous Hotel.

The Design Guidelines promote a fine grain urban form that provides interest at the pedestrian scale and avoids long monotonous façades or excessively large bulky buildings. This can be achieved through a combination of limiting the length of podiums, breaking building bulk into smaller identifiable elements, and variation in architectural design, street and podium setbacks, materials and finishes.

In order to improve pedestrian and cyclist amenity and legibility, the provision of publically accessibly east-west links at key locations through the larger street blocks is encouraged.

### Design Intent

Redevelopment will build upon the historic suburban subdivision pattern to provide a fine-grain urban environment, promoting permeability, legibility and amenity for pedestrians, cyclists and public transport users as well as private vehicles.

Any subdivision will maintain the ability for verges to accommodate mature trees and limit disruption of the pedestrian environment caused by frequent vehicle crossovers. New mid-block pedestrian accessways will facilitate access to the foreshore.

### Development Standards

- Development is of a scale which reflects the intended street character of the precinct.
- New lots shall have a minimum frontage of 20m to any street.
- Provide public access through sites to improve legibility and connectivity.
- Break larger sites into identifiable components of a human scale, through variation in architectural design, street and podium setbacks, materials and finishes.







## 6.2 ROAD RESERVE WIDENING

### Design Intent

It is anticipated that in the longer term Scarborough Beach Road will provide for priority public transport routes that will connect the beach through the Department of Planning's planned activity corridor to Glendalough Station. Road reserve widening may be required to deliver this vision, as identified in the Scarborough Beach Road Potential Road Widening Plan.

In order to facilitate ongoing upgrades to West Coast Highway informed by detailed traffic modelling and transport planning, the Metropolitan Region Scheme reservation shall continue to be implemented. Refer to the West Coast Highway Potential Road Widening Plan.

### Development Standards

- Development shall be setback from the future road reserve widening alignment as if it were the lot boundary.
- Where road reserve widening is required amounting to 10% or greater of the total site area, development sites will be eligible for additional storeys above the permissible base height. Refer to Section 4.1.

FIGURE 5: SCARBOROUGH BEACH ROAD POTENTIAL ROAD RESERVE WIDENING PLAN



#### LEGEND

- Developable lot  
*Note: required setbacks and maximum site coverage not shown. Refer to guidelines text.*
- Portion of lot previously ceded to road reserve
- Proposed road reserve boundary  
*Development to be set back from this line as if it were the lot boundary line.*



FIGURE 6: WEST COAST HIGHWAY POTENTIAL ROAD RESERVE WIDENING PLANS

# LEGEND



Developable lot  
*Note: required setbacks and maximum site coverage not shown. Refer to guidelines text.*



Portion of lot previously ceded to road reserve



Proposed road reserve boundary  
*Development to be set back from this line as if it were the lot boundary line.*







## 6.3 VEHICLE ACCESSWAYS

### Design Intent

In order to facilitate the safe and convenient movement of vehicles the necessity for vehicle access from West Coast Highway and Scarborough Beach Road shall be minimised and alternatively provided from secondary streets or existing laneways (where possible) or from new public access thoroughfares, in accordance with the Vehicle Access Plan.

### Development Standards

- 6 metre public vehicle access thoroughfares shall be provided as identified in the Vehicle Access Plan to permit shared vehicle access between sites.
- Vehicle access shall be provided from secondary streets, existing laneways or shared crossovers as indicated in Figures 7 and 8.
- Vehicle access from West Coast Highway or Scarborough Beach Road is not permitted where an alternative is possible.

## 6.4 LANEWAY WIDENING

### Design Intent

Existing laneways within the Scarborough Redevelopment Area provide opportunities for vehicle access to be taken from such laneways in order to promote safe and attractive pedestrian routes along streets and roads.

Under-width laneways will be widened to improve pedestrian and vehicle safety and assist with manoeuvrability.

### Development Standards

- Development adjacent to laneways of less than 6 metres shall be set back on the Scarborough Beach Road side of the laneway to permit the laneway to be widened to 6 metres in the future.

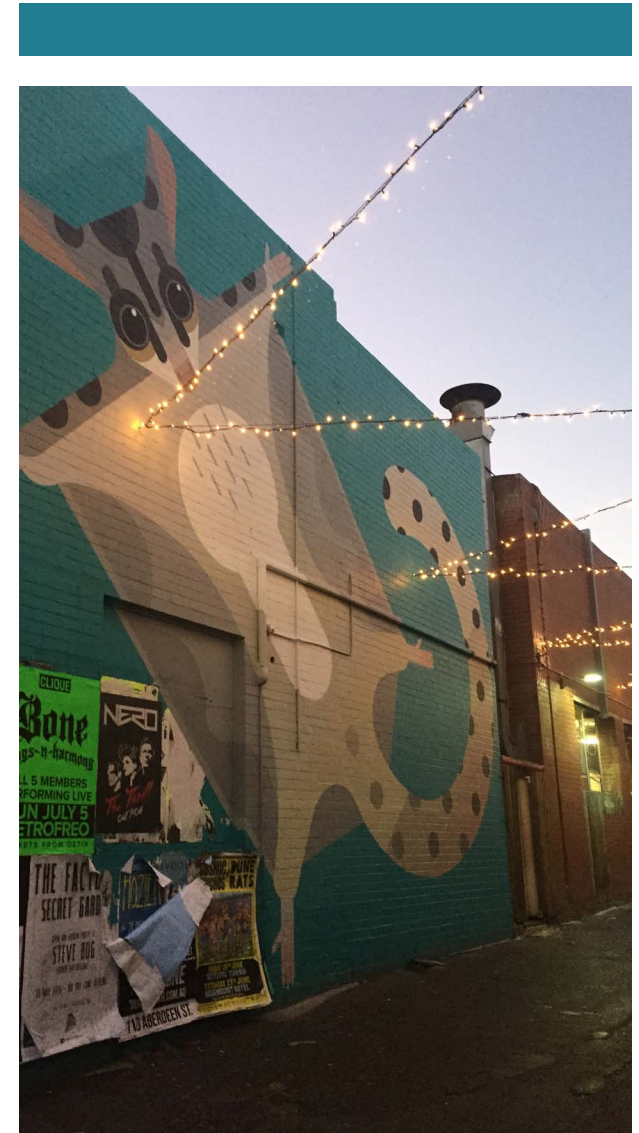




FIGURE 7: ACCESS PLAN (NORTH)



FIGURE 8: ACCESS PLAN (SOUTH)



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## Chapter 7

# Precinct Specific Guidelines

# Contents

## CHAPTER 7 PRECINCT SPECIFIC GUIDELINES .....77

7.1	BEACHSIDE PRECINCT .....	79
7.1.1	Beachside Precinct Design Intent .....	80
7.1.2	Scarborough Square and Transit Hub .....	81
7.1.3	Beach Hub North.....	81
7.1.4	Intergenerational Plaza.....	81
7.1.5	Sunset Hill.....	82
7.1.6	Beach Hub South .....	82
7.1.7	Scarborough Pool Complex.....	82
7.1.8	Brighton Bowl and Reserve Street Foreshore .....	82
7.1.9	Beachside Precinct Development Standards .....	83
7.2	ESPLANADE PRECINCT .....	84
7.2.1	Esplanade Inner .....	85
7.2.2	Esplanade Outer .....	88

7.3	GATEWAY PRECINCT .....	91
7.3.1	Gateway West.....	92
7.3.2	Gateway East .....	94
7.4	BEACH ROAD PRECINCT .....	96
7.4.1	Beach Road Inner Core .....	97
7.4.2	Beach Road Outer Core .....	100
7.4.3	Beach Road Main Street .....	102
7.4.4	Beach Road Hastings East .....	104
7.5	GROVES PRECINCT .....	107
7.5.1	Filburn Groves.....	108
7.5.2	Outer Groves.....	110

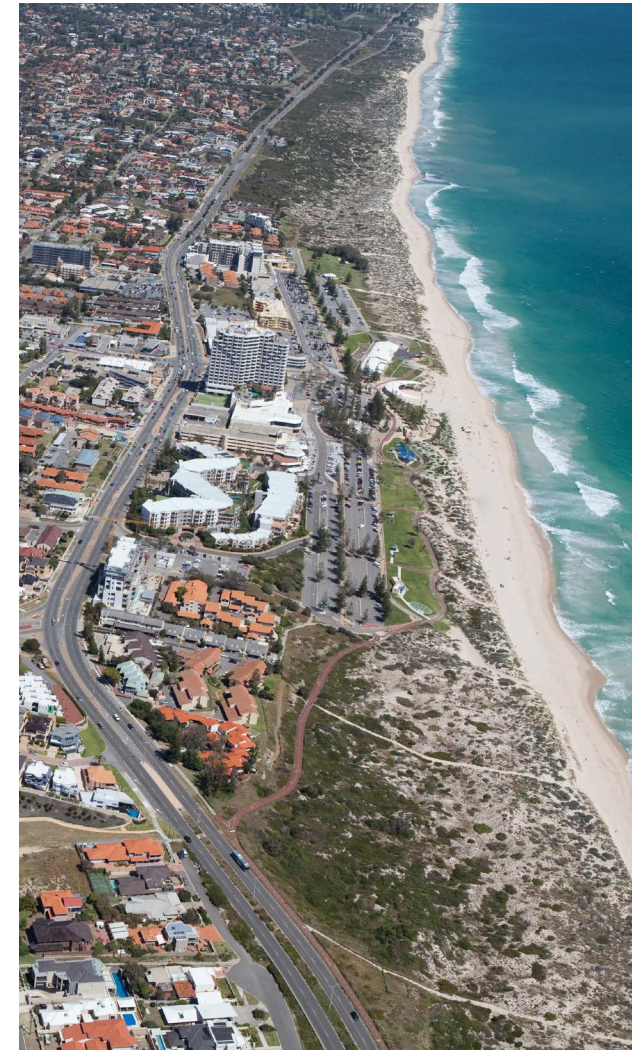


## Chapter 7 Precinct Specific Guidelines

The following sections provide specific requirements at the Precinct and sub-Precinct level. The precinct specific requirements apply in addition to the Common Guidelines.

As with the Common Guidelines, the Design Intent outlines the design philosophy for each provision and is mandatory to achieve.

The Development Standards prescribe specific criteria which must be met in order to satisfy the Design Intent, however alternative solutions for complying with the Design Intent may be considered.



# LEGEND

- Beachside Precinct
- A Esplanade Inner
- B Esplanade Outer
- C Gateway West
- D Gateway East
- E Beach Road Inner Core
- F Beach Road Outer Core
- G Beach Road Main Street
- H Beach Road Hastings East
- I Filburn Groves
- J Outer Groves



FIGURE 9: PRECINCTS KEY PLAN

## 7.1 BEACHSIDE PRECINCT

This section is applicable to the Beachside Precinct only, and should be read in conjunction with the Common Guidelines (Chapters 1 - 6).

### LEGEND



Beachside Precinct

**Indicative Destination Locations**  
*Subject to detailed design*



- 1 Reserve Street Foreshore
- 2 Sunset Hill
- 3 Intergenerational Plaza
- 4 Beach Hub North
- 5 Scarborough Square
- 6 Beach Hub South
- 7 Swimming Pool Complex
- 8 Brighton Bowl



Public Open Space Reserve



Heritage provisions

N

FIGURE 10: BEACHSIDE PRECINCT PLAN







### 7.1.1 Beachside Precinct Design Intent

The Beachside Precinct will be the focus for year-round activity, with a series of flexible and robust open spaces which respond to the existing environment, cater for active and passive uses, and are well-serviced by high quality amenities and infrastructure. The redevelopment of the Beachside Precinct will strengthen Scarborough's role as a key tourist and visitor destination.

The aspiration of this precinct is to create a comfortable, pedestrian friendly environment. The Esplanade will be a low speed area with priority given to pedestrian and cyclist movement. Low rise buildings and structures on the western side of The Esplanade will be designed to provide wind and weather protection, to encourage recreation and relaxation even during periods of inclement weather.

An active street edge is anticipated to be delivered along both sides of The Esplanade. The aim is to deliver a vibrant 'main street' atmosphere with a critical mass of food and beverage and retail tenancies to create an attractor in itself which will support the economic viability of the businesses. Small, independent tenancies that interact with the public realm will contribute to a unique experience at the pedestrian scale. The beachside main street will be a significant point of difference for Scarborough.

Along the western edge the buildings will incorporate uses which take advantage of the ocean views and activate the public realm while the eastern edge will create a more intimate urban environment that provides protection from the weather while maintaining easy and direct access to the beach.

Landscape and connectivity upgrades will enhance the amenity of the foreshore and promote activity in streets and public spaces. A diverse mix of uses will encourage visitation and participation from a wide variety of people, day and night, throughout the seasons. Temporary land uses including festivals, markets, concerts and sporting activities will add to the vibrancy of the precinct and encourage return visits.

Landscape design, public art and built form in the Beachside Precinct will have a contemporary aesthetic which draws on Scarborough's history and unique coastal landscape. Innovative, creative architecture will maximise activation of and interaction with the public realm on all frontages, making a significant contribution

to the attractiveness of the precinct and enhancing the unique sense of place. This will contribute to the creation of a casual atmosphere to semi-public spaces with informal seating or meeting areas.

Ecological and broader sustainability should be enhanced either by directly improving or offsetting any potential impacts on the local habitat, or through land optimisation and environmentally sustainable design.

Together, the Beachside and Esplanade Precincts form a strong north-south axis that reflects the axis of ocean edge. Development must consider the relationship created in the space between the eastern and western sides of The Esplanade and the two Precincts. The precinct will include destinations which support visitor attraction and local amenity across the Redevelopment Area: Scarborough Square and Transit Hub, Beach Hub North, Beach Hub South, Intergenerational Plaza, Sunset Hill, Scarborough Pool Complex, and Brighton Bowl and Reserve Street Foreshore.



### 7.1.2 Scarborough Square and Transit Hub

#### Design Intent

Scarborough Square will be the visual and physical gateway to Scarborough, linking the key activity hubs. Scarborough's urban surf beach identity will be amplified through built form, pavement treatments and urban elements. Flexible, open design will provide for improved signage, storage and access for events and accommodate diverse activation initiatives such as food trucks and markets.

The Rotary Clock Tower will be retained as an important historical landmark with improved access and seating. Landscape treatments around the Clock Tower and within the surrounding plaza will represent a creative interpretation of the local landforms and flora.

The view from Scarborough Beach Road to the ocean will be enhanced with pedestrian shade structures leading west to the amphitheatre. A centrally located, street-based public transport hub on Scarborough Beach Road West will make the area easily accessible and place visitors in the heart of the precinct. Pavement treatments will promote pedestrian safety and slow traffic movement to ensure easy access across The Esplanade.

### 7.1.3 Beach Hub North

#### Design Intent

Beach Hub North will bring a village atmosphere to Scarborough Beach with protection from prevailing south-westerly winds. Beach Hub North will have a strong urban character and an intimacy of scale to ensure the area feels 'active' outside of organised events and activities.

Built form will frame important view lines to the ocean, be visually permeable and will maintain visual and physical east-west connections. Low scale, 'light' new buildings on the western side of the upper promenade will open out, oriented towards the east, assisting in anchoring the space and reinforcing its centrality. Buildings and structures will be designed to create a sheltered environment, providing wind and weather protection from the sea breeze and winter storms to facilitate a comfortable pedestrian environment. Design treatments will create a contemporary urban ambience with activated frontages to all public spaces.

### 7.1.4 Intergenerational Plaza

#### Design Intent

The Intergenerational Plaza will be an industry-leading integrated and innovative skate and community space. It will be a world-class site for youth events such as street plaza skate and BMX events and competitions, bouldering and climbing events and beach championship skatebowl events of national significance.

The park will include play and skate elements providing a year-round focus for families and young people and will be equipped with events infrastructure to optimise flexibility. The site's topography will allow spectators safe and comfortable access to high impact sports and events.

Diverse opportunities will be provided for new media public art installations allowing content to evolve throughout the year and over time.



### 7.1.5 Sunset Hill

#### Design Intent

Sunset Hill is envisaged as a contemporary space that brings together a range of users, provides a strong connection with The Esplanade and features interesting geometry to address varying levels.

A sloping lawn will be created down to the beach with unobstructed views of the surf. Sunset Hill will be protected from prevailing winds and offer direct beach access from the lawn.

A high quality, hardy grass variety resilient to coastal conditions and large event use will be used and shade trees will be provided in the upper area.

### 7.1.6 Beach Hub South

#### Design Intent

The Beach Hub South will feature a redeveloped Surf Lifesaving facility, the beach services, food and beverage opportunities, and all-season play facilities. It will be designed to provide a high level of activation and interaction with the surrounding public realm.

Beach Hub South is anticipated to incorporate quality maintained change room / shower facilities and toilets; a function centre and venue hire including community spaces; and retail uses that provide hire facilities for beach goers.

Built form surrounding the Beach Hub will be designed to encourage easy pedestrian access and create a protected courtyard. Physical and visual east-west connections will be maintained to permit view lines and enhance legibility.

Low scale, 'light' new buildings that utilise light-weight materials on the western side will open out and orient towards The Esplanade, with activated frontages to all public spaces.

### 7.1.7 Scarborough Pool Complex

#### Design Intent

The City of Stirling's pool facility will include a lap pool and a learn-to-swim area. The building and associated structures will be low scale and will provide activated edges designed to interact with the surrounding precinct, and in particular along both the upper and lower promenades.

Physical and visual east-west connections will be maintained and disruption to beach access will be minimised.

### 7.1.8 Brighton Bowl and Reserve Street Foreshore

#### Design Intent

Activities and infrastructure will be spread along the foreshore and The Esplanade from Brighton Reserve to Reserve Street, creating a 'string' of destinations and places with things to do and see, encouraging people to move through the precinct.

Brighton Bowl provides opportunities for possible shade, shelter and other enhancements across the beachfront including boardwalks and lookouts. An active lawn area will accommodate special events or be enjoyed as a green space.

An active lawn space near Reserve Street will link to the surf beach, accommodating recreational and programmed exercise.





### 7.1.9 Beachside Precinct Development Standards

- Proposed uses, whether temporary or permanent, shall be designed to minimise potential adverse impacts on surrounding land uses including traffic, parking, waste, noise and antisocial behaviour.
- All uses, community activities and facilities support the purpose of the foreshore as a Reserve for Parks and Recreation reserve and maximise public accessibility to all areas of the beach and foreshore.
- All development must maximise physical and visual connection, integration with and activation of the adjacent public realm with service areas, blank walls and fencing kept to an absolute minimum,
- Each building must achieve a minimum 75% activation to all ground level frontages;
- Facilitate a low speed environment that prioritises pedestrians and cyclists.
- Improve and reinforce the network of pedestrian paths, boardwalks and cycle paths (whether dedicated or shared/on-road) and encourage the use of public transport, walking and cycling.
- Provide wind protection from the prevailing south-westerly winds and create sheltered spaces that provides pedestrian and patron comfort during all seasons, day and night
- Built form will provide continuous weather protection over the footpath.
- Building design responds to the topography of the site with at grade access from adjacent public realm.
- New buildings shall integrate community services such as public toilets, showers and change rooms.
- All services and related infrastructure including noise attenuation, mechanical ventilation and grease traps will be fully integrated into the design and screened from public view.
- Protect and enhance existing assets, including views and existing mature trees.

### Development Standards - Beachside Precinct

Preferred Land Uses	Ground Floor:	Restaurants/cafes, small bar, shops
	Upper Floors:	Restaurants/café's, small bar, function centre
	External (reserve areas):	Markets, festivals, cultural and sporting events, temporary food vendors, temporary shops or beach-related hire shops
Building Heights (maximum):		3 storeys (up to 11.5m) above the lower promenade  2 storey (up to 8m) above the upper promenade  All buildings will respond to the natural topography of the site
Authority Sustainability Rating: (refer to the Authority's Green Building Policy)		Tier 3

## 7.2 ESPLANADE PRECINCT

This section is applicable to the Esplanade Precinct only and should be read in conjunction with the Common Guidelines (Chapters 1 - 6).

### LEGEND



Esplanade Inner



Esplanade Outer



Heritage provisions  
may apply to lot



FIGURE 11: ESPLANADE PRECINCT PLAN



## 7.2.1 Esplanade Inner [A]

### Design Intent

Esplanade Inner forms the central core of the Redevelopment Area, providing for a wide range of recreational, retail, commercial, residential, community, entertainment and tourism-based uses.

As the entry point to the beach itself, it will have a strong sense of arrival at the Scarborough Beach Road – Clock Tower axis and be focussed on the beach, its activities and complementary uses.

Opportunity is provided for landmark new development that takes advantage of the position at the central core of the Redevelopment Area and close proximity to major beachfront destinations. In this prominent location, buildings are to exhibit high quality, contemporary and innovative design. It is envisaged that new development in the Esplanade Precinct will have a contemporary aesthetic which draws on Scarborough's history and unique coastal landscape.

The Esplanade will be a low speed environment with priority given to pedestrians and cyclists. Development on both sides of the street will provide an active street edge to create a vibrant 'main street' atmosphere which will be a significant point of difference for Scarborough. Built form will be designed to provide wind and weather protection, making it an attractive place to visit even during periods of inclement weather.

It is envisaged that development fronting Scarborough Beach Road and West Coast Highway will follow main street design principles with commercial development on the ground floor and residential (both permanent and short stay accommodation) above. Setbacks from the street frontage at podium levels will provide an urban, human scale experience.

Activation of all street edges to provide an interesting, comfortable and safe pedestrian environment is a key priority. Built form will be fine grained and of a human scale at the street edge. In particular, large sites must exhibit a high degree of articulation and be broken into identifiable elements to avoid monotonous streetscapes.

Pedestrians should at all times be visually connected with the land uses that form part of the precinct with development designed to maintain a finished floor which ensures interaction between pedestrians and the adjacent buildings.

### Development Standards

- Each building must achieve a minimum 75% activation to all ground level street frontages.
- New developments will contribute to the provision of increased permanent and short stay residential options throughout the precinct.
- Residential uses (with the exception of lobby spaces) are not permitted on the ground floor within the Esplanade Inner Sub Area.
- A publically accessible east-west connection is required through the Luna site.
- Vehicle access from West Coast Highway and Scarborough Beach Road shall only be permitted where there is no alternative option. Access shall be taken from a right of way, secondary street, or shared crossover as indicated in Figures 7 and 8.
- No. 152-154 The Esplanade (Kool Korner Café, fmr.; The Sandbar Tavern) has been identified as having heritage value and is being considered for inclusion on the Scarborough Heritage Inventory.
- New development adjacent to the historic Kool Korner Café (fmr.) shall appropriately respond to the building with podium heights directly adjacent to the historic building on Scarborough Beach Road and The Esplanade being of equal or lesser height to the parapet height of the Kool Korner Café.



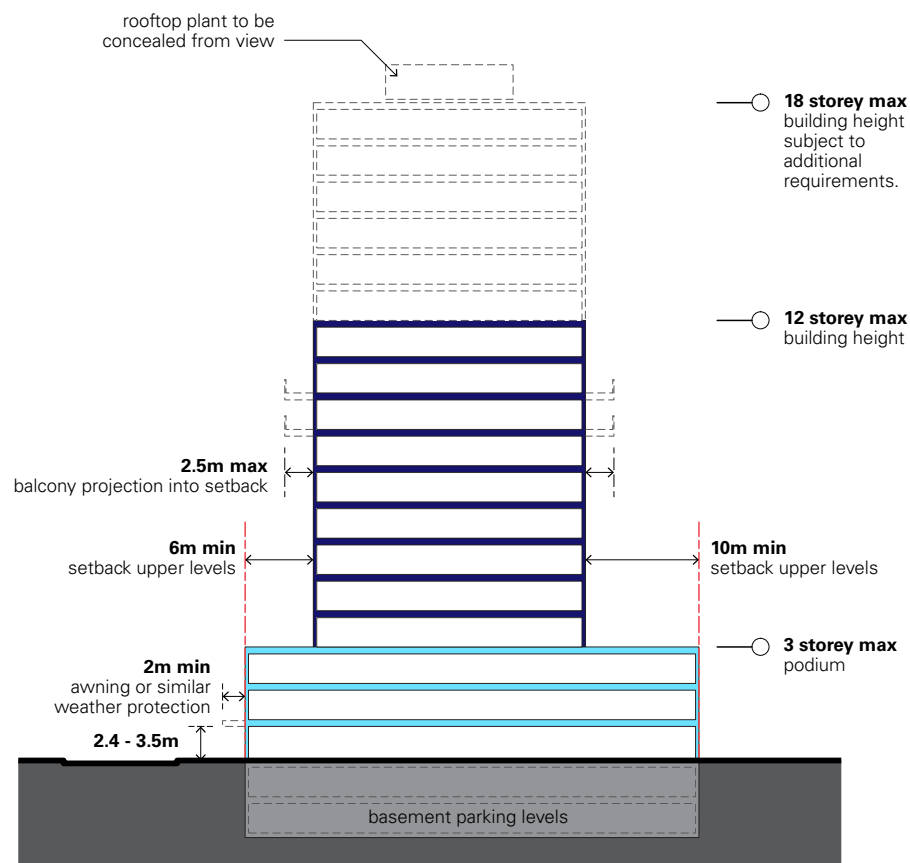


### Development Standards - Esplanade Inner

<b>Preferred Land Uses</b>	Ground Floor:	Shops, restaurants/cafes, small bar, personal services
	Upper Floors:	Hotel, serviced apartments, residential apartments, cinema complex
<b>Set Backs (minimum)</b>	Podium Street Setback:	Nil
	Podium Side/Rear Setbacks:	Nil
	Upper Levels Street Setback:	6m from boundary
	Upper Levels Side/Rear Setbacks:	10m from boundary <sup>(1)</sup>
<b>Building Heights (maximum):</b>		12 storeys up to 43 metres (base height) <sup>(2)</sup>
<b>Podium Height (maximum):</b>		3 storeys up to 11.5 metres
<b>Minimum Lot Size:</b>		100m <sup>2</sup>
<b>Percentage Site Coverage (maximum):</b>		80%
<b>Authority Sustainability Rating:</b> (refer to the Authority's Green Building Policy)		Tier 3

1. Variations may be permitted for narrow sites; refer to section 4.3.

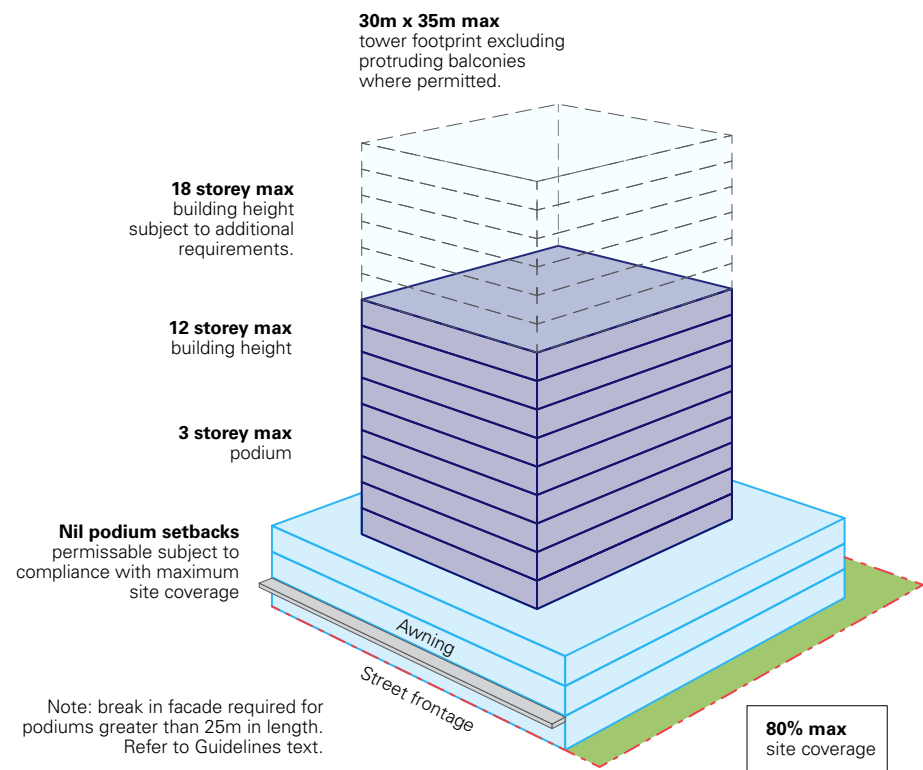
2. Potential for an additional 6 storeys to a total of 18 storeys up to 64 metres may be achieved at the discretion of the Authority subject to the requirements outlined in section 4.1.



#### Street boundary setbacks

#### Side/rear boundary setbacks

Note: Nil/minimum setbacks as shown do not override maximum site coverage provisions.





## 7.2.2 Esplanade Outer [B]

### Design Intent

Buildings will reinforce Scarborough's sense of place by responding to the urban-coastal character with contemporary, innovative design. New development will have a distinct local feel and provide an increase in residential accommodation that will assist in the achievement of a critical mass within the precinct.

A positive contribution will be made to the public realm through improved interaction between public and private spaces, weather protection over adjacent footpaths and balconies and terraces at upper levels providing opportunities for passive surveillance. Street frontages will be activated with fine-grain urban street-front development with engaging, active uses.

Together, the Beachside and Esplanade Precincts form a strong north-south axis that reflects the axis of ocean edge. Despite being partitioned in two different Precincts, each side of The Esplanade should consider the relationship created in the space between the eastern and western sides of The Esplanade and the two precincts.

It is envisaged that the area south of Brighton Road and north of Manning Street will be predominantly residential in nature, with a mix of permanent residential apartments and short stay accommodation, which may be supported by small commercial uses.

### Development Standards

- Vehicle access from West Coast Highway shall only be permitted where there is no alternative option. Access shall be taken from a right of way, secondary street, or shared crossover as indicated in Figures 7 and 8.
- Balconies and terraces shall be provided at all levels above ground floor to provide passive surveillance of the public realm.
- A publically accessibly east-west pedestrian link will be provided adjacent to the southern boundary of Lots 117 (No. 204-208 The Esplanade) and Lot 0 (No. 273-277 West Coast Highway), to provide improved pedestrian access to the foreshore.

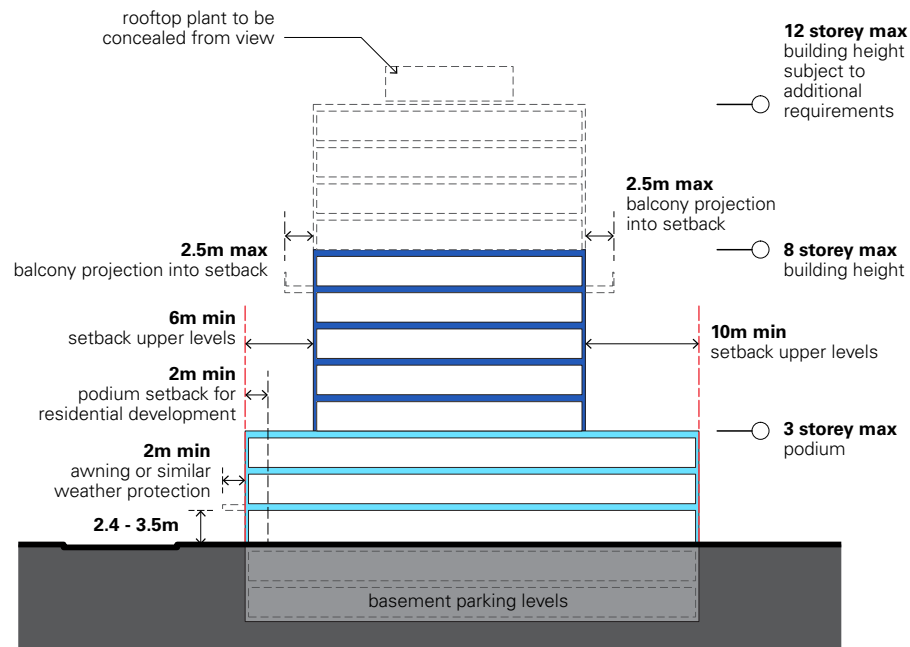
### Development Standards - Esplanade Outer

<b>Preferred Land Uses</b>	Ground Floor:	Shops, restaurants/cafés, hotel, serviced apartments, residential apartments
	Upper Floors:	Hotel, serviced apartments, residential apartments
<b>Set Backs (minimum)</b>	Podium Street Setback:	Nil, except for residential 2m
	Podium Side/Rear Setbacks:	Nil
	Upper Levels Street Setback:	6m from boundary
	Upper Levels Side/Rear Setbacks:	10m from boundary <sup>(1)</sup>
<b>Building Heights (maximum):</b>		8 storeys up to 29 metres (base height) <sup>(2)</sup>
<b>Podium Height (maximum):</b>		3 storeys up to 11.5 metres
<b>Minimum Lot Size:</b>		100m <sup>2</sup>
<b>Percentage Site Coverage (maximum):</b>		80%
<b>Authority Sustainability Rating:</b> (refer to the Authority's Green Building Policy)		Tier 3

1. Variations may be permitted for narrow sites; refer to section 4.3.

2. Potential for an additional 4 storeys to a total of 12 storeys up to 43 metres may be achieved at the discretion of the Authority subject to the requirements outlined in section 4.1.

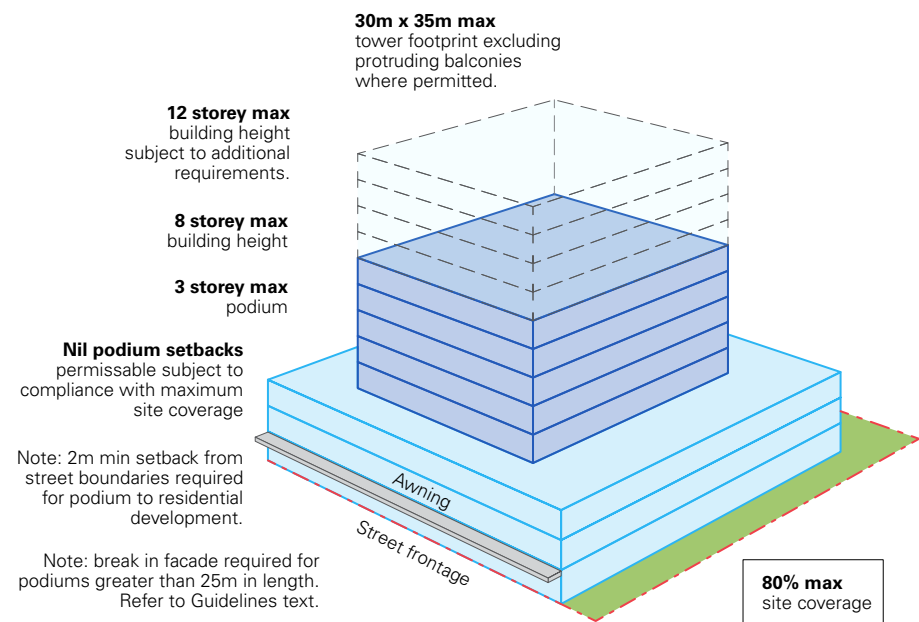




#### Street boundary setbacks

#### Side/rear boundary setbacks

Note: Nil/minimum setbacks as shown do not override maximum site coverage provisions.





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### 7.3 GATEWAY PRECINCT

This section is applicable to the Gateway Precinct only, and should be read in conjunction with the Common Guidelines (Chapters 1 - 6).

#### LEGEND

**C** Gateway West

**D** Gateway East



FIGURE 12: GATEWAY PRECINCT PLAN





### 7.3.1 Gateway West [C]

#### Design Intent

The Gateway Precinct forms the northern and southern gateways into the Scarborough Beach area. Gateway West in particular will cater for high density residential development and short stay accommodation.

The physical form will create a sense of arrival and provide a transition from the high density urban core of the Redevelopment Area to the low density residential development to the northeast and foreshore reserve.

New development will strengthen Scarborough's urban-coastal character, and in particular, the natural setting of the adjacent foreshore reserve. Landscaping, including mature vegetation that has been chosen for its ability to thrive in the coastal conditions will be a key component of any new development.

Gateway West benefits from direct access to the foreshore and in the future, vehicular access from the proposed Esplanade road extensions.

The longer term intent for the under-utilised car park on the corner of Reserve Street and West Coast Highway is for this land to be developed for a mix of residential, retail and hospitality uses.

#### Development Standards

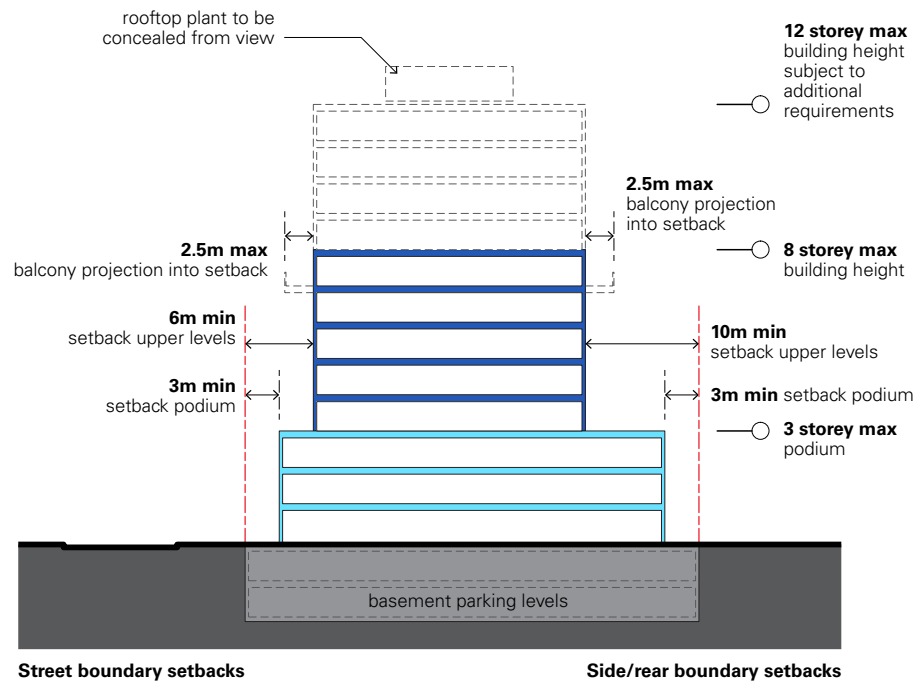
- Balconies and terraces shall be provided above ground floor to provide passive surveillance of the public realm.
- Vehicle access from West Coast Highway shall only be permitted where there is no alternative option. Access shall be taken from a right of way, secondary street, or shared crossover as indicated in Figures 7 and 8.
- For the purpose of calculating required setbacks, the existing dual use path and future road extensions will be considered as streets.
- New development must be designed for primary vehicle access to be taken from the proposed Esplanade extension. This may require that vehicle access be provided from West Coast Highway in the first instance, however the design must be adaptable for access to be taken from the road extension once it has been completed.

### Development Standards - Gateway West

<b>Preferred Land Uses</b>	Ground Floor:	Residential, hotel, serviced apartments
	Upper Floors:	Residential apartments, residential townhouses, hotel, serviced apartments
<b>Set Backs (minimum)</b>	Podium Street Setback:	3m
	Podium Side/Rear Setbacks:	3m
	Upper Levels Street Setback:	6m from boundary
	Upper Levels Side/Rear Setbacks:	10m from boundary <sup>(1)</sup>
<b>Building Heights (maximum):</b>		8 storeys up to 29 metres (base height) <sup>(2)</sup>
<b>Podium Height (maximum):</b>		3 storeys up to 11.5 metres
<b>Minimum Lot Size:</b>		100m <sup>2</sup>
<b>Percentage Site Coverage (maximum):</b>		70%
<b>Authority Sustainability Rating:</b> (refer to the Authority's Green Building Policy)		Tier 3

1. Variations may be permitted for narrow sites; refer to section 4.3.

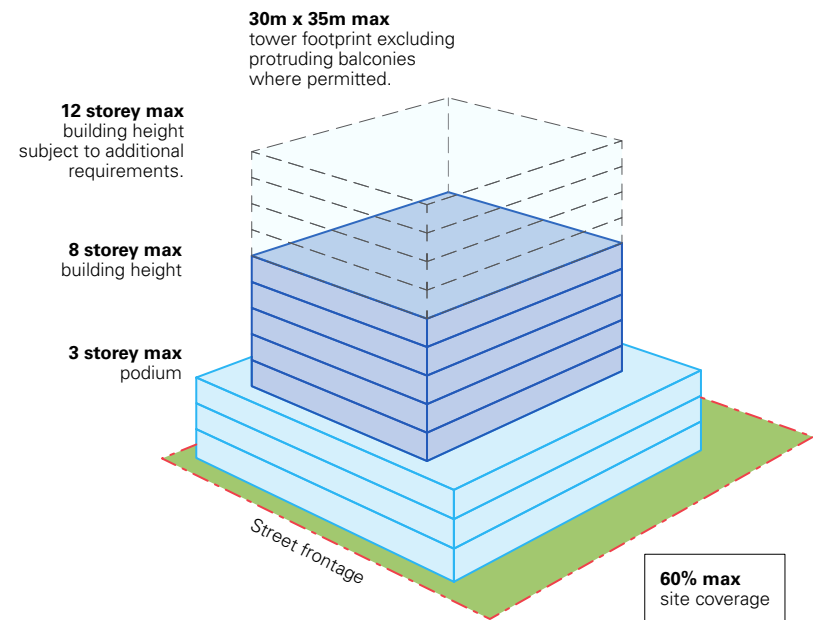
2. Potential for an additional 4 storeys to a total of 12 storeys up to 43 metres may be achieved at the discretion of the Authority subject to the requirements outlined in section 4.1.



#### Street boundary setbacks

#### Side/rear boundary setbacks

Note: Nil/minimum setbacks as shown do not override maximum site coverage provisions.





### 7.3.2 Gateway East [D]

#### Design Intent

Gateway East will provide important markers at the northern and southern approaches to the Redevelopment Area providing a sense of arrival from West Coast Highway into a local centre. This will be achieved through new development that strengthens Scarborough's local character and sense of place, making an interesting contribution to the streetscape and the precinct.

Built form will be appropriately designed to provide a transition between the existing low density development outside of the Redevelopment Area, proposed low to medium density development to the east and the more intense development in the central core of the Redevelopment Area.

Reflecting Scarborough's relaxed coastal aesthetic, buildings will be developed in landscaped settings, to provide privacy and recreation spaces for residents and a softening of the built form.

The area will cater for medium to high density residential development and short stay accommodation.

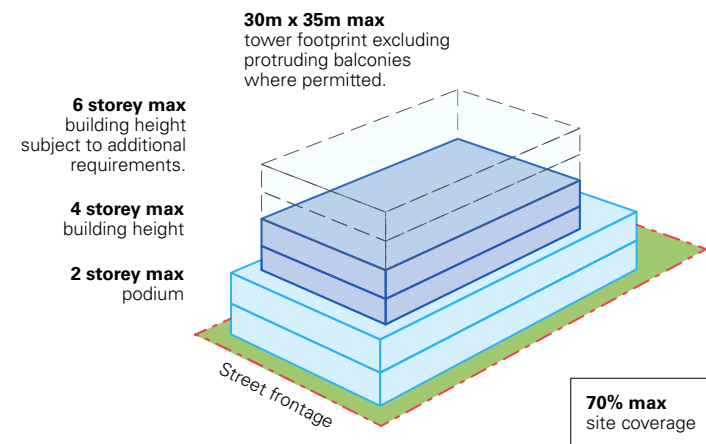
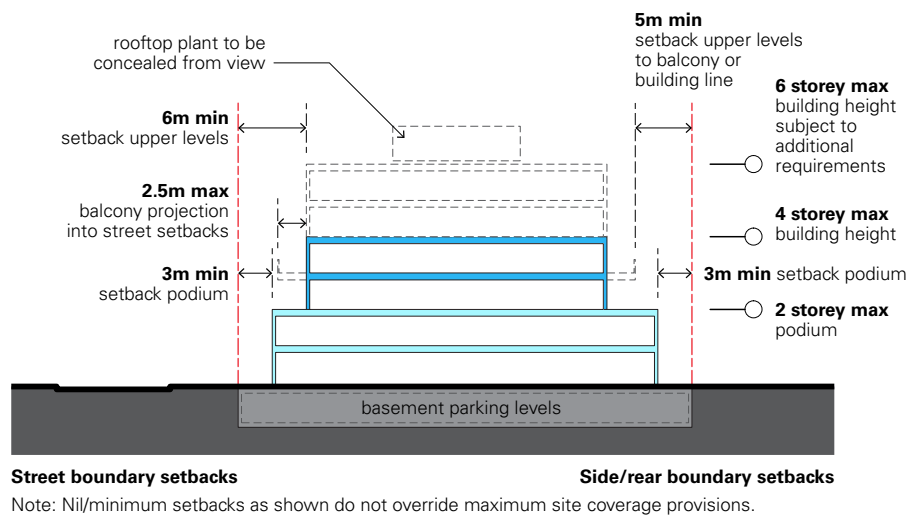
#### Development Standards

- Balconies and terraces shall be provided above ground floor to provide passive surveillance of the public realm.
- A publically accessible east-west pedestrian link will be provided adjacent to the southern boundary of Lot 6 (No. 270 West Coast Highway) and Lot 111 (No. 55A and B Hastings Street, in the adjacent Groves Precinct) where there is an existing 0.5m wide Water Corporation easement, to provide improved pedestrian access.
- Vehicle access from West Coast Highway shall only be permitted where there is no alternative option. Access shall be taken from a right of way, secondary street, or shared crossover as indicated in Figures 7 and 8.

#### Development Standards - Gateway East

<b>Preferred Land Uses</b>	Ground Floor:	Residential, hotel, serviced apartments
	Upper Floors:	Residential, hotel, serviced apartments
<b>Set Backs (minimum)</b>	Podium Street Setback:	3m
	Podium Side/Rear Setbacks:	3m
	Upper Levels Street Setback:	6m from boundary
	Upper Levels Side/Rear Setbacks:	5m from boundary
<b>Building Heights (maximum):</b>		4 storeys up to 15 metres (base height) <sup>(1)</sup>
<b>Podium Height (maximum):</b>		2 storeys up to 8 metres
<b>Minimum Lot Size:</b>		100m <sup>2</sup>
<b>Percentage Site Coverage (maximum):</b>		70%
<b>Authority Sustainability Rating:</b> (refer to the Authority's Green Building Policy)		Tier 3

1. Potential for an additional 2 storeys to a total of 6 storeys up to 22 metres may be achieved at the discretion of the Authority subject to the requirements outlined in section 4.1.











## 7.4 BEACH ROAD PRECINCT

This section is applicable to the Beach Road Precinct only, and should be read in conjunction with the Common Guidelines (Chapters 1 - 6).

### LEGEND

-  Beach Road Inner Core
-  Beach Road Outer Core
-  Beach Road Main Street
-  Beach Road Hastings East
-  Heritage provisions may apply to lot
-  Laneway widening required

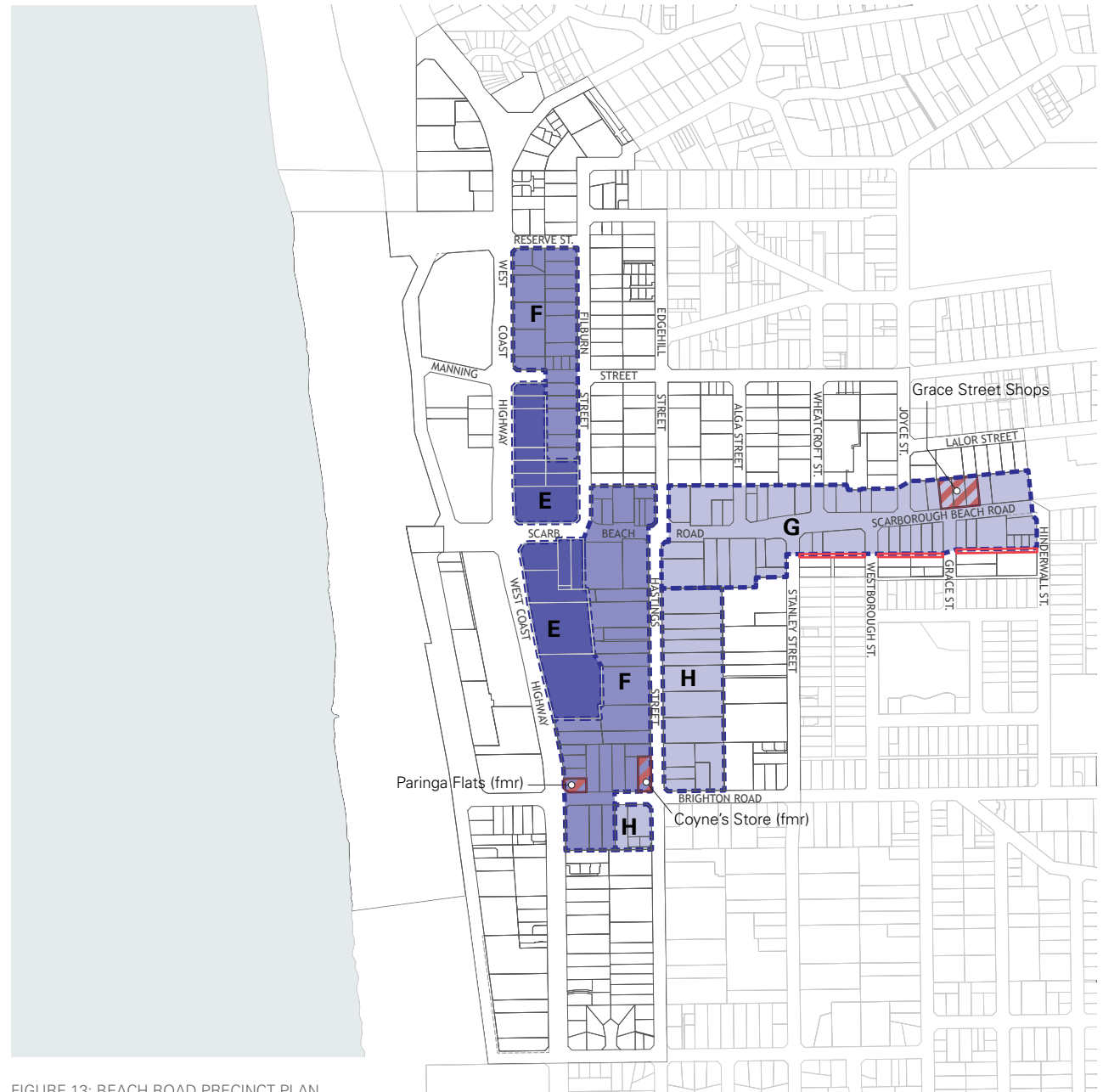


FIGURE 13: BEACH ROAD PRECINCT PLAN



### 7.4.1 Beach Road Inner Core [E]

#### Design Intent

Beach Road Inner is located at the central core of the redevelopment area, benefiting from close proximity to the foreshore and hubs of activity. A high density mixed-use node will be created around the intersection of Scarborough Beach Road and West Coast Highway.

Bold architectural gestures will give prominence to the central core of the redevelopment area and contribute to the landmark value of the location. Buildings will follow main-street design principles, contributing to an interesting and active streetscape and comfortable pedestrian environment.

Beach Road Inner will provide a flexible mixed use environment for a diversity of commercial, short stay and medium to high density residential development. Commercial uses may include district level retail and services, and other commercial development not directly dependent on the beachfront. The area will accommodate both short stay and permanent residential accommodation, adding to the vitality of the street life and viability of local businesses.

Development fronting Scarborough Beach Road and West Coast Highway will follow main street design principles with commercial development on the ground floor and residential uses above. Setbacks from the street frontage at podium provide an urban, human scale experience.

Shopfronts at ground floor level shall provide for attractive window displays and active frontages and visible indoor activity promoting surveillance of streets.

Pedestrian amenity will be a key focus with weather protection to be provided over footpaths and landscaped setback areas to improve the micro-climate.

#### Development Standards

- A high level of interaction shall be provided between public and private spaces through a combination of:
  - clear glazed shopfronts (no dark tinting or excessive signage);
  - operable windows or bi-fold doors;
  - alfresco areas;
  - balconies, terraces and windows overlooking the street at upper levels; and
  - ground floor levels that follow the natural topography.
- Nil or minimal setbacks to street frontages (or road widening alignments, where applicable) for ground floor and podium levels.
- Continuous built form shall frame the street to create a comfortable, legible thoroughfare.
- Residential uses (with the exception of lobby spaces) are not permitted on the ground floor within the Beach Road Inner Core sub area.
- Building setbacks from Scarborough Beach Road shall be measured from the proposed road widening alignment as if it were the lot boundary. (Refer to the Proposed Scarborough Beach Road Widening Plan)
- A publically accessible east-west pedestrian accessway will be provided through the White Sands site, to improve pedestrian legibility.
- Vehicle access from West Coast Highway and Scarborough Beach Road shall only be permitted where there is no alternative option. Access shall be taken from a right of way, secondary street, or shared crossover as indicated in Figures 7 and 8.
- The retention of existing mature trees is encouraged.

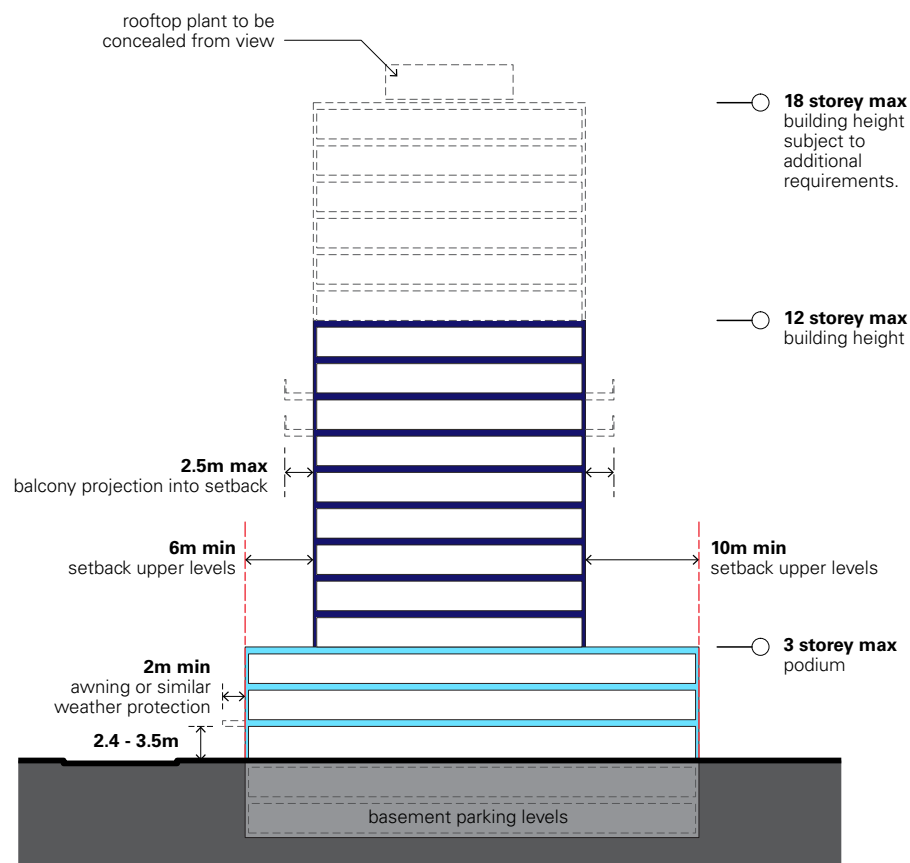


### Development Standards - Beach Road Inner Core

<b>Preferred Land Uses</b>	Ground Floor:	Café/restaurant, shop, office, community facilities
	Upper Floors:	Residential, hotel, serviced apartments, office
<b>Set Backs (minimum)</b>	Podium Street Setback:	Nil
	Podium Side/Rear Setbacks:	Nil
	Upper Levels Street Setback:	6m from boundary
	Upper Levels Side/Rear Setbacks:	10m from boundary <sup>(1)</sup>
<b>Building Heights (maximum):</b>		12 storeys up to 43 metres (base height) <sup>(2)</sup>
<b>Podium Height (maximum):</b>		3 storeys up to 11.5 metres
<b>Minimum Lot Size:</b>		100m <sup>2</sup>
<b>Percentage Site Coverage (maximum):</b>		80%
<b>Authority Sustainability Rating:</b> (refer to the Authority's Green Building Policy)		Tier 3

1. Variations may be permitted for narrow sites; refer to section 4.3.

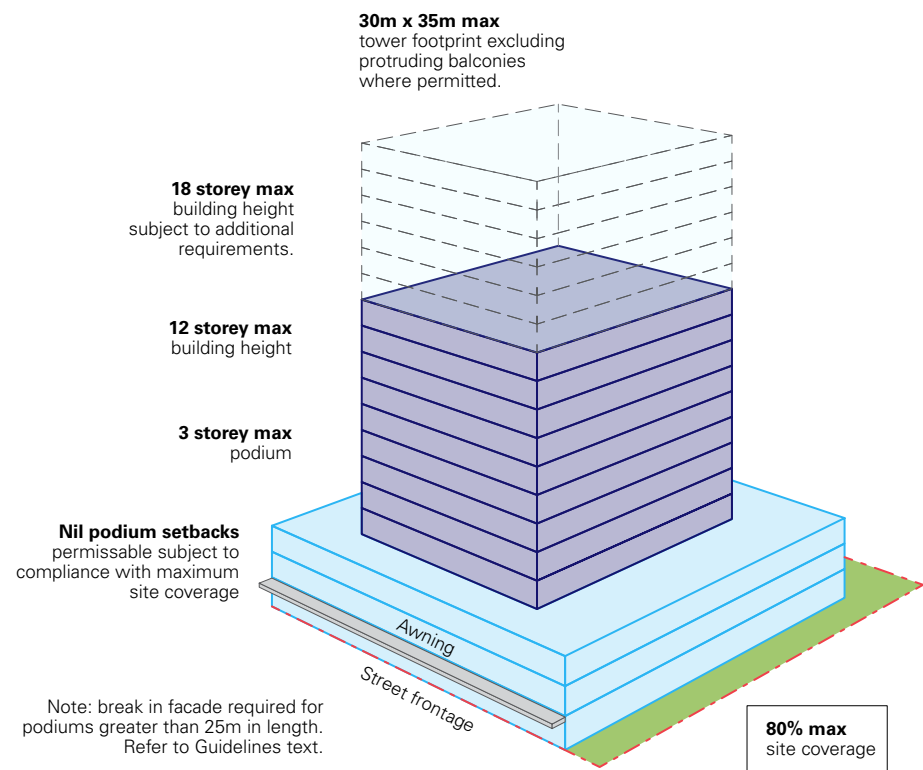
2. Potential for an additional 6 storeys to a total of 18 storeys up to 64 metres may be achieved at the discretion of the Authority subject to the requirements outlined in section 4.1.



#### Street boundary setbacks

#### Side/rear boundary setbacks

Note: Nil/minimum setbacks as shown do not override maximum site coverage provisions.



Note: break in facade required for podiums greater than 25m in length. Refer to Guidelines text.





## 7.4.2 Beach Road Outer Core [F]

### Design Intent

Beach Road Outer Core provides opportunity for medium to high density residential and mixed use development that will attract both permanent residents and short stay visitors, contributing to the activation and liveability of the Redevelopment Area.

Streetscapes will benefit from built form that has a strong relationship with the street, providing opportunities for passive surveillance, weather protection and landscaping to improve walkability and reduce the urban heat island effect.

Buildings fronting West Coast Highway and Scarborough Beach Road will follow main-street design principles, contributing to an interesting and active streetscape and comfortable pedestrian environment. Development fronting other streets will provide passive surveillance of the public realm and will be designed for potential future adaptation to accommodate active ground floor uses.

Commercial and retail development will primarily be located along Scarborough Beach Road and West Coast Highway.

Buildings and landscaping will follow the topography of the land, including stepping, terracing and ramping to accommodate the natural ground levels with minimal cut and fill.

### Development Standards

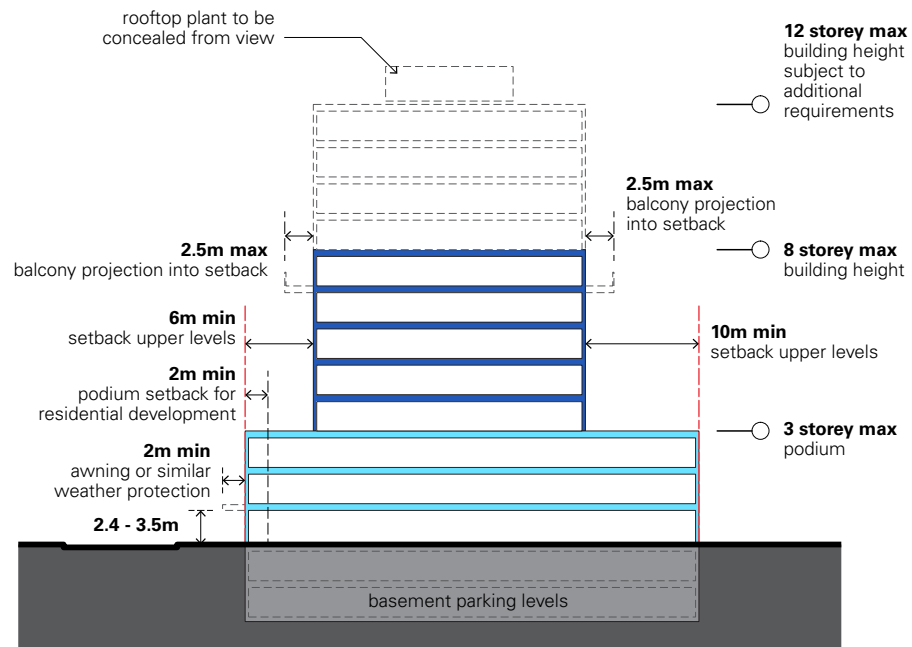
- Building setbacks from Scarborough Beach Road shall be measured from the proposed road widening alignment as if it were the front boundary line. Refer to the Scarborough Beach Road Widening Plan.
- A publically accessible east-west pedestrian accessway shall be provided through the White Sands site, to improve pedestrian legibility.
- Vehicle access from West Coast Highway and Scarborough Beach Road shall only be permitted where there is no alternative option. Access shall be taken from a right of way, secondary street, or shared crossover as indicated in Figures 7 and 8.
- The retention of existing mature trees is encouraged.

## Development Standards - Beach Road Outer Core

<b>Preferred Land Uses</b>	Ground Floor:	Residential, hotel, serviced apartments, shop, café/ restaurant, office, community facilities
	Upper Floors:	Residential, hotel, serviced apartments, office
<b>Set Backs (minimum)</b>	Podium Street Setback:	Nil, except for residential 2m
	Podium Side/Rear Setbacks:	Nil
	Upper Levels Street Setback:	6m from boundary
	Upper Levels Side/Rear Setbacks:	10m from boundary <sup>(1)</sup>
<b>Building Heights (maximum):</b>		8 storeys up to 29 metres (base height) <sup>(2)</sup>
<b>Podium Height (maximum):</b>		3 storeys up to 11.5 metres
<b>Minimum Lot Size:</b>		100m <sup>2</sup>
<b>Percentage Site Coverage (maximum):</b>		80%
<b>Authority Sustainability Rating:</b> (refer to the Authority's Green Building Policy)		Tier 3

1. Variations may be permitted for narrow sites; refer to section 4.3.

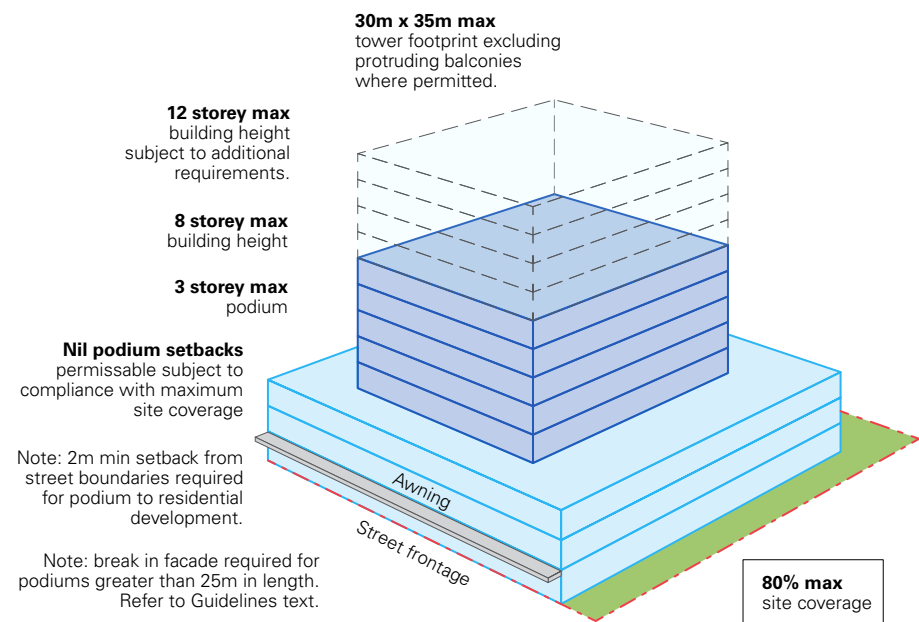
2. Potential for an additional 4 storeys to a total of 12 storeys up to 43 metres may be achieved at the discretion of the Authority subject to the requirements outlined in section 4.1.



#### Street boundary setbacks

#### Side/rear boundary setbacks

Note: Nil/minimum setbacks as shown do not override maximum site coverage provisions.





### 7.4.3 Beach Road Main Street [G]

#### Design Intent

Scarborough Beach Road will develop as a vibrant mixed use corridor with high quality built form capitalising on attractive views. The role and character of Scarborough Beach Road will be strengthened following main street design principles with active uses on the ground floor and residential above.

In the longer term Scarborough Beach Road will provide for priority public transport that will connect the beach through the Department of Planning's planned activity corridor to Glendalough Station.

Pedestrian amenity will be a key focus with weather protection to be provided over footpaths and landscaped setback areas to reduce the urban heat island effect. New buildings will be well articulated with fine grain detail, contributing to an interesting and diverse streetscape.

Development in Beach Road Main Street will follow 'main-street' design principles, being appropriately scaled to enhance the streetscape and pedestrian experience, and designed to strengthen the local character and sense of place. Shopfronts at ground floor level shall provide active frontages, with visible indoor activity and passive surveillance of the public realm. Pedestrians and users should at all times be visually connected with the land uses that form part of the precinct. Development must maintain a finished floor which ensures interaction between pedestrians and the adjacent buildings.

Public access to podiums and towers is encouraged with the potential to incorporate uses such as community facilities and restaurants and bars. Roof gardens or green roofs are also encouraged and can contribute greatly to the amenity of the area and the buildings' immediate users.

The historic row of buildings on Lots 6, 7 & 8 (No. 78-82) Scarborough Beach Road shall be retained to preserve the contribution that the buildings make to the local sense of place. Alterations and additions may be permitted where they are informed by a Heritage Assessment and retain original building frontages to a depth of at least one structural bay. The history of these sites shall be interpreted in any development proposal. Refer to the Authority's Scarborough Heritage Inventory.

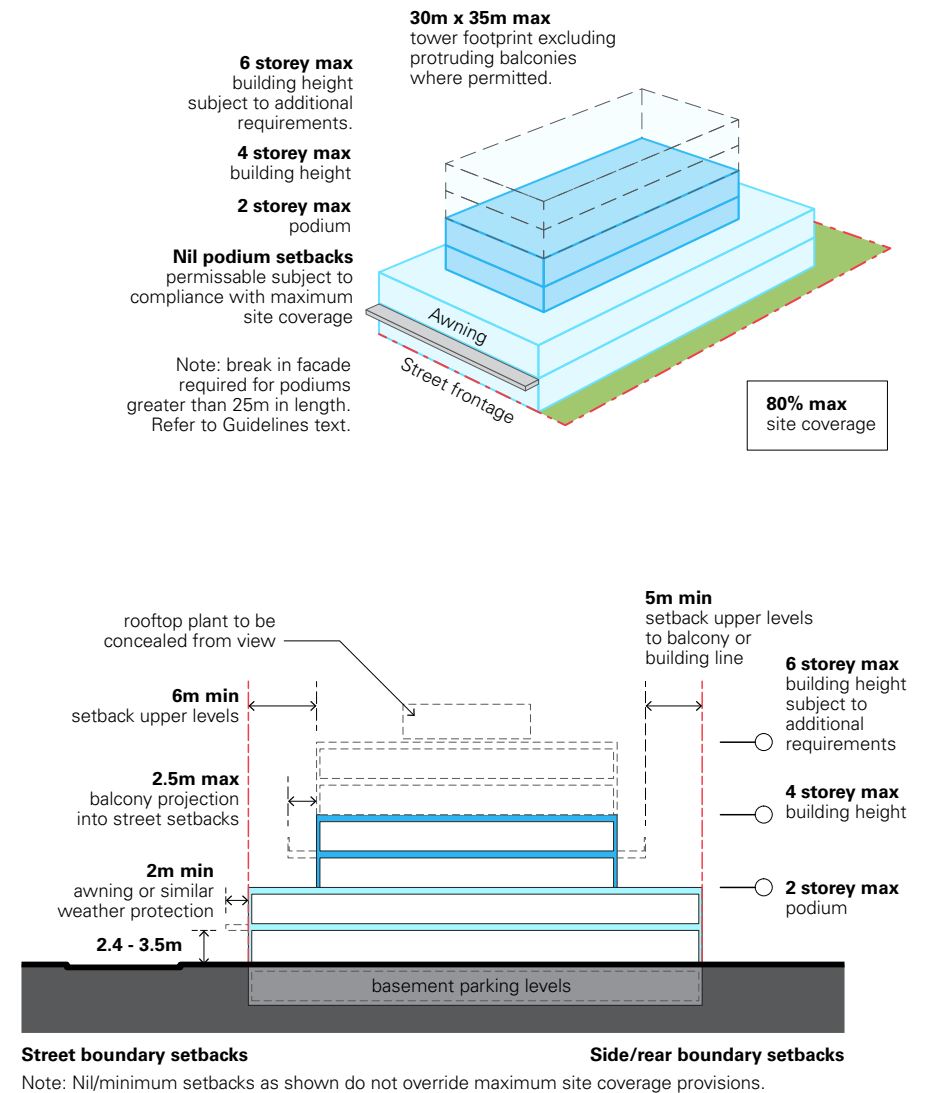
#### Development Standards

- Building setbacks from Scarborough Beach Road shall be measured from the proposed road widening alignment as if it were the front boundary line. Refer to the Proposed Scarborough Beach Road Widening Plan.
- No. 78-82 Scarborough Beach Road have been identified as having heritage value. Adaptive reuse shall be informed by a detailed heritage assessment. Conservation of the front portion of these buildings (at least one structural bay) will be required as a minimum in any redevelopment proposal.
- Consolidation of vehicle access points is encouraged to limit interruptions to the street.
- Under-width rear laneways (where they exist) shall be widened to 6m, with properties fronting Scarborough Beach Road to be setback from the laneway to permit the future widening.
- The retention of existing mature trees is encouraged.

## Development Standards - Beach Road Main Street

<b>Preferred Land Uses</b>	Ground Floor:	Shop, café/restaurant, small bar, office, community facilities
	Upper Floors:	Residential apartments, office, community facilities
<b>Set Backs (minimum)</b>	Podium Street Setback:	Nil
	Podium Side/Rear Setbacks:	Nil
	Upper Levels Street Setback:	6m from boundary
	Upper Levels Side/Rear Setbacks:	5m from boundary
<b>Building Heights (maximum):</b>		4 storeys up to 15 metres (base height) <sup>(1)</sup>
<b>Podium Height (maximum):</b>		2 storeys up to 8 metres
<b>Minimum Lot Size:</b>		100m <sup>2</sup>
<b>Percentage Site Coverage (maximum):</b>		80%
<b>Authority Sustainability Rating:</b> (refer to the Authority's Green Building Policy)		Tier 3

1. Potential for an additional 2 storeys to a total of 6 storeys up to 22 metres may be achieved at the discretion of the Authority subject to the requirements outlined in section 4.1.







#### 7.4.4 Beach Road Hastings East [H]

##### Design Intent

Beach Road Hastings East represents a gradual transition of the intensity of built form from the central core of the Redevelopment Area to the lower density of the surrounding suburb, incorporating medium density residential development to provide housing choices for a growing population.

Streetscapes will benefit from built form that has a strong relationship with the street, providing opportunities for passive surveillance, weather protection and landscaping to improve walkability and reduce the urban heat island effect.

New development will respond to Scarborough's urban-coastal character, contributing to a unique, local sense of place. Fine grain detailing and articulation of buildings will be provided through design, detailing, materials and finishes to provide a rich and interesting pedestrian experience.

It is anticipated that the predominant use of this area will be residential in nature; however the ability for lower floors to be adapted for alternative preferred non-residential uses in the future is strongly encouraged.

Community facilities to service the growing residential population of the Redevelopment Area are also encouraged, such as child care, aged or dependent persons' facilities, or education establishments.

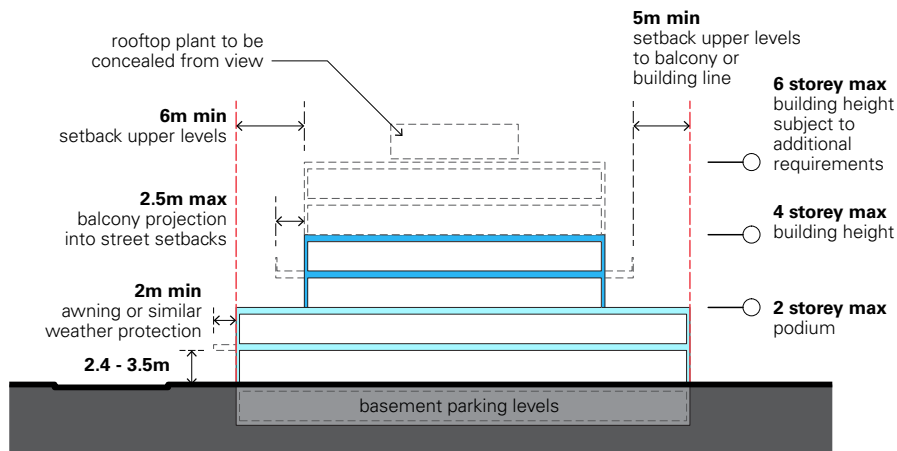
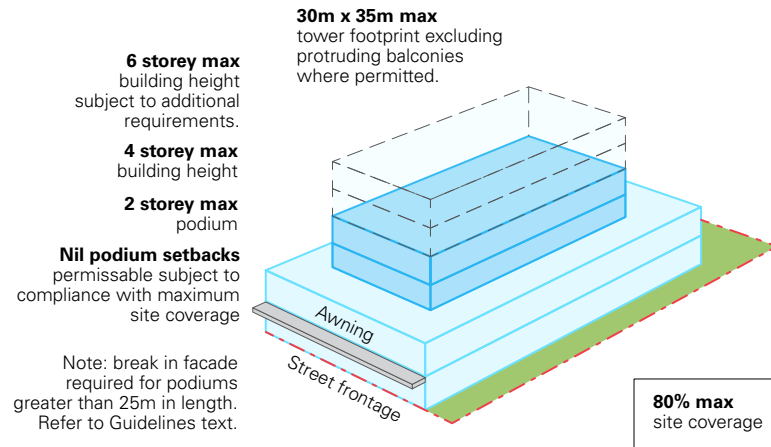
##### Development Standards

- New development must be cognisant of the relationship with adjoining low density residential areas, through good design that locates building bulk appropriately, minimises blank façades, screens service infrastructure and is considerate of overshadowing and privacy concerns.
- Landscaping visible from the public realm (on balconies, terraces and in setback areas) shall be provided to soften the built form and improve the micro-climate.

#### Development Standards - Beach Road Hastings East

<b>Preferred Land Uses</b>	Ground Floor:	Residential, office, consulting rooms, café, community facilities
	Upper Floors:	Residential
<b>Set Backs (minimum)</b>	Podium Street Setback:	Nil
	Podium Side/Rear Setbacks:	Nil
	Upper Levels Street Setback:	6m from boundary
	Upper Levels Side/Rear Setbacks:	5m from boundary
<b>Building Heights (maximum):</b>		4 storeys up to 15 metres (base height) <sup>(1)</sup>
<b>Podium Height (maximum):</b>		2 storeys up to 8 metres
<b>Minimum Lot Size:</b>		100m <sup>2</sup>
<b>Percentage Site Coverage (maximum):</b>		80%
<b>Authority Sustainability Rating:</b> (refer to the Authority's Green Building Policy)		Tier 3

1. Potential for an additional 2 storeys to a total of 6 storeys up to 22 metres may be achieved at the discretion of the Authority subject to the requirements outlined in section 4.1.



#### Street boundary setbacks

#### Side/rear boundary setbacks

Note: Nil/minimum setbacks as shown do not override maximum site coverage provisions.



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## 7.5 GROVES PRECINCT

This section is applicable to the Groves Precinct only and should be read in conjunction with the Common Guidelines (Chapters 1 - 6).

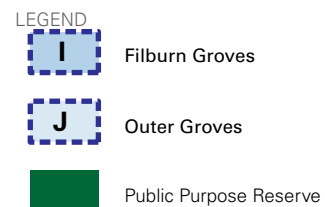


FIGURE 14: GROVES PRECINCT PLAN





### 7.5.1 Filburn Groves [I]

#### Design Intent

The Filburn Groves will provide for medium density residential development accommodating both apartments and townhouses to facilitate continued growth of the local community and a diversity of housing types to suit different household structures. The provision of aged and dependant persons' accommodation is also encouraged.

The built form will assist in providing a transition from the higher intensity development at the core of the Redevelopment Area towards the existing predominantly single- to two-storey low density residential development outside the Redevelopment Area boundary.

New development will strengthen the local sense of place through architecture that responds to Scarborough's urban-coastal character through design, materials and finishes. Landscaping appropriate for the coastal conditions will also improve the pedestrian amenity and attractiveness of the area.

Development will respond to the natural topography with variation along sloped streets, which ensures that the ground floor of the development relates to the adjacent footpath. Interruptions to the pedestrian environment will be minimised through rear laneway access where possible, and limiting the width and frequency of vehicle crossovers.

Opportunities for passive surveillance of the public realm through the provision of windows, balconies, terraces and gardens overlooking streets and public open space will be provided.

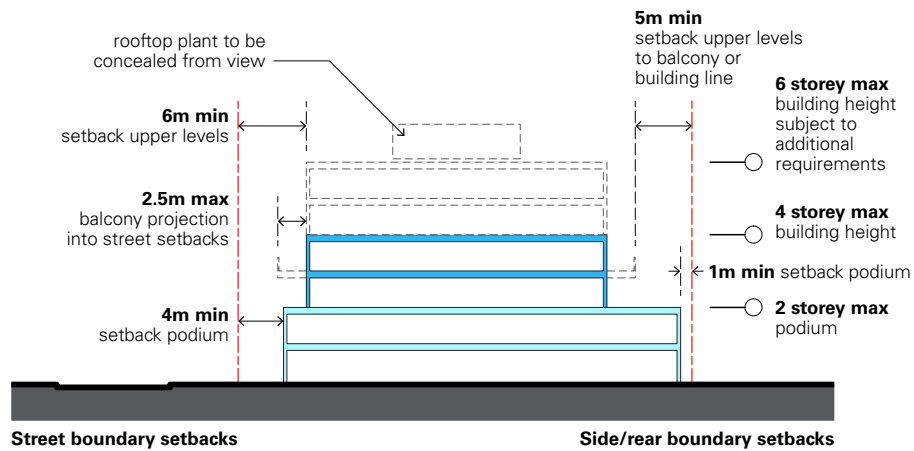
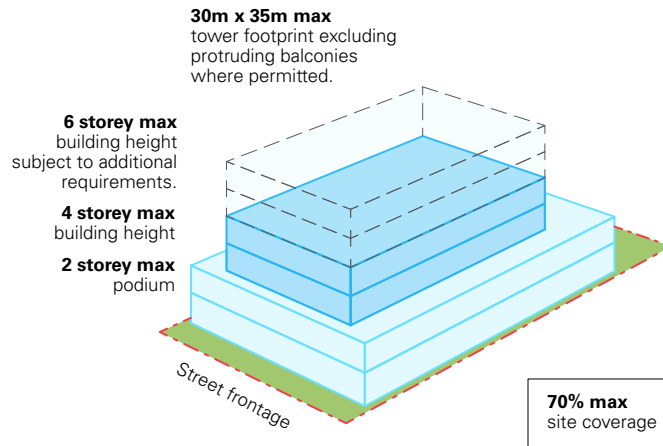
#### Development Standards

- New development must be cognisant of the relationship with adjoining low density residential areas, through good design that locates building bulk appropriately, minimises blank façades, screens service infrastructure and is considerate of overshadowing and privacy concerns.
- The retention of existing mature trees is encouraged.

### Development Standards - Filburn Groves

<b>Preferred Land Uses</b>	Ground Floor:	Residential, aged and dependent persons' dwellings, community facilities, consulting rooms
	Upper Floors:	Residential
<b>Set Backs (minimum)</b>	Podium Street Setback:	4m
	Podium Side/Rear Setbacks:	1m
	Upper Levels Street Setback:	6m from boundary
	Upper Levels Side/Rear Setbacks:	5m from boundary
<b>Building Height (maximum):</b>		4 storeys up to 15 metres (base height) <sup>(1)</sup>
<b>Podium Height (maximum):</b>		2 storeys up to 8 metres
<b>Minimum Lot Size:</b>		100m <sup>2</sup>
<b>Percentage Site Coverage (maximum):</b>		70%
<b>Authority Sustainability Rating:</b> (refer to the Authority's Green Building Policy)		Tier 3

1. Potential for an additional 2 storeys to a total of 6 storeys up to 22 metres may be achieved at the discretion of the Authority subject to the requirements outlined in section 4.1.



Note: Nil/minimum setbacks as shown do not override maximum site coverage provisions.



## 7.5.2 Outer Groves [J]

### Design Intent

The Outer Groves will provide a transitional zone between the higher intensity development at the core of the Redevelopment Area and the existing predominantly single- to two-storey low density residential development outside the Redevelopment Area boundary.

New development will be designed to respond to Scarborough's relaxed coastal lifestyle, incorporating natural materials such as timber and limestone and generous landscaped settings. Buildings will be designed to sit comfortably within their local context, by responding to local character, topography and the scale of surrounding development and retaining existing mature trees and vegetation.

Opportunities for passive surveillance will be provided through street facing entries, windows, balconies and terraces, and by limiting the height and visual impact of fences.

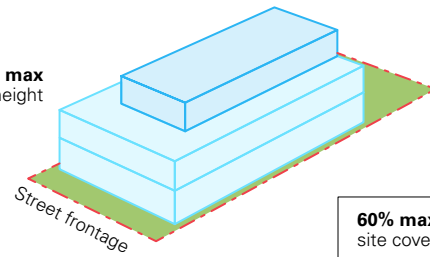
### Development Standards

- Pedestrian access will be provided through the existing Water Corporation easement on southern side of Lot 111 (No. 55A and 55B) Hasting Street and Lot 6 (No. 270) West Coast Highway.
- Entries, windows, balconies, terraces, courtyards and gardens overlooking the street will provide opportunities for passive surveillance.
- Provide an appropriate and sensitive transition between the higher intensity development towards the core of the Redevelopment Area and the predominantly lower scale development outside the Redevelopment Area boundary.
- Landscaping will soften the built form, reduce urban heat island effect and contribute to a comfortable pedestrian environment.
- The retention of existing mature trees is encouraged.

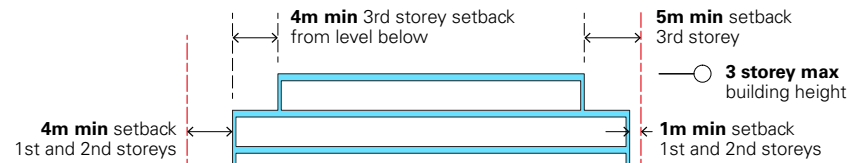
## Development Standards - Outer Groves

<b>Preferred Land Uses</b>		Residential, aged and dependent persons' dwellings, community facilities
<b>Set Backs (minimum)</b>	1st & 2nd Storey Street Setback:	4m
	1st & 2nd Storey Side/Rear Setbacks:	1m
	3rd Storey Street Setback:	4m from front facade
	3rd Storey Side/Rear Setbacks:	5m from boundary
<b>Height to any Street Frontage (maximum):</b>		2 storeys up to 8 metres
<b>Total Height (maximum):</b>		3 storeys up to 11.5 metres
<b>Minimum Lot Size:</b>		180m <sup>2</sup>
<b>Percentage Site Coverage (maximum):</b>		60%
<b>Authority Sustainability Rating:</b> (refer to the Authority's Green Building Policy)		Tier 3

**3 storey max**  
building height



**60% max**  
site coverage



**Street boundary setbacks**

**Side/rear boundary setbacks**

Note: Nil/minimum setbacks as shown do not override maximum site coverage provisions.





# Appendices

A.	DEFINITIONS OF TERMS .....	113
B.	IMAGE CREDITS.....	118
C.	DOCUMENT CONTROL .....	119



## A. DEFINITIONS OF TERMS

Act	means the <i>Metropolitan Redevelopment Authority Act 2011</i> .
Advertisement or Advertising Device	means any object or structure on which words, numbers, figures or drawings are displayed for the purpose of advertising, announcing or providing direction to any business, function, operation, development, event undertaking or any product.
Applicant	means a person, company or body authorised by the owner to make an application for development, subdivision or other application under the Scheme, or to act on any other matter in relation to the land.
Authority	means the Metropolitan Redevelopment Authority.
Building	means any structure whether fixed or moveable, temporary or permanent, placed or erected on land.
Building Height	means the full and greatest height of a building or structure, as measured at any point from natural ground level to the highest point of any roof vertically above that point.
Contemplated Use	means land uses falling within a Land Use Category that is listed in Table 6.2 of the Scarborough Redevelopment Scheme as 'Contemplated' for a specified Precinct, or a land use/s specified in a Design Guideline as Contemplated for a Precinct, site or part of a building.
Deep Soil Zone	area of soil within a development that is unimpeded by buildings or structures above and below ground and has a minimum dimension of 4m. Deep soil zones exclude basement car parks, services, swimming pools, tennis courts and impervious surfaces including car parks, driveways and roof areas.
Development	has the same meaning as is given to that term in section 3 of the MRA Act.
Development Application	means an Application for Approval to Undertake Development issued by the Authority in accordance with clause 3.20 of the Scarborough Redevelopment Scheme.
Development Application - Major	a major application is a development application that, in the opinion of the Authority, has an estimated cost of \$7 million or more
Development Application - Standard	a standard application is a development application that, in the opinion of the Authority, has an estimated cost of less than \$7 million.
Development Approval	means an Approval to Undertake Development issued by the Authority, including the approval form and any conditions of approval and all plans and documents of that approval.
Development Policy	Detailed statutory requirements to achieve issue specific outcomes at the redevelopment area level (adopted under the applicable MRA Redevelopment Scheme).
Gross Site Area	the total area of the lot or lots on which development is proposed to be carried out.



Heritage Inventory	the inventory of heritage places and precincts that are of recognised cultural heritage significance, adopted under the Scheme.
Heritage Place	means land, building/s or structure/s within a defined area that is of recognised cultural heritage significance and is listed in the Authority's Heritage Inventory or the State Register of Heritage Places.
Land Use	means the development or use of land for a specified purpose, including but not limited to the Land Uses listed within each Land Use Category in Table 6.1 of the Scarborough Redevelopment Scheme.
Master Plan	a strategy for achieving the project vision, objectives and targets, including a map of proposed land uses and destinations. The master plan is not adopted as a statutory document under the Scarborough Redevelopment Scheme.
Mixed-Use	Buildings that contain commercial and other non-residential uses in conjunction with residential dwellings in a multiple dwelling configuration.
Natural Ground Level	means the level of the site prior to development or site works.
Net Lettable Area	means the gross floor area of a building minus the area of the thickness of external walls and excludes the following areas - <ul style="list-style-type: none"><li>a) all stairs, toilets, cleaner's cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas;</li><li>b) lobbies between lifts facing other lifts serving the same floor;</li><li>c) areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building;</li><li>d) areas set aside for the provision of facilities or services to the floor or building where such facilities are not for the exclusive use of occupiers of the floor or building.</li></ul>



Owner	<p>a) 'Owner' in relation to any land includes the Crown or any instrumentality of the Crown or the Council and every person who jointly or severally, whether at law or in equity is in possession as:</p> <ul style="list-style-type: none"><li>(i) the holder of a legal or equitable estate of freehold in possession in the land;</li><li>(ii) a Crown lessee with a right to purchase or acquire the freehold;</li><li>(iii) a mortgagee of the land; or</li><li>(iv) a trustee, executor, administrator, attorney or agent of any of the foregoing;</li></ul> <p>b) where there is not a person in possession, means the person who is entitled to possession of the land in any of the capacities mentioned in paragraph (a) of this interpretation except that of mortgagee;</p> <p>c) in regard to State Crown land not vested in any department, authority, instrumentality, Council, body or person and not the subject of a lease with a right to purchase or acquire the freehold means the Crown in right of the State of Western Australia;</p> <p>d) in regard to State Crown land vested in any department, authority, instrumentality, Council, body or person for any purpose, means that department, authority, instrumentality, Council, body or person; and</p> <p>e) an owner of land that is located within a Development Contribution Area.</p>
Precinct	means a definable area within a project area.
Preferred Use	means land uses falling within a Land Use Category that is listed in Table 6.2 of the Scarborough Redevelopment Scheme as "Preferred" for a specified Precinct, or a land use/s listed in a Design Guideline as a Preferred Use for a Precinct, site or part of a building.
Public Authority	has the same meaning as is given to that term in section 3 of the MRA Act.
Public Car Parking	means parking that is provided or offered to members of the public whether or not upon payment of a fee or subject to other condition, but does not include parking that involves the use of a reserved or dedicated parking bay.
Public Realm	also means public domain, means the public setting of place that people can see and access, and interact with each other and their surroundings, including public land, public places, public gardens, streets, laneways, footpaths and the associated environmental setting and building frontages.
Redevelopment Area	has the same meaning as is given to that term in section 3 of the MRA Act.
Scheme	means the current gazetted Scarborough Redevelopment Scheme, adopted pursuant to provisions in the MRA Act. The scheme sets out provisions for development and use of land within the Scarborough Redevelopment Area; enables adoption of subsidiary statutory documentation; establishes project and precinct boundaries; establishes land use definitions.





Site Coverage	<p>means the area of the site occupied by a building, excluding:</p> <ul style="list-style-type: none"><li>• Areas beneath eaves</li><li>• Unroofed open structures</li><li>• Verandahs, patios or other such roofed structures not more than 0.5m above natural ground level, unenclosed on at least two sides and covering not more than 10 per cent of the site area or 50m<sup>2</sup>, whichever is the lesser.</li></ul> <p>Where a basement protrudes up to a maximum of 1 metre above natural ground level, the area above such a basement may be excluded from the calculation of site coverage, provided that it is useable, landscaped (with soft and/or hard landscaping) and generally follows the natural contours of the site.</p>
Storey	<p>means a space within a building that is situated between one floor level and the floor level next above, or if there is no floor above, the ceiling or roof above, but does not include:</p> <ul style="list-style-type: none"><li>• A space that contains only a lift shaft, stairway or meter room; or</li><li>• A basement that is at least 50% by volume below natural ground level and no greater than 1 metre above natural ground level adjacent to any street boundary.</li></ul>
Undertake	<p>when the term is used in relation to development it means to commence, carry out or continue development.</p>
Universal Access	<p>means the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialised design.</p>
WAPC	<p>means the Western Australian Planning Commission, or its successor.</p>
Working Drawings	<p>means plans and supporting details, reports and documentation that form part of a building permit application to a Permit Authority, copies of which are provided to the Authority under clause 5.33 of the Scarborough Redevelopment Scheme prior to submitting a building permit application.</p>





## B. IMAGE CREDITS

Scarborough foreshore, MRA	Cover	Contessa, Shantanu Starick	pg 26	Dune conservation area, MRA	pg 50
Chapter 1		Subiaco development, Acorn Photo	pg 27	Ramp, Kai Schreiber	pg 51
Scarborough aerial, Wings Photographics/MRA	pg 2	Public artwork, Jimmy Rehak	pg 28	Historical photo, City of Stirling	pg 52
Wave at Scarborough Beach, Hatchd	pg 3	Scarborough mural, MRA	pg 28		
Lifeguards, City of Stirling	pg 5	Fence detail, MRA	pg 29	Chapter 5	
Perth Urban Orchard from above, Cam Campbell	pg 6	Fence detail, MRA	pg 29	Scarborough Clock Tower, Scene Team	pg 53
Perth Fringe World, John Leonard	pg 6	Scarborough signage, MRA	pg 30	Cyclists, MRA	pg 55
Sunset Veranda, MRA	pg 7	Alfresco area, MRA	pg 30	Townhouses, MRA	pg 55
Scarborough Ampitheatre, City of Stirling	pg 7	Pedestrian mall, Moyan Brenn	pg 31	Car parking, MRA	pg 56
Historical photo, City of Stirling	pg 9	Degraves lane, Alpha	pg 31	Shopfront, MRA	pg 57
Former Scarborough Hotel, SLWA	pg 9	Chapter 4		Pink bike racks, Don O'Brien	pg 58
Perth Cultural Centre, MRA	pg 10	Lifeguards, City of Stirling	pg 33	Bike storage, Malcom K	pg 58
Bike hire, MRA	pg 11	Mixed use building, Franklin Heijnen	pg 35	Bicycles, MRA	pg 59
Scarborough foreshore, MRA	pg 12	Residential building, MRA	pg 36	Boat storage, MRA	pg 60
Chapter 2		Residential tower, Michael Coghlan	pg 37	Scarborough foreshore, MRA	pg 61
Scarborough aerial, City of Stirling	pg 15	Beach apartments, Wiros	pg 37	Residential building, MRA	pg 62
Urban beach, Benson Kua	pg 17	Residential tower, Ilee Wu	pg 38	Balcony, MRA	pg 63
Feed Box Markets, DYO Events	pg 17	Tower and podium, MRA	pg 40		
Urban Coffee Farm, HASSELL	pg 18	Apartments, La Citta Vita	pg 41	Chapter 6	
Alfresco area, MRA	pg 18	Towers and beach, Michael Coghlan	pg 41	Scarborough foreshore, City of Stirling	pg 65
Vancouver waterfront, La Citta Vite	pg 19	Beachfront development, Ihourahane	pg 42	Residential building, MRA	pg 67
Alex Hotel, Anson Smart	pg 19	Apartments, MRA	pg 43	Road, MRA	pg 68
Apartment building, Michael Coghlan	pg 20	Wild Fig Cafe, MRA	pg 43	Laneway, MRA	pg 71
Chapter 3		Mixed use building, MRA	pg 44		
Splash Circus, City of Stirling	pg 21	Feed Box Markets, DYO Events	pg 45	Chapter 7	
Alfresco area, MRA	pg 23	Rooftop bar, MRA	pg 45	Scarborough Beach surf event, City of Stirling	pg 75
The Esplanade Scarborough, MRA	pg 24	Beach house, Allan Henderson	pg 46	Scarborough aerial, Wings Photographics	pg 77
Street cafe, Hannah Jensen	pg 24	Townhouses, MRA	pg 46		
Tower and podium, MRA	pg 25	Beach house, Allen Ferguson	pg 47		
Facade screens, MRA	pg 25	Balconies, MRA	pg 47		
Arbory Bar & Eatery, John Gollings	pg 26	Promenade and lights, MRA	pg 48		
		Scarborough foreshore, MRA	pg 49		
		Landscaping, William Murphy	pg 49		
		Screened development, La Citta Vite	pg 50		



## C. DOCUMENT CONTROL

DOCUMENT CONTROL	
<b>Adoption Date:</b>	17 September 2016

<b>Amendment Date:</b>	<b>Nature of Amendment:</b>
{Date}	{Description}
{Date}	{Description}
{Date}	{Description}
{Date}	{Description}
{Date}	{Description}
{Date}	{Description}





## MORE INFORMATION

If you require any further information or explanation of the Authority planning framework, Development Applications or the Scheme, the following options are available:

**Website:**

review planning documents on the Authority's website:  
[www.mra.wa.gov.au](http://www.mra.wa.gov.au)

**Email:**

email your query to the Authority at:  
[reception@mra.wa.gov.au](mailto:reception@mra.wa.gov.au)

**Phone:**

phone the Authority to chat to a planner on (08) 6557 0700

**Meeting:**

book a meeting to discuss your proposal with a planner by  
phoning (08) 6557 0700