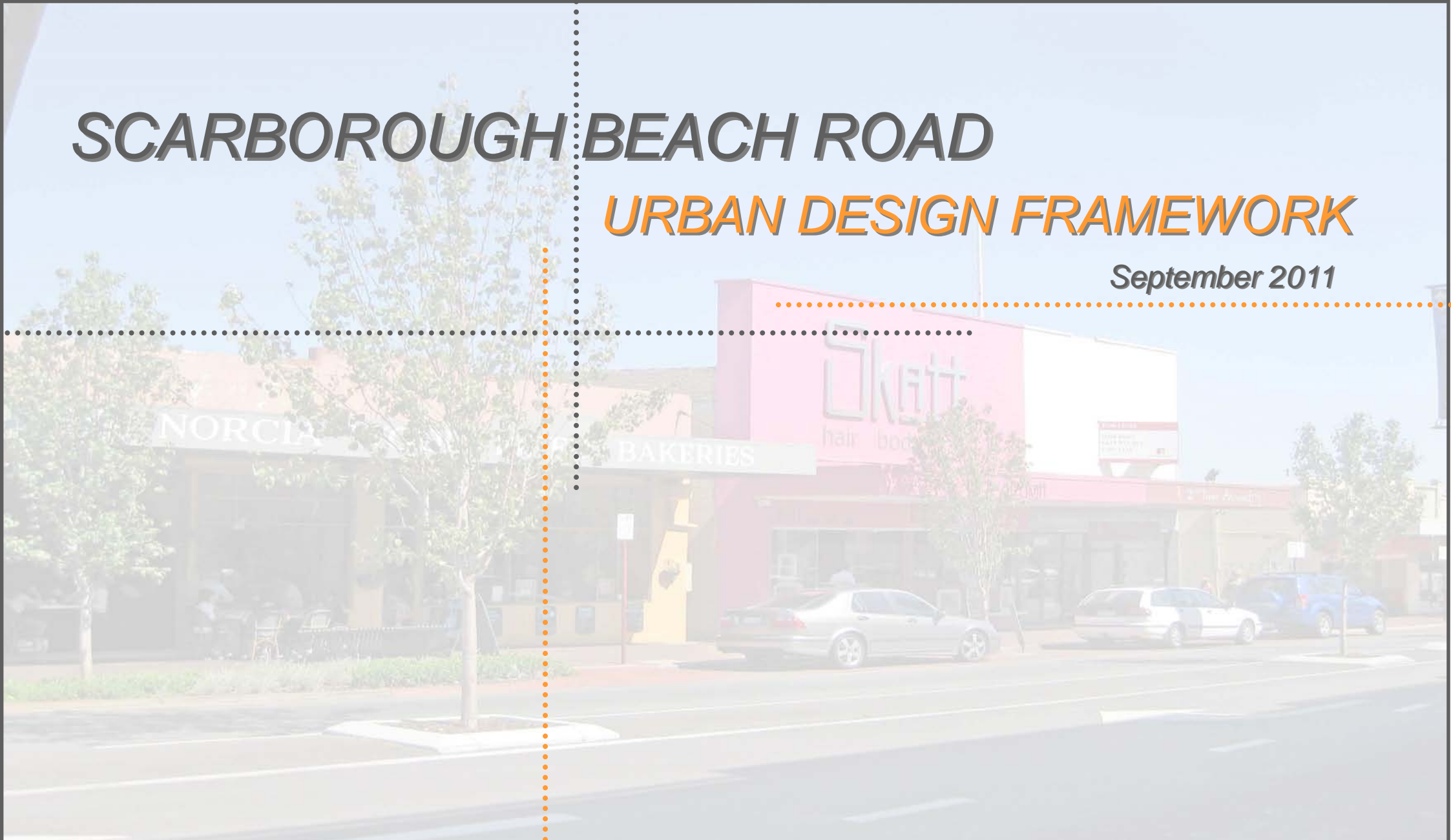


# SCARBOROUGH BEACH ROAD

## URBAN DESIGN FRAMEWORK

September 2011



City of Vincent

Department of Planning

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# INTRODUCTION

In January 2009, the City of Stirling, in conjunction with the Department of Planning and the City of Vincent (then the Town of Vincent), commenced the Scarborough Beach Road Activity Corridor Project to plan for the future needs of Scarborough Beach Road. Scarborough Beach Road runs from Scarborough Beach, and passes through various centres at Doubleview, Stirling, Osborne Park, Herdsman Business Park, Glendalough and Mount Hawthorn (refer to Figure 1). The corridor has historically functioned as a major link between the beach and the city. As such, it is an important cultural link and representation of the lifestyle opportunities associated with Perth.



*Current commercial businesses are heavily car dependent*

As the metropolitan area has grown, Scarborough Beach Road has evolved to serve both the regional and local community and currently functions as a regional transport spine. Perth has largely developed in a manner which was guided by the motor vehicle, with Scarborough Beach Road and its surrounding environment being no exception to this trend. The current commercial businesses along the road are heavily dependant on vehicles for access to their businesses and visual exposure to potential customers, which has led to traffic problems, including significant congestion at peak times and poor provision for pedestrians, cyclists and public transport users. There is general consensus across the community and government that continuation of this trend is not sustainable in the longer term and a well thought out plan should be developed. In addition, coordination between abutting developments and the road will need to be improved as development pressure continues.

# INTRODUCTION

A key recommendation of *Directions 2031*, the metropolitan strategic framework, is the development of 'Activity Corridor' environments along existing urban arterial roads, to offer a balanced approach to all modes of transport and coordinate these improvements with future development. Scarborough Beach Road is considered a prime opportunity to demonstrate these strategic objectives to improve such environments. As such, this Project forms the first step to improving the transport function and surrounding development of Scarborough Beach Road, and is based in the premise of best practice sustainability principles, including; transit orientated development, accommodating a balanced transport mode share along Scarborough Beach Road, and promoting a diversity of high quality land uses.

For the purposes of this Urban Design Framework, the City of Vincent is predominantly concerned with the portion of Scarborough Beach Road within its jurisdiction, which extends from Charles Street, North Perth, to the Mitchell Freeway, Mount Hawthorn (refer to Figure 2).

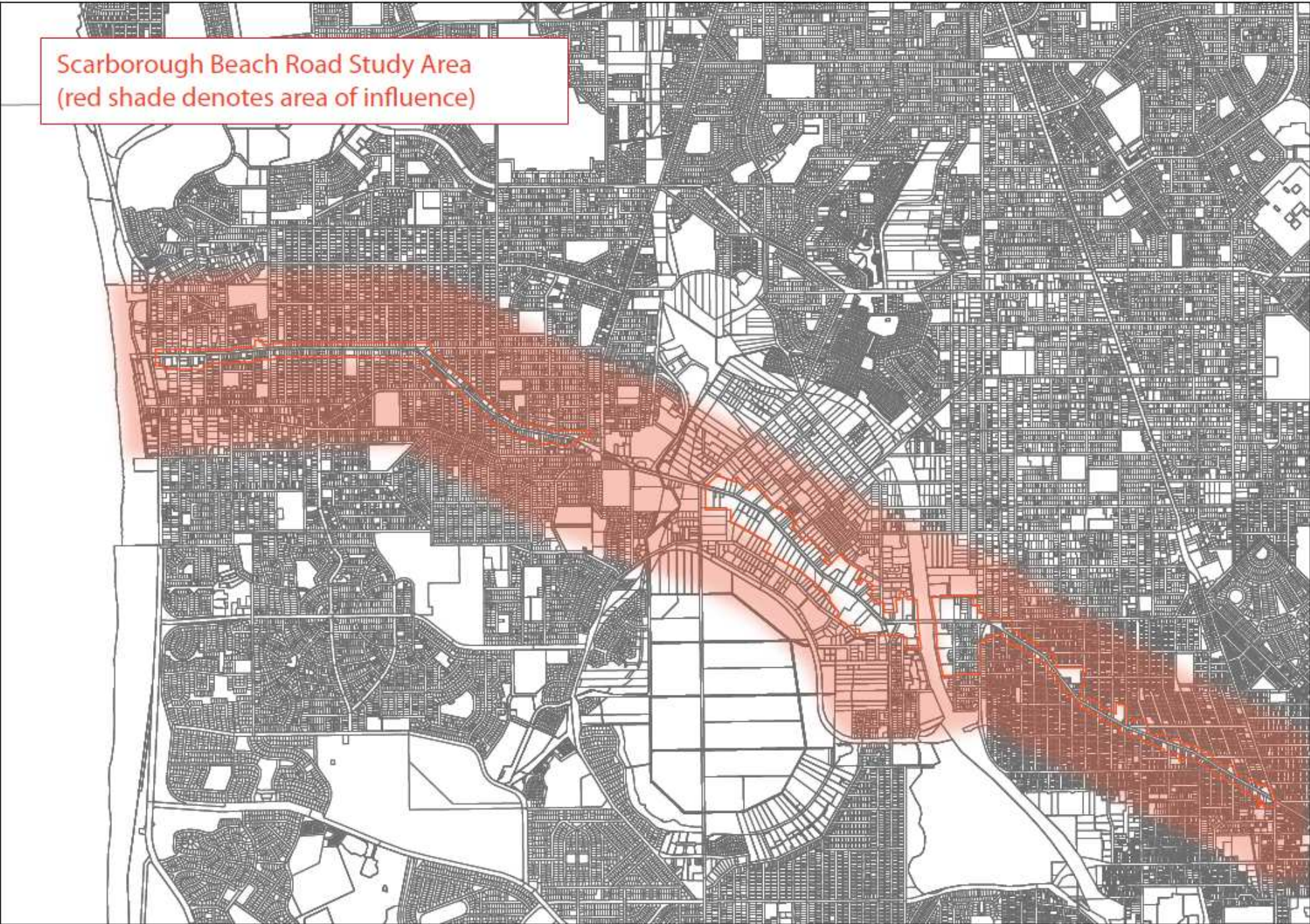


Figure 1 - The Study Area

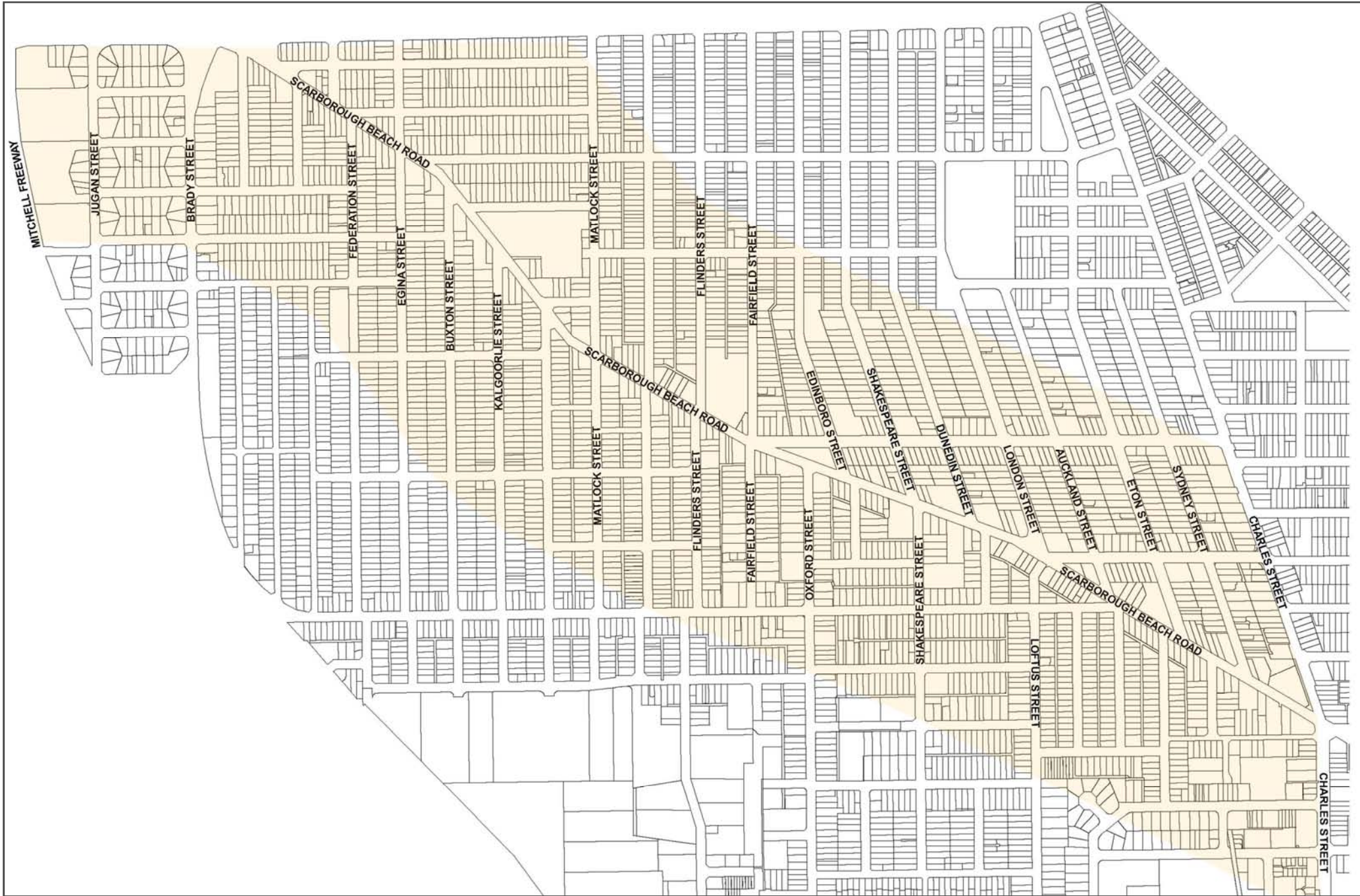


Figure 2 - Portion of Scarborough Beach Road within the City of Vincent's Jurisdiction

# BACKGROUND

The Department of Planning (Department for Planning and Infrastructure at the time), initiated the Scarborough Beach Road Activity Corridor Demonstration Project in 2008 - 2009. The Project includes land use, transport and socio-economic analysis and strategies for implementation along Scarborough Beach Road.

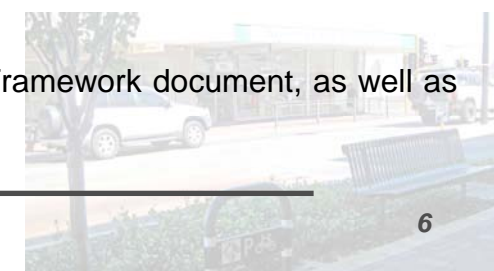
Initially, the purpose of the Project was to investigate and demonstrate the principles of *Network City*, however, as *Directions 2031* has superseded *Network City* as the highest level spatial framework and strategic plan for the metropolitan Perth and Peel region, the purpose of the Project now is to demonstrate the application of *Directions 2031*, particularly as it relates to Activity Corridors.

A number of studies have been undertaken as part of this Project, in order to assist with developing a clear understanding of the study area, its context and potential. The following key studies are particularly relevant for the portion of Scarborough Beach Road within the City of Vincent’s jurisdiction:

STUDY	DATE
Scarborough Beach Road Action Plan	2008
Population/Land Use Target Study	2009
Transport Strategy	2010
Urban Design Place Analysis	2010
Detailed road designs	2011
Urban Design Framework (this document)	2011
Place Making Strategy*	2011

(\* denotes incomplete study)

The final study to be completed for this Project is the Place Making Strategy. It is envisaged that this Urban Design Framework document, as well as the various studies that the City of Stirling have undertaken as part of this Project, will inform this Strategy.



# BACKGROUND

The Urban Design Place Analysis was undertaken based on the following elements:

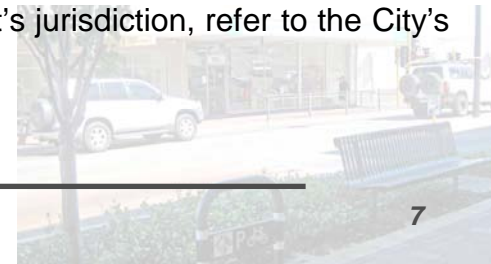
- Land Use;
- Built Form;
- Movement/Access;
- Pedestrian Observations;
- Quality Analysis;
- Urban Inter Relationships;
- Opportunity Sites; and
- Quality of Heritage.

Arising out of the Urban Design Place Analysis, it was identified that the characteristics of Scarborough Beach Road vary along its length. As a result, four specific Precincts were identified as follows:

- Precinct E - relating to the Glendalough Train Station Precinct;
- Precinct F - relating to the Main Street portion and the Mount Hawthorn town centre;
- Precinct G - relating to the Mount Hawthorn town centre; and
- Precinct H - relating to the area between the Mount Hawthorn town centre and Charles Street.

Specific urban design options have been developed for each of the four Precincts, as outlined in 'The Urban Design Framework' section of this document.

For detailed information on the existing conditions on the portion of Scarborough Beach Road within the City of Vincent's jurisdiction, refer to the City's *Urban Design Place Analysis (2010)* for Scarborough Beach Road, which is an Appendix to this document.





# PROJECT WORKING GROUP

The Scarborough Beach Road Activity Corridor Project is guided by a Project Working Group consisting of Officers from Local and State Government. Officer level representation on the Working Group include:

- Local Government Officers from:

- City of Stirling; and
- City of Vincent;

- Bikewest;
- Main Roads Western Australia (MRWA);
- Public Transport Authority (PTA);
- Department of Transport; and
- Department of Planning.

The Project is managed by the Department of Planning, and is predominantly a financial partnership between the Department and the City of Stirling. The Local Government Officers participate in fortnightly meetings/briefing sessions with the Department of Planning, with the other stakeholders attending the meetings on occasion.

Overall, the Project Working Group is a useful forum for Local Government Officers to convey local knowledge and experience in conjunction with the regional context and requirements of State Government agencies.



# METHODOLOGY

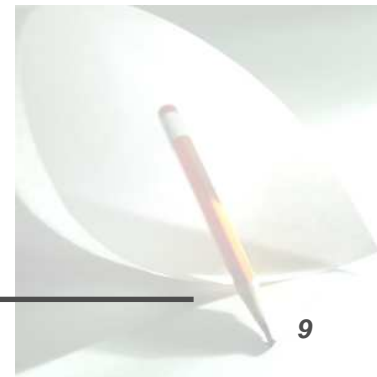
A letter received from the Department of Planning (Department for Planning and Infrastructure at the time), dated 28 January 2009 clearly sets out the three elements of the Scarborough Beach Road Activity Corridor Project, which emerged as recommendations of the Scarborough Beach Road Action Plan undertaken in 2008:

1. Population/Land Use Study;
2. Transport Strategy; and
3. Place Making Strategy.

The Action Plan recommended the completion of these studies in order to inform both State and Local Government in proving best practice transport and land use solutions along the length of Scarborough Beach Road.

Although element one was completed by consultant Syme Marmion & Co, and element two was completed by consultant Sinclair Knight Merz, element three, a high level non-statutory document which effectively will be the land use strategy, will be undertaken by the respective Local Government areas, that being the City of Stirling and the City of Vincent, and co-ordinated by the Department of Planning.

The City of Vincent has undertaken detailed site analysis, significant community consultation, and comprehensive urban design exercises to inform this Urban Design Framework document, which will feed back into element three, the Place Making Strategy.

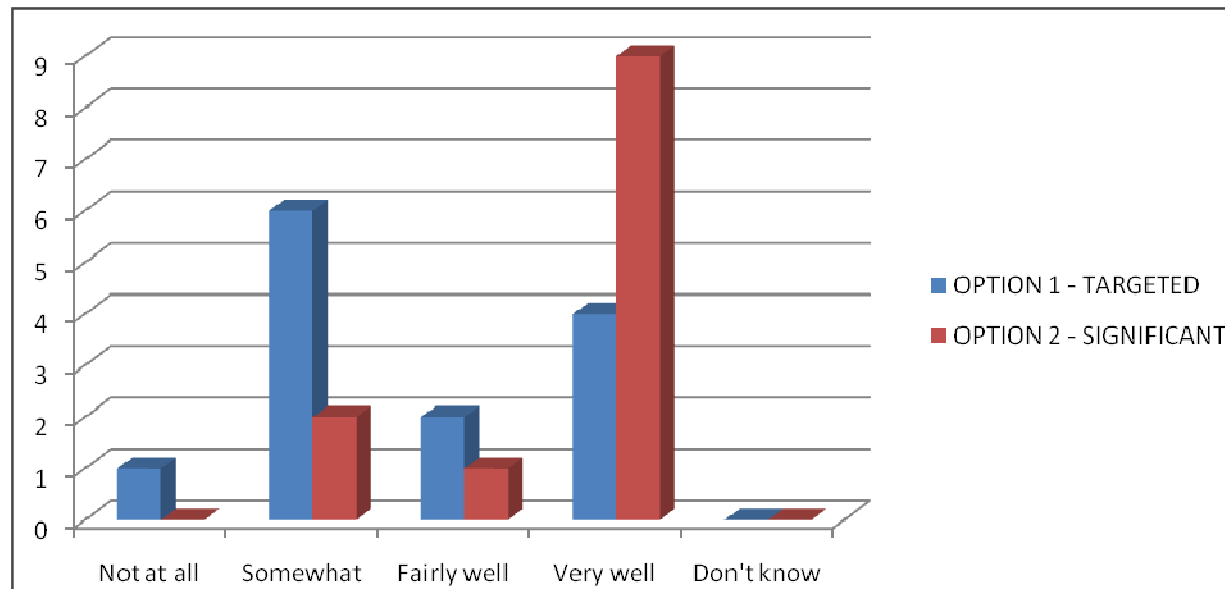


# CONSULTATION PROCESS

As a vital component in future planning for the portion of Scarborough Beach Road within the City of Vincent’s jurisdiction, landowners and community members were encouraged to attend an initial information session in **May 2010**, whereby general information about the Project was presented, and feedback from the community received in relation to their experiences of Scarborough Beach Road and how they see it likely to develop in the future.

Following on from this, significant work was undertaken in terms of developing urban design options for Scarborough Beach Road. Subsequently, the City facilitated additional workshops in **April 2011**, in order to provide the community with an update on the progress of the Project, as well as to present two urban design options for the future development of Scarborough Beach Road, one being a targeted development option, the other being a significant development option. Attendees were provided with the opportunity to provide feedback on which of the two urban design options they preferred.

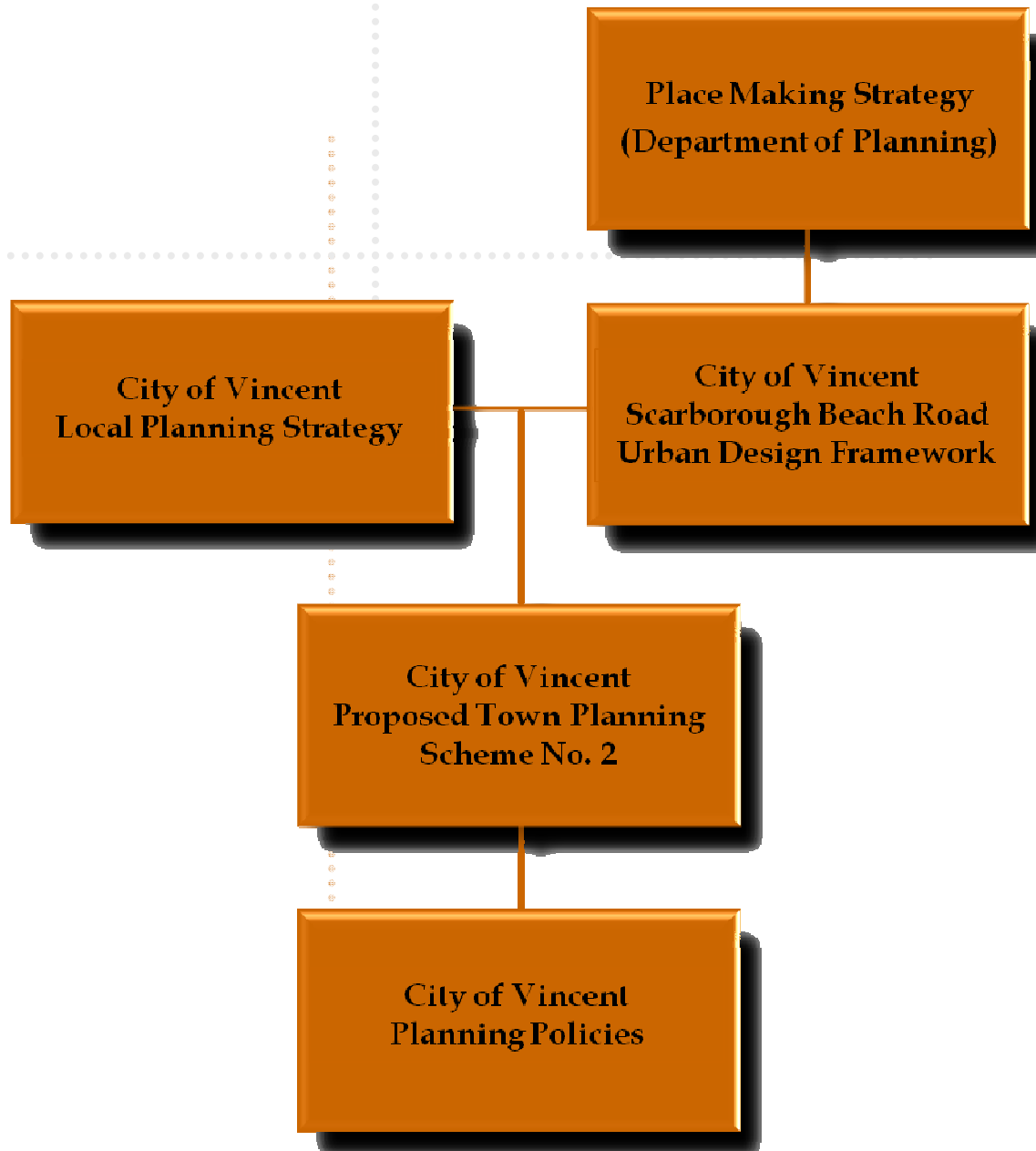
Following feedback from the community, it was evident that there was considerable support for the significant option, as demonstrated by the graph below. Further information relating to both urban design options is outlined in ‘The Urban Design Framework’ section of this document.



Graph depicting level of support for both options



# PLANNING FRAMEWORK



# PLANNING FRAMEWORK

As part of progressing the Project, the City of Vincent engaged Sinclair Knight Mertz to prepare cross-sections and aerial profile plans for three scenarios for the section of Scarborough Beach Road between Main Street and the Mitchell Freeway. The following three scenarios were prepared and presented to the Council at its Ordinary Meeting held on 22 February 2011:

- **Option 1** - A 42 metre reserve comprising light rail, two lanes of traffic, on-street parking, cycle path and verge;
- **Option 2** - A 39.5 metre reserve, comprising light rail, two lanes of traffic, cycle path and verge, and on-street parking on the northern side of the road reserve only, resulting in a maximum 8.5 metre Metropolitan Region Scheme road reserve on the southern portion; and
- **Option 3** - A 42 metre road reserve comprising light rail, two lanes of traffic, on-street parking, cycle path and verge, with the centre line moved to the north, resulting in a maximum 5 metre Metropolitan Region Scheme road reserve on the southern portion.

Considering the above three scenarios, the Council at its Ordinary Meeting held on 22 February 2011 endorsed Option 2 as the preferred proposed cross-section for Scarborough Beach Road between Main Street and the Mitchell Freeway. The rationale for this decision was that on balance, a proposed 39.5 metre road reservation is preferred, as it continues to support the objectives and principles of the Project, whilst also being cognisant of the affected property owners, and provides a more cost effective option when compared to moving the centre line north, as proposed in Option 3.

In effect, the cross-section proposed in Option 2, will result in a 8.5 metre Metropolitan Region Scheme road reservation for the southern portion of Scarborough Beach Road, between Main Street and the Mitchell Freeway, resulting in a 3.5 metre increase in the existing 5 metre Metropolitan Region Scheme road reservation for this portion of Scarborough Beach Road.

By instigating Option 2, this will provide greater certainty to the owners of the large land holding between Main and Jugan Streets. These land owners in particular are dependent on an agreement being made between the City of Vincent, the City of Stirling and the Department of Planning on the Metropolitan Region Scheme reservation for this portion of Scarborough Beach Road, so as to progress with the requirements that are detailed in Scheme Amendment 423 of the City of Stirling District Planning Scheme No. 2 and for any requirements of the proposed Town Planning Scheme No. 2 or Scheme Amendment No. 29 to the City's Scheme Amendment No. 1.

In light of the above, a Metropolitan Region Scheme Amendment is required, to widen the reserve of Scarborough Beach Road from Odin Street to Main Street. The City of Vincent is jointly undertaking this Amendment with the City of Stirling, who are now in the early stages of initiating the Amendment. Any proposed changes to the Metropolitan Region Scheme or Town Planning Scheme No. 1 are subject to public consultation, including correspondence to affected landowners. Submissions made are considered by the Western Australian Planning Commission prior to it making a recommendation to the Minister for Planning.

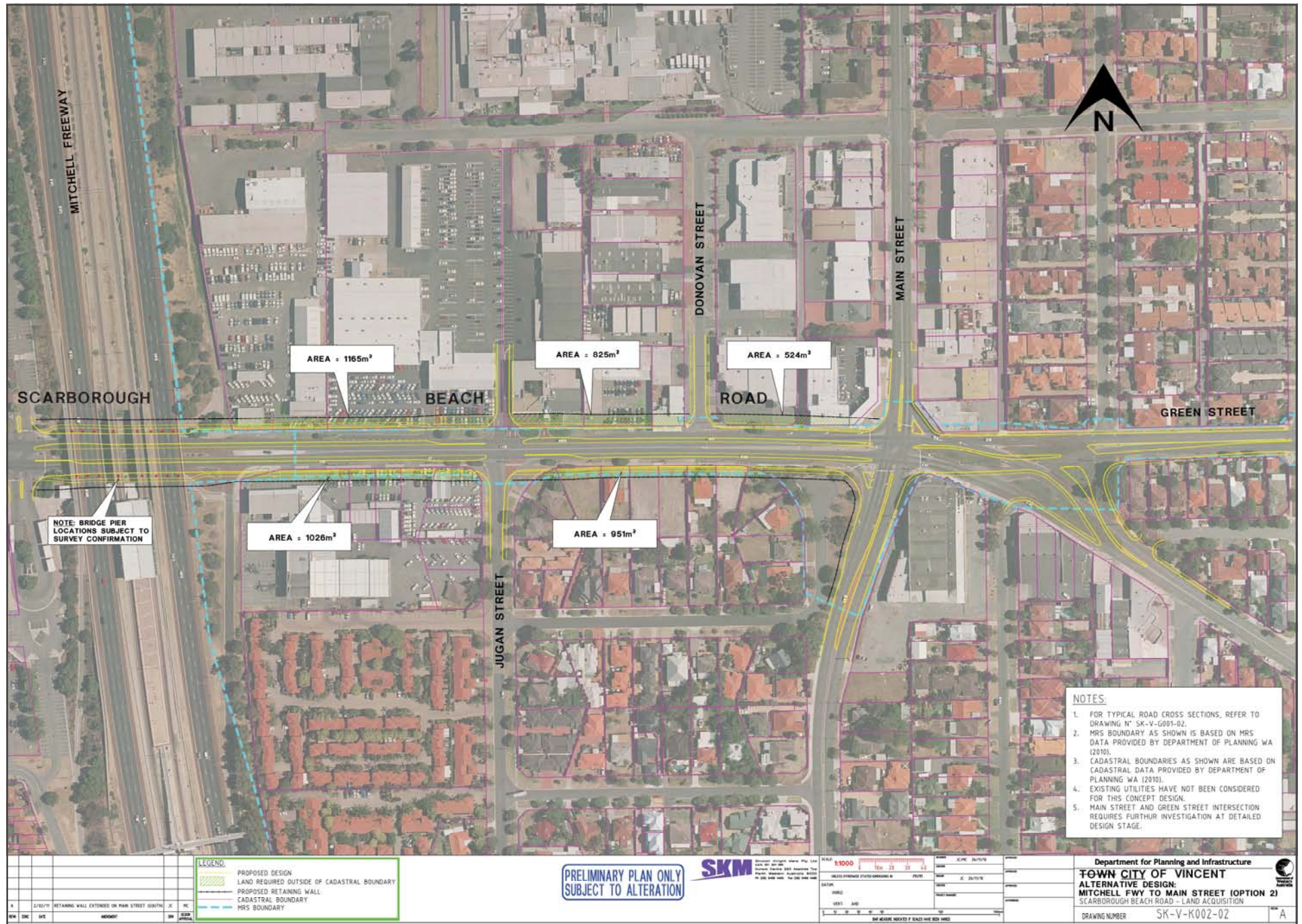
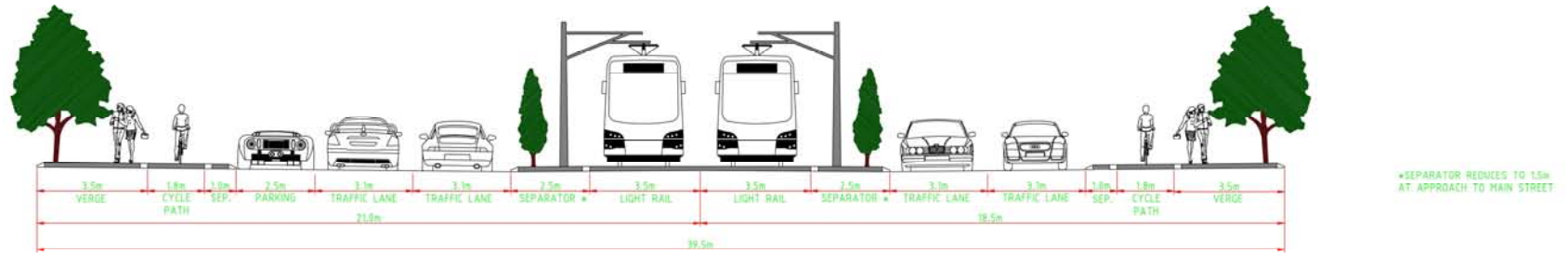
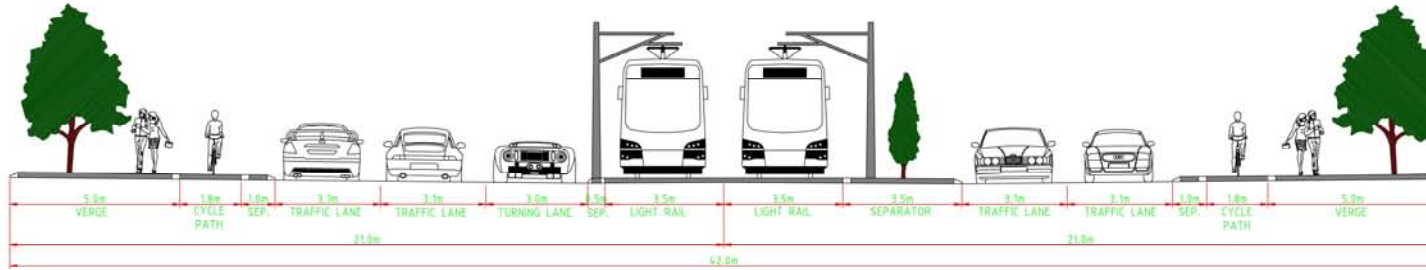


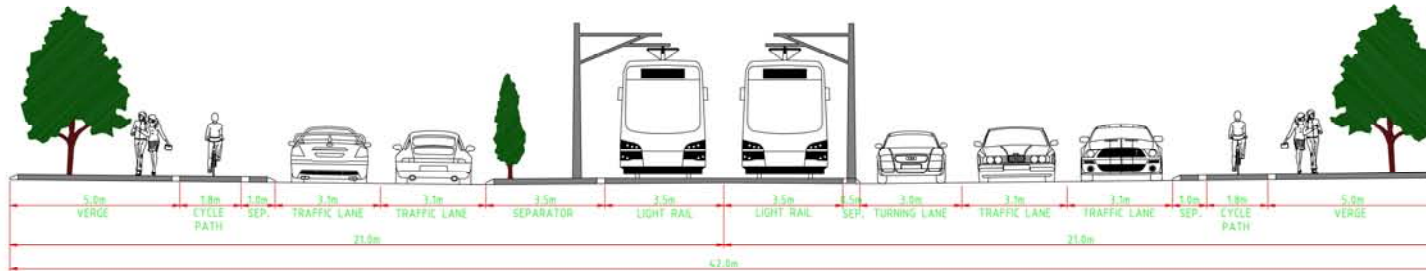
Figure 4 - Option 2 Aerial Profile Plan



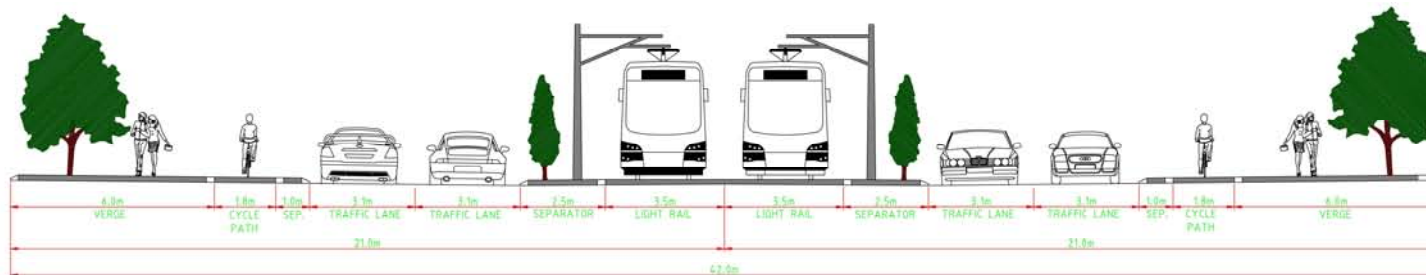
TYPICAL CROSS SECTION - SCARBOROUGH BEACH ROAD (2 LANES EACH WAY)  
(NO PARKING PROVISION ON SOUTH SIDE)



TYPICAL CROSS SECTION - SCARBOROUGH BEACH ROAD (AT SIGNALISED INTERSECTIONS - RIGHT TURN LANE)



TYPICAL CROSS SECTION - SCARBOROUGH BEACH ROAD (AT SIGNALISED INTERSECTIONS - OPPOSING RIGHT TURN LANE)



TYPICAL CROSS SECTION - SCARBOROUGH BEACH ROAD (ULTIMATE DESIGN - AT UNSIGNALISED INTERSECTIONS)

NO	DATE	DESCRIPTION	BY	CHKD

NOTE:  
1. EXISTING UTILITIES HAVE NOT BEEN CONSIDERED FOR THIS CONCEPT DESIGN.

PRELIMINARY PLAN ONLY  
SUBJECT TO ALTERATION



SCALE: NOT TO SCALE	DATE: 20/10/10
DESIGNER: J. J. J. J.	PROJECT: TOWN OF VINCENT
DRAWN: J. J. J. J.	CLIENT: TOWN OF VINCENT
CHECKED: J. J. J. J.	PROJECT NO: 1000000000
DATE: 20/10/10	BY: J. J. J. J.

Department for Planning and Infrastructure	
TOWN OF VINCENT	
ALTERNATIVE DESIGN	
MITCHELL Fwy TO MAIN STREET (OPTION 2)	
SCARBOROUGH BEACH ROAD - TYPICAL CROSS SECTIONS	
DRAWING NUMBER	SK-V-G001-02

Figure 5 - Option 2 Cross-Sections

# THE URBAN DESIGN FRAMEWORK

As mentioned in the 'Consultation Process' section, the City of Vincent facilitated workshops in April 2011, whereby two urban design options for the future development of Scarborough Beach Road were presented. The first option related to targeted development (refer to Figure 5), whilst the second option related to significant development (refer to Figure 6).

Following feedback from the community however, it was acknowledged that although there is general support for the more significant level of development along Scarborough Beach Road, in terms of mixed land uses (creating a vibrant and dynamic village atmosphere) and public transport in the form of light rail, there is strong opposition to the built form proposed in the significant option, particularly in terms of what was considered as excessive building heights.

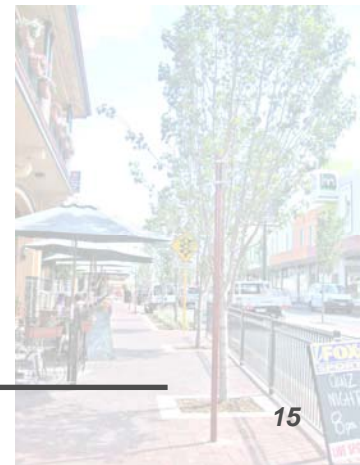
As a result, a composite option has been developed, taking into consideration the land use and transport proposals identified in the significant option, and the built form proposals identified in the targeted option.

In terms of land use, the composite option is identical to the land uses proposed in the significant option map (refer to Figure 6). Furthermore however, detailed information relating to access and movement, land use, the built form, and the public domain for each of the four Precincts identified, are presented in the tables following the targeted option and significant option maps.

It is envisaged that the principles identified in the tables will ensure that development along Scarborough Beach Road occurs in such a way so as to minimise land use conflict; provide robust and attractive built form on minimal street setbacks, enhancing the quality of the pedestrian environment; generate pedestrian activity and improved security and safety, creating 'vibrancy' and enhancing commercial viability; generate activity near the Glendalough Train Station to improve traveller safety, particularly in the evenings; improve the frequency and quality of public transport along Scarborough Beach Road; consider aspects of water efficiency, particularly in relation to the Department of Water's document, *Better Urban Water Management* 2008); and ensure that the streets facilitate the safe movement of pedestrians and cyclists.



*Examples of multistorey mixed use developments as proposed by the significant option*





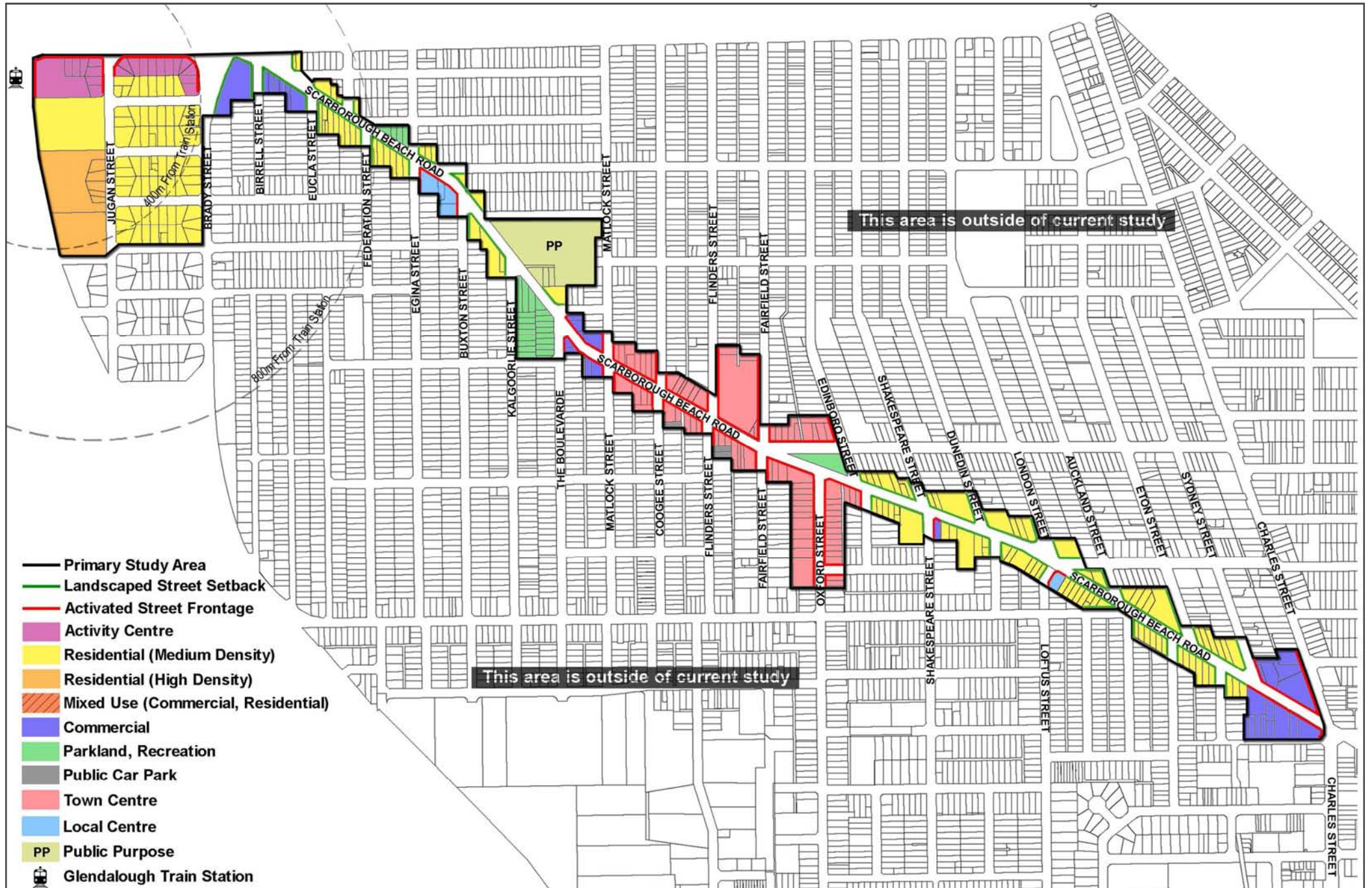


Figure 5 - Targeted Option

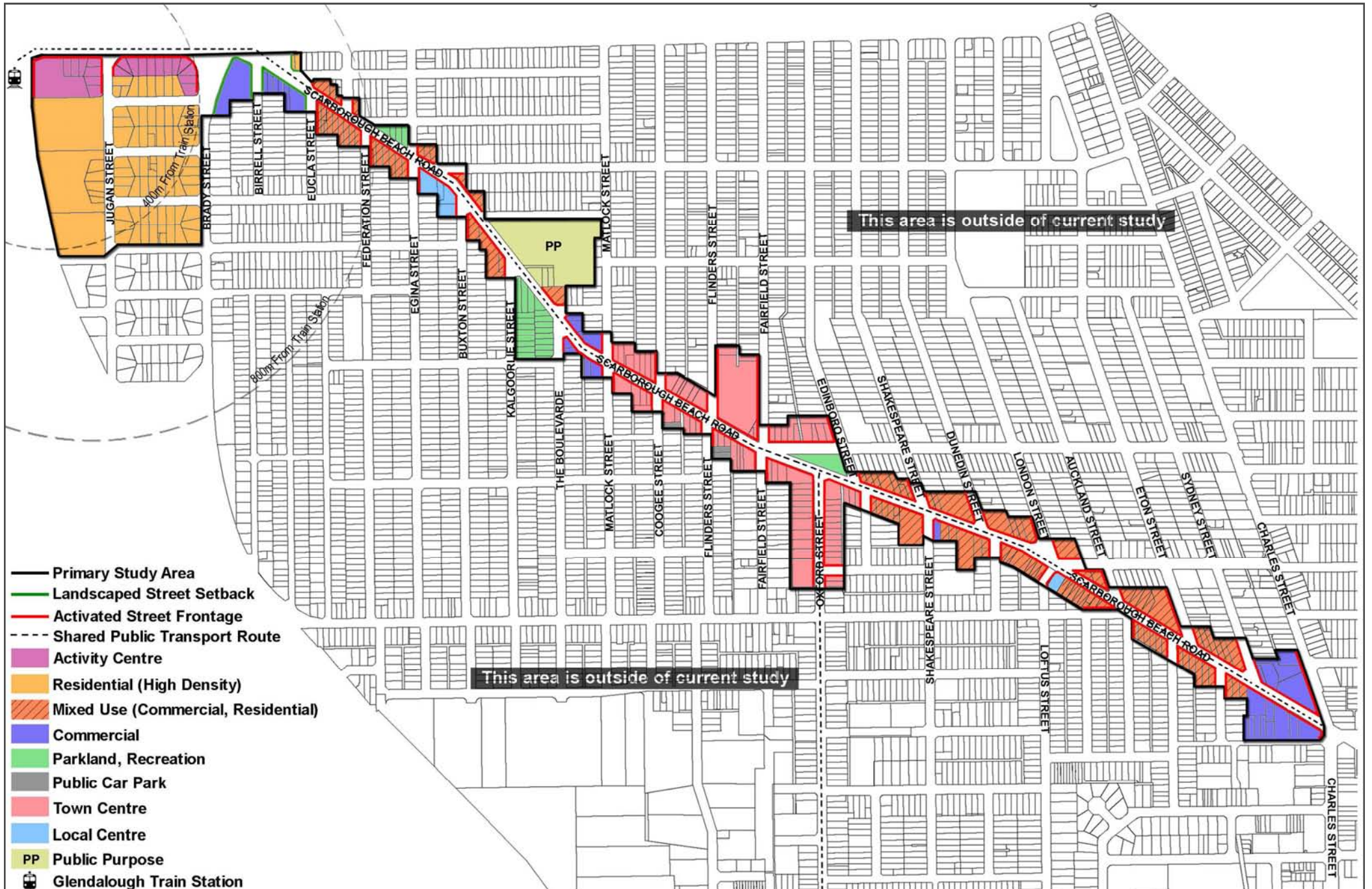


Figure 6 - Significant Option

# THE URBAN DESIGN FRAMEWORK

## PRECINCT E - GLENDALOUGH TRAIN STATION PRECINCT

ACCESS AND MOVEMENT	LAND USE	BUILT FORM	PUBLIC DOMAIN
<p>Introduce a 39.5 metre reserve, comprising light rail, two lanes of traffic, cycle path and verge, by increasing the existing Metropolitan Region Scheme road reserve from 5 metres to 8.5 metres for the southern portion of SBR (refer to Figure 5 in the 'Planning Framework' section).</p>	<p>Encourage high density residential development throughout the Precinct, in place of the existing medium density residential (R50) zoned properties.</p> <p>For the lots directly abutting SBR, these are proposed to be zoned Activity Centre (R-AC0).</p>	<p>Maximum building heights:</p> <ul style="list-style-type: none"> <li>residential zoned land - up to 3 storeys;</li> <li>mixed use zoned land - up to 5 storeys;</li> <li>Activity Centre (R-AC0) zoned land - Heights will be set out in a Detailed Area Plan which will be prepared for the site.</li> </ul> <p>Staggering of the maximum building height is required to provide a suitable transition to adjacent lower residential zones.</p>	<p>Utilise trees to provide a better canopy and climate control for urban spaces.</p>
<p>Upgrade the streetscape to attract/channel pedestrians between the Glendalough Train Station and the Mount Hawthorn town centre.</p>	<p>Encourage the introduction of land uses to activate the Precinct outside of normal business hours.</p>	<p>SBR Setbacks: Development will generally be required to be built up to the street alignment with weather protection.</p> <p>Furthermore, a road widening requirement affects this Precinct, as discussed in 'The Planning Framework' section.</p> <p>Side Setbacks: As per the R-Codes</p> <p>Rear setbacks: Where mixed use developments abut a residential zone to the rear, the required rear setback is 6 metres.</p> <p>All setbacks are to take into consideration the solar access of neighbouring properties, in order to ensure that this is protected.</p>	<p>Provide awnings, in addition to street trees, for weather protection wherever possible.</p>
<p>Improve the quality and safety of existing pedestrian linkages within the Precinct, both across SBR as well as the side streets, especially by widening the footpath.</p>	<p>Provide a capacity for convenience retail services targeted towards residents within a walkable area, as well as train station passengers.</p>	<p>Address all adjoining street frontages by avoiding blank walls and uninteresting building frontages, and minimising the incidence of areas with limited or no surveillance.</p>	<p>Improve the quality and quantity of street furniture (i.e. bus stops, benches etc.) to encourage pedestrian activity in the Precinct.</p>
<p>Improve pedestrian access to the Glendalough Train Station.</p>	<p>Protect existing residents from inappropriate neighbouring built form outcomes by providing commercial uses that are compatible with residential development, to be incorporated at ground level within the Precinct.</p>	<p>Create an active built form edge to the Glendalough Train Station, to improve amenity adjacent to the station, by maximising the number of doors and windows open to the street.</p>	<p>Enhance the landscaped street character.</p>

# THE URBAN DESIGN FRAMEWORK

## PRECINCT E - GLENDALOUGH TRAIN STATION PRECINCT (Continued)

ACCESS AND MOVEMENT	LAND USE	BUILT FORM	PUBLIC DOMAIN
Provide a buffer between the footpath and traffic, by incorporating street trees along the edge of the footpath.	Support existing uses adjacent to the Mount Hawthorn town centre, whilst encouraging growth in line with TOD principles, particularly by locating mixed use development near the Glendalough Train Station.	Establish a sense of arrival to the Precinct through the development of large landmark buildings, particularly on the 'Mixed Residential Cell' site.	
Minimise the impacts of noise relating to mixed uses and vehicle traffic from SBR and the Freeway.	Enable the redevelopment of large contiguous land parcels to accommodate high quality mixed use development, by encouraging the amalgamation of sites.	Retail and other active commercial uses shall be located on the ground floor level.  Residential uses shall be located on upper levels fronting a street with balconies overlooking the street for surveillance purposes.  Office shall be located on upper levels.	
	Provide a capacity for active and continuous retail frontages, in order to encourage medium to large scale mixed use development characterised by a combination of high quality commercial and residential facilities.		



*Examples of multistorey mixed use development with an active and continuous retail frontage*

# THE URBAN DESIGN FRAMEWORK

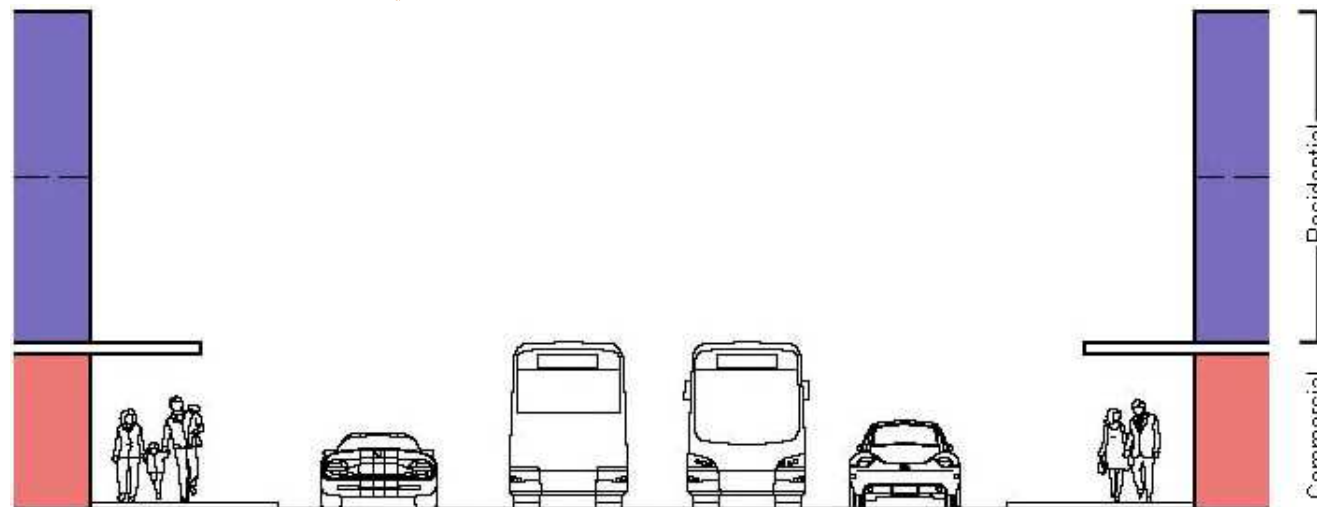
## PRECINCT F - AREA BETWEEN THE MAIN STREET PORTION AND THE MOUNT HAWTHORN TOWN CENTRE

ACCESS AND MOVEMENT	LAND USE	BUILT FORM	PUBLIC DOMAIN
<p>Introduce a shared public transport alignment along SBR, from Main Street, through to the Mount Hawthorn town centre. This may require an increase to the Metropolitan Region Scheme road reserve, in order to ensure sufficient road width to incorporate the shared public transport route, two lanes of traffic, a cycle path and verges.</p> <p>However, further investigation and road design work is required to be undertaken, prior to the commencement of any Metropolitan Region Scheme amendment or streetscape enhancement.</p>	<p>Connect the Glendalough Train Station/ town centre/commercial nodes with mixed use development, to buffer higher density residential development.</p>	<p>Maximum building heights:</p> <ul style="list-style-type: none"> <li>• mixed use zoned land - up to 3 storeys;</li> <li>• commercial zoned land - up to 4 storeys; and</li> <li>• local centre area - up to 3 storeys.</li> </ul> <p>Staggering of the maximum building height is required to provide a suitable transition to adjacent lower residential zones.</p>	<p>Utilise trees to provide a better canopy and climate control for urban spaces.</p>
<p>Integrate the interface between the built form and the Public Open Space (POS), Braithwaite Park, to maximise opportunity for exchange at the ground level of all buildings.</p>	<p>Encourage mixed use development along this portion of SBR introducing opportunities for commercial uses that are compatible with residential development, to be incorporated at ground level within the Precinct.</p>	<p>SBR Setbacks:</p> <ul style="list-style-type: none"> <li>• mixed use zoned land - Nil front setback;</li> <li>• commercial zoned land - Nil front setback; and</li> <li>• local centre area - Nil front setback.</li> </ul> <p>However, to improve the pedestrian environment of the commercial node between Brady and Eucla Streets, a 2 metre front setback to SBR is to be provided.</p> <p>The front setback is to contain soft landscaping with a maximum 20 percent hard surface.</p> <p>Side Setbacks: As per the R-Codes</p> <p>Rear setbacks: Where commercial developments abut a residential zone to the rear, the required rear setback is 6 metres.</p> <p>All setbacks are to take into consideration the solar access of neighbouring properties, in order to ensure that this is protected.</p>	<p>Provide awnings, in addition to street trees, for weather protection wherever possible.</p>

# THE URBAN DESIGN FRAMEWORK

## PRECINCT F - AREA BETWEEN THE MAIN STREET PORTION AND THE MOUNT HAWTHORN TOWN CENTRE (Continued)

ACCESS AND MOVEMENT	LAND USE	BUILT FORM	PUBLIC DOMAIN
<p>Improve the quality and safety of existing pedestrian linkages within the Precinct, in particular along SBR near the Brady Street intersection by widening the footpath.</p>	<p>Provide a capacity for active retail frontages, in order to encourage medium scale mixed use development characterised by a combination of high quality commercial and residential facilities, (at a mix of residential and commercial as mandated by the City).</p>	<p>Address all adjoining street frontages by avoiding blank walls and uninteresting building frontages, and minimising the incidence of areas with limited or no surveillance.</p>	<p>Improve the quality and quantity of street furniture (i.e. bus stops, benches etc.) to encourage pedestrian activity in the Precinct.</p>
<p>Provide a buffer between the footpath and traffic, by incorporating street trees along the edge of the footpath.</p>	<p>Protect existing residents from inappropriate built form outcomes, by ensuring that the nature of development complements the character of existing residential development.</p>	<p>Active building frontages are encouraged for commercial and mixed use developments, and the number of doors and windows open to the street should be maximised.</p>	<p>Enhance the landscaped street character.</p>
	<p>Ensure that the existing POS for provides for both passive and active recreation.</p>		



Scarborough Beach Road - shared public transport route and three storey mixed use developments on either side with nil street setbacks

# THE URBAN DESIGN FRAMEWORK

## PRECINCT G - MOUNT HAWTHORN TOWN CENTRE

ACCESS AND MOVEMENT	LAND USE	BUILT FORM	PUBLIC DOMAIN
<p>Introduce a shared public transport alignment along SBR, through the Mount Hawthorn town centre.</p> <p>In order to avoid the destruction of the building facades through the town centre however, by the unnecessary widening of the road reserve, detailed road design work is required to be undertaken.</p> <p>Options for the shared public transport route could include one 'shuttle' that travels up and down SBR, as opposed to two shuttles travelling either way. Alternately, there is the opportunity to introduce two shuttles that travel in opposite directions along SBR, without overlapping, that meet at a central point in the town centre.</p> <p>Furthermore, there is the opportunity to introduce a 'shared path' concept through the town centre, whereby private vehicles share the same path as the public transport, eradicating the necessity to widen the existing road reserve through the town centre.</p>	<p>Continue to encourage active land use at the street level.</p>	<p>Additional development to the properties along the southern side of SBR, between Fairfield and Coogee Streets, is to be located away from the street setback in order to preserve the character, integrity and visual appeal of the traditional shops, and to preserve existing view corridors to the City.</p> <p>For all other areas, maximum building heights are as follows:</p> <ul style="list-style-type: none"> <li>commercial zoned land - up to 4 storeys; and</li> <li>town centre area - up to 3 storeys.</li> </ul> <p>Staggering of the maximum building height is required to provide a suitable transition to adjacent lower residential zones.</p>	<p>Continue to provide quality street furniture, in order to maintain high quality pedestrian environment.</p>
<p>Continue to improve the quality and safety of existing pedestrian linkages within the Precinct, in relation to secondary streets, in line with the improvements undertaken on SBR.</p>	<p>Continue to provide a capacity for active retail frontages characterised by high quality commercial facilities.</p>	<p>SBR Setbacks:</p> <ul style="list-style-type: none"> <li>commercial zoned land - Nil front setback; and</li> <li>town centre area - Nil front setback;</li> </ul> <p>Side Setbacks: As per the R-Codes</p> <p>Rear setbacks: Where commercial developments abut a residential zone to the rear, the required rear setback is 6 metres.</p> <p>All setbacks are to take into consideration the solar access of neighbouring properties, in order to ensure that this is protected.</p>	<p>Continue to provide awnings, in addition to street trees, for weather protection wherever possible.</p>

# THE URBAN DESIGN FRAMEWORK

PRECINCT G - MOUNT HAWTHORN TOWN CENTRE (Continued)			
ACCESS AND MOVEMENT	LAND USE	BUILT FORM	PUBLIC DOMAIN
Provide convenient and visible vehicle access, whilst reducing the visual dominance of car parks on the streetscape.	Continue to provide commercial uses that are compatible with residential development within the Precinct.	Address all adjoining street frontages and avoid blank walls and uninteresting building frontages.	
Upgrade the presentation of the Coogee Street car park to set an example of best practice.	Continue to provide a capacity for convenience retail services targeted towards residents within a walkable area (i.e. Woolworths).	Continue to ensure the development of active and continuous shop fronts along the street frontage.	
	Reinforce the town centre as the cultural and community heart of Mount Hawthorn by reinforcing the relationship between built form and the public domain.	Utilise the topography of the area, which offers views across Perth and hence significant development opportunities, to integrate more intense development in locations that could otherwise be height sensitive.	
		Establish a sense of arrival to the town centre through the development of large landmark buildings on strategic development sites.	
		Continue to encourage active building frontages with a maximum number of doors and windows open to SBR.	
		Retail and other active commercial uses shall be located on the ground floor level.  Residential uses shall be located on upper levels fronting a street with balconies overlooking the street for surveillance purposes.  Office use is preferable on upper levels.	



# THE URBAN DESIGN FRAMEWORK

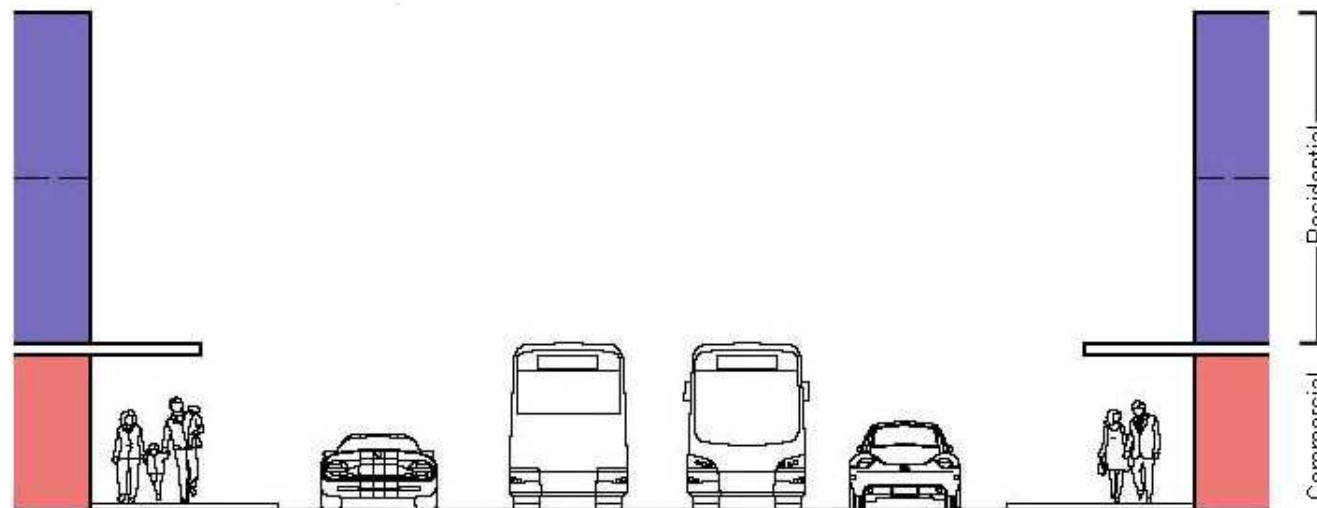
## PRECINCT H - AREA BETWEEN THE MOUNT HAWTHORN TOWN CENTRE AND CHARLES STREET

ACCESS AND MOVEMENT	LAND USE	BUILT FORM	PUBLIC DOMAIN
<p>Introduce a shared public transport alignment along SBR, from the Mount Hawthorn town centre, ending at Charles Street.</p> <p>This will have implications for the current road layout, by reducing the existing four car traffic lanes from Oxford Street to Charles Street down to two lanes, in order to ensure sufficient road width to incorporate the shared public transport route.</p> <p>However, further investigation and road design work is required to be undertaken, prior to the commencement of any Metropolitan Region Scheme amendment or streetscape enhancement.</p>	<p>Connect the Glendalough Train Station/town centre/commercial nodes with mixed use development, to buffer higher density residential development.</p>	<p>Maximum building heights:</p> <ul style="list-style-type: none"> <li>• mixed use zoned land - up to 3 storeys;</li> <li>• commercial zoned land - up to 4 storeys; and</li> <li>• local centre area - up to 3 storeys.</li> </ul> <p>Staggering of the maximum building height is required to provide a suitable transition to adjacent lower residential zones.</p>	<p>Utilise trees to provide a better canopy and climate control for urban spaces.</p>
<p>Improve the quality and safety of existing pedestrian linkages within the Precinct, both across SBR and the side streets.</p>	<p>Encourage mixed use development along this portion of SBR by introducing opportunities for commercial uses that are compatible with residential development, to be incorporated at ground level within the Precinct.</p>	<p>SBR Setbacks:</p> <ul style="list-style-type: none"> <li>• mixed use zoned land - Nil front setback;</li> <li>• commercial zoned land - Nil front setback; and</li> <li>• local centre area - Nil front setback.</li> </ul> <p>Side Setbacks: As per the R-Codes</p> <p>Rear setbacks: Where commercial developments abut a residential zone to the rear, the required rear setback is 6 metres.</p> <p>All setbacks are to take into consideration the solar access of neighbouring properties, in order to ensure that this is protected.</p>	<p>Provide awnings, in addition to street trees, for weather protection wherever possible.</p>
<p>Provide a buffer between the footpath and traffic, by incorporating street trees along the edge of the footpath.</p>	<p>Provide a capacity for active retail frontages, in order to encourage medium scale mixed use development characterised by a combination of high quality commercial and residential facilities, (at a mix of residential and commercial as mandated by the City).</p>	<p>Address all adjoining street frontages and avoid blank walls and uninteresting building frontages.</p>	<p>Improve the quality and quantity of street furniture (i.e. bus stops, benches etc.) to encourage pedestrian activity in the Precinct.</p>

# THE URBAN DESIGN FRAMEWORK

## PRECINCT H - AREA BETWEEN THE MOUNT HAWTHORN TOWN CENTRE AND CHARLES STREET (Continued)

ACCESS AND MOVEMENT	LAND USE	BUILT FORM	PUBLIC DOMAIN
	Continue to encourage residential land uses as a vital component of the Precinct.	Establish a sense of arrival to the Precinct through the development of large landmark buildings on strategic development sites near the SBR/Charles Street intersection.	Enhance the landscaped street character.
	Encourage the introduction of land uses near the Charles Street intersection to activate the Precinct outside of normal business hours.	Active building frontages are encouraged for commercial and mixed use developments, and the number of doors and windows open to the street should be maximised.	
	Protect existing residents from inappropriate built form outcomes, by ensuring that the nature of development complements the character of existing residential development.		
	Provide a capacity for convenience retail services targeted towards residents within a walkable area.		



Scarborough Beach Road - shared public transport route and three storey mixed use developments on either side with nil street setbacks

# IMPLEMENTATION

The implementation of the Scarborough Beach Road Urban Design Framework requires the coordinated and committed involvement of both the State Government and the Town of Vincent.

More specifically, the implementation of the Scarborough Beach Road Urban Design Framework is as follows:

- The Council's endorsement of the Scarborough Beach Road Urban Design Framework;
- Refer a copy of the Scarborough Beach Road Urban Design Framework to the Department of Planning, in order to inform the Place Making Strategy;
- Inclusion of the Scarborough Beach Road as a reference document into the City of Vincent's Local Planning Strategy and the preparation of the City's Town Planning Scheme No. 2 (currently still draft);
- Consideration of Town Planning Scheme Amendments, namely Scheme Amendment No. 29;
- Consideration of Metropolitan Region Scheme Amendments; and
- Use of the Scarborough Beach Road Urban Design Framework by the Council to inform policy development, Town Planning Scheme amendments and Metropolitan Region Scheme amendments, as well as infrastructure projects relating to streetscape enhancement, by implementing measures such as footpath upgrades, improved street lighting, street tree planting and improved street furniture.

Finalisation of the Scarborough Beach Road Activity Corridor Project is anticipated to provide clarity on the future function and design of Scarborough Beach Road, identify and guide appropriate redevelopment opportunities, and give a level of certainty to property owners who have no intention to redevelop.

# APPENDIX

# SCARBROUGH BEACH ROAD

## URBAN DESIGN PLACE ANALYSIS

PRECINCT E - GLENDALOUGH TRAIN STATION PRECINCT

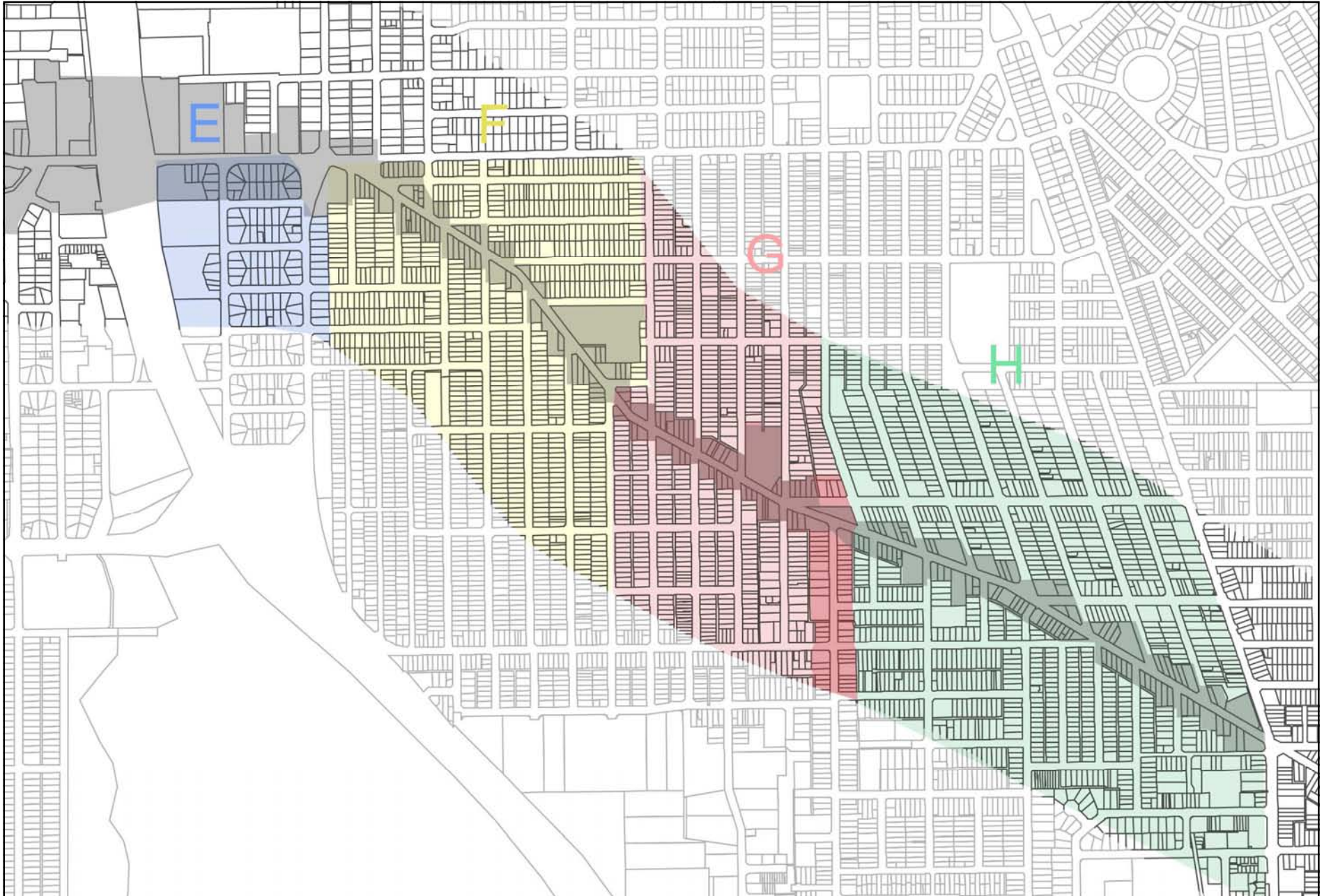
PRECINCT F - AREA BETWEEN THE MAIN STREET PORTION AND THE MOUNT HAWTHORN TOWN CENTRE

PRECINCT G - MOUNT HAWTHORN TOWN CENTRE

PRECINCT H - AREA BETWEEN THE MOUNT HAWTHORN TOWN CENTRE AND CHARLES STREET

CITY OF VINCENT, JULY 2010





SBR ACTIVITY CORRIDOR - URBAN DESIGN FRAMEWORK PRECINCT MAP

## PRECINCT E - GLENDALOUGH TRAIN STATION PRECINCT

- This Precinct is mainly characterised by industrial and commercial land use activities to the north of Scarborough Beach Road (SBR), with residential land use to the south.
- Buildings in this Precinct demonstrate an incremental pattern of residential development.
- In general, pedestrian footpaths are badly maintained along this portion of SBR. The footpath is very narrow, and a lack of street trees/awnings has resulted in insufficient shade, and an overall unpleasant pedestrian experience.
- There is little evidence of eating and sitting, and no evidence of active recreation within this Precinct.
- The quality of the environment, in terms of street furniture, footpaths, signage and pedestrian crossings is poor, further adding to the hostile pedestrian environment.
- There are no heritage listed sites within this Precinct.
- Nine opportunity sites have been identified. However, these are all owned by one person, forming a single large-scale site, with significant development opportunity.

### Land Use

Predominately, there are industrial and commercial land use activities to the north of SBR, and residential land use to the south.

There is a relatively homogenous and inefficient use of land within 400 metres of the Glendalough Station, particularly along SBR and the northern portions of Jugan and Brady Streets. East of Brady Street along Birrell, Eucla, Milton, Tasman, Purslowe and Lynton Streets', the land is currently zoned R30 and comprises predominately single storey residential dwellings, which is generally the maximum capacity of these lots. West of Brady Street the land is zoned R50 and the lot sizes are larger comprising predominately grouped dwellings, many in battleaxe lot configurations. Currently the majority of lots comprise a maximum of three dwellings however the potential exists to increase the capacity of these lots to 4 dwellings per lot under the current zoning.

The land use identified within the 'Mixed Residential Cell' currently comprises single storey dwellings abutting SBR and vacant lots. Whilst the Toyota vehicle sales premises site provides an employment base in close proximity to the Station, it is considered that a more efficient use of the site that accommodates a higher intensity of both residential and commercial use would better reflect the key objectives of Transport Orientated Development (TOD). Some two storey commercial development is evident abutting SBR between Brady and Eucla Streets.

With the close proximity of Glendalough Station, this is an excellent opportunity for a TOD, involving increased residential density close to the Station. However, any future residential intensification has to be carefully designed and developed, as noise from the close proximity of the Mitchell Freeway and the Station, as well as traffic from SBR,

may result in an unpleasant residential environment. It is noted that any redevelopment and intensification will need to respect and be integrated with the established residential areas to the south-east. However, if the commercial developments that currently exist along SBR continue being largely car dependent, this will hamper the area from evolving into an active, pedestrian oriented TOD.

### Built Form

#### Residential:

The built form surrounding the Glendalough Station demonstrates an incremental pattern of residential development (refer to Figures 1 and 2) consisting original single storey dwellings dating from the 1930s - 1950s, and later infill development. A clear distinction of residential lot configuration and built form patterns are apparent to the east and west of Brady Street.



*Figures 1 and 2: Incremental pattern of residential development*

East of Brady Street, the built form is predominately single storey brick and tile Inter-war Bungalows featuring front facing gables and hipped and hipped-gabled roof forms on traditional lot configurations averaging 570 square metres. There is also some contemporary infill apparent.

West of Brady Street, the lots are larger and less uniform with grouped dwellings more prevalent than the single house. The predominant dwelling types are constructed in the 1950s in the Post-War austerity style, featuring face or painted brick walls with simple roof forms, together with infill grouped dwellings bolder in bulk and scale dating from the 1970s to the present. The average lot size is 780 square metres, with larger lots abutting the freeway to accommodate extensive grouped dwelling complexes. The public housing dwellings addressing SBR are in a poor condition, and present a poor visual appearance along SBR.

#### Commercial:

Commercial style development is located primarily along SBR, featuring simple horizontal roof forms with concealed roofs and car parking in side and front setbacks. There are few active building edges at human scale along SBR, offering limited pedestrian amenity, as commercial developments are largely car dependent, and display little interaction at a human scale (refer to Figure 1). There is a general inconsistency in street setback and building envelopes along SBR from Eucla Street to the Glendalough Station, resulting in inefficient use of space and poor visual amenity.



*Figure 1: Car dependant, commercial developments along SBR*

#### Movement/Access

The Glendalough Station is the second station on the northern railway line between Perth and Clarkson, and represents an approximate 4 minute trip to the Perth Central Station. The Station can be accessed by pedestrians via an elevated footbridge which has access points to the east and west of the Mitchell Freeway. The station can also be

accessed via escalators and stairs directly from the SBR footpath. The station is predominately 'walk on', however it also caters for 'park and ride', 'drop off and pick up' patronage and connecting bus passengers. The 'park and ride' facilities are located to the north of SBR. The 'drop off and pick up' facilities are located in the northern station car park and along SBR in the underbridge area. The latter is utilised more regularly.

The subject area is bounded by a primary distributor, being the Mitchell Freeway, and comprises three (3) District Distributor (A) Roads, being SBR, Green Street, and Brady Street, and twelve (12) local roads. Vehicles per day on the key roads are as follows:

- SBR-13,960;
- Green Street-14,260; and
- Brady Street-14,360.

The legibility of the local road network within the study area is facilitated by the north-south linkages of Jugan Street which is well connected to east-west local roads primarily residential in nature. There are no designated bicycle routes apart from the Principal Shared Pathway along the eastern Freeway reserve that exist in the study area. Limited bicycle racks or lockers are available in close proximity to the Glendalough Station.

Many of the residential local streets within this area have well maintained footpaths and are partially shaded by trees, providing a pleasant environment for walking. SBR and to a lesser extent, Brady Street, are harsh environments for pedestrians, as limited facilities, such as street bins, bus shelters, water fountains, seats and shade, are provided. Some areas within close proximity to the Glendalough Station exhibit poor visual surveillance and pedestrian amenity in part as a result of the layout of the commercial lot currently occupied by the Toyota vehicle sales premises site.

This portion of SBR is classified as an Other Regional Road under the Metropolitan Region Scheme (MRS), and also operates as a District Distributer A. Furthermore, there is a 5 metres road widening south of SBR from the Mitchell Freeway to Brady Street required under the MRS, however, this does not apply to the remainder of SBR within the City's jurisdiction.

In general, pedestrian footpaths are badly maintained along this portion of SBR. The footpaths are very narrow, and are located within close proximity to the busy road, with no buffer between pedestrians and oncoming traffic. As this portion of SBR is two lanes in either direction, it is difficult for pedestrians to traverse, particularly because of a lack of pedestrian crossings. Furthermore, the lack of street trees/awnings along this portion of SBR has resulted in insufficient shade, and an overall unpleasant pedestrian experience. The numerous regional road intersections have reduced pedestrian



permeability and legibility, and the fact that there is no designated bicycle routes apart from the Principal Shared Pathway along the eastern Freeway reserve, may result in conflict between pedestrians and cyclists, or alternately, cyclists and drivers.

### **Pedestrian Observations**

The following pedestrian observations have been identified:

- Little evidence of pedestrians along this portion of SBR, however, the occasional walker can be spotted from Jugan Street onwards, heading east;
- Little evidence of sitting/eating along this portion of SBR ; and
- No evidence of active recreation within this Precinct.

### **Quality Analysis**

- Generally bad pedestrian and cycling environment along this portion of SBR, as there is no buffer between the footpath and traffic (refer to Figures 2 and 3);
- The footpath is very narrow, and does not cater for dual use (refer to Figure 4). In addition, no cycle lane is provided, resulting in conflict between pedestrians and cyclists, or alternately between cyclists and drivers;
- Poor pedestrian crossings on south side of SBR, particularly across Jugan Street (refer to Figure 5); and
- No street furniture provided (i.e. benches, street bins etc.), further adding to the hostile pedestrian environment.



*Figures 2 and 3: Heading east along SBR, bad pedestrian/cycling environment*



*Figure 4: Narrow footpath (not dual use) along this portion of SBR*



*Figure 5: Poor pedestrian crossing across Jugan Street*

### **Urban Inter Relationships**

This Precinct is very poorly connected to any active amenity. As Glendalough Station is located in this area, during peak hours, there is a significant amount of foot traffic from people accessing/utilising the train. The Mount Hawthorn town centre, which provides ample active land uses (i.e. cafes, restaurants, etc.), is located approximately 1.5 km from the Station, and all commercial land uses within close proximity to the Station are largely car dependent, hampering the area from evolving into an active, pedestrian oriented TOD.

### **Opportunity Sites**

The following properties have been identified as opportunity sites:

- Vacant Land; No. 2 Jugan Street Mount Hawthorn;

- Vacant Land; No. 289 Scarborough Beach Road Mount Hawthorn;
- Private Dwelling; No. 287 Scarborough Beach Road Mount Hawthorn;
- Vacant Land; No. 285 Scarborough Beach Road Mount Hawthorn;
- Vacant Land; No. 283 Scarborough Beach Road Mount Hawthorn;
- Private Dwelling; No. 281 Scarborough Beach Road Mount Hawthorn;
- Vacant Land; No. 279 Scarborough Beach Road Mount Hawthorn;
- Vacant Land; No. 1 Brady Street Mount Hawthorn; and
- Private Dwelling; No. 3 Brady Street Mount Hawthorn.

(refer to Figures 6 and 7)



*Figures 6 and 7: Opportunity sites - vacant land*

Besides, 287 SBR, single ownership has been secured for all of the above properties. The ownership allows for the development potential over one large site, along Scarborough Beach Road between Jugan Street and Brady Street, with the exception of the one property, which remains under separate ownership. Whilst this lot remains outside the project development site, the proposed design that has been provided to the City in concept form, allows for the property to be included in the long term should it ever become available, or to be developed independently but connectively.

The City of Stirling District Planning Scheme No. 2 remains the legal Scheme for the

subject area, until such time as the proposed City of Vincent Scheme No. 2 is gazetted or a Scheme Amendment is made to the existing Town Planning Scheme No. 1.

Scheme Amendment No. 423 was made to the City of Stirling District Planning Scheme No. 2 on 7 April 2006, to create *Schedule 14 – Glendalough Station Precinct* to the Scheme, to which some of the land ceded to the City of Vincent is to be applied. The subject lots identified as opportunity sites formed part of Scheme Amendment No. 423 to the City of Stirling District Planning Scheme No. 2, which besides introducing the Glendalough Station Precinct, zoned the subject land 'Mixed Residential'. Clause 2.3.1 of Scheme Amendment No. 423 prescribes that “*no development of Lots 3, 32, 16 and 17 shall occur until such time as the land subject to the Brady Street road closure has been finalised and agreement reached with the owner(s) of the abovementioned properties regarding its acquisition and inclusion within the overall design and layout of their landholdings so as to ensure the land is subject to a comprehensive development solution*”.

Proposed Road Closure presented to Council at its Ordinary Meeting on 1 December 2009. The Council supported in principle the partial closure and amalgamation of Gibney Avenue, subject to the following:

- (a) in principle agreement being reached with the City of Stirling and Main Roads WA for the proposed future improvements to the Scarborough Beach Road/Man Street/Brady Street/green Street intersection;
- (b) the outcome of clause (ii) (a), ensures that adequate area of road reserve remains at the intersection of Brady Street and Scarborough Beach Road to allow for the proposed future intersection improvements including, but not limited to, allowance for possible service relocations, paths and road realignments; and
- (c) all costs associated with the proposal being paid by the Applicant.

A letter was received from Department of Planning dated 27 May 2010, advising that ‘*Until the land requirement for the future road widening of Scarborough Beach Road has been finalised and endorsed by the Western Australian Planning Commission (WAPC), the proposed closure of this portion of the road reserve is considered to be premature given that it could, potentially prejudice the WAPC’s future requirements for the widening/upgrading of this section of Scarborough Beach Road.*’



*Location map of opportunity sites*

#### **Quality of Heritage Sites**

The Precinct does not include any heritage listed sites.

## PRECINCT F - AREA BETWEEN THE MAIN STREET PORTION AND THE MOUNT HAWTHORN TOWN CENTRE

- This Precinct is mainly characterised by residential land uses. However, other land uses include a commercial pocket, a local centre, and local parks.
- The built form in this Precinct predominantly comprises of single storey residential buildings, generally all with setbacks greater than 5 metres.
- In general, there is a poor pedestrian environment along this portion of SBR. However, there is a safe cycling environment, as a cycle lane is present from Eucla Street to Kalgoorlie Street on both sides of this portion of SBR.
- There is little evidence of eating and sitting within this Precinct, other than at Braithwaite Park, and no evidence of active recreation.
- The quality of the environment, in terms of street furniture, footpaths and pedestrian crossings is poor. However, there is a safe cycling environment within this Precinct.
- There are five heritage listed sites within this Precinct, the majority of which only have local significance, being listed on the City's Municipal Heritage Inventory list (MHI).
- Two opportunity sites have been identified, both of which are currently being utilised as car yards.

### Land Use

Predominantly, residential land uses are located along this portion of SBR, however, other land uses include:

- A commercial pocket long the southern portion of SBR, between Brady Street and Eucla Street. The commercial zoning is considered appropriate for its purposes and expansion of the commercial area into residential areas is not considered appropriate. The area's location represents a gateway into the City of Vincent, and this aspect should be exhibited visually;
- A local centre also located along the southern portion of SBR, between Egina Street and Buxton Street. The local centre currently accommodates a group of five shops containing a delicatessen, a hairdressing salon, an embroidery shop, pizza and Chinese take away shops, a muffler repair centre and a warehouse use on those lots with a local centre zoning. Those properties on the northern side of SBR, between Killarney and Egina Streets, also accommodate a variety of commercial uses on residential zoned land. The uses include a paint shop, an antique shop, a stained glass shop, a picture framer and two car yards. The uses appear well established and worthwhile businesses, however of a specialised nature, in that they do not cater specifically to the day to day needs of the local population. Expansion of this local centre or properties adjacent to it, is not considered appropriate and will be discouraged to ensure that new or expansion plans for existing commercial activity is directed to the Mount Hawthorn town centre. New uses within the local centre and nearby should be of a nature reflecting the community's day to day requirements;

- A local centre along Green Street, between London and Dunedin Streets, bordering the City of Stirling. The centre consists of a group of 11 shops and a medical centre catering to local needs adjoining a City-owned public car park. There is an attraction conveyed by the row of shops which were built between 1953 and 1955 and along with the wide footpath, has certain elements which could be exploited to improve the public realm. There are a number of smaller strategic development sites within the area which will encourage additional population and human interaction. Development on the strategic development sites should be encouraged through Design Guidelines;
- An area reserved for public purpose (Mount Hawthorn Junior Primary School and civic uses) along the northern portion of SBR, in the street block between Killarney Street and Dover Street; and
- Two pockets reserved as local parks and recreation, namely Braithwaite Park (located along the southern portion of SBR, between Kalgoorlie Street and The Boulevard), and Blackford Street Reserve (located along the northern portion of SBR, (between Federation Street and Egina Street).

### Built Form

Predominantly single storey development along this portion of SBR, generally all consisting of setbacks greater than 5 metres. In addition, other than the school and a small number of retail/shop developments which have an active frontage, development along this portion of SBR is mainly non-active.

## Movement/Access

Mount Hawthorn is a fully established inner city area, and it is not anticipated there will be any changes to the road network in the foreseeable future. Although this portion of SBR has not been classified as an Other Regional Road under the MRS, SBR through the Mount Hawthorn town centre is expected to continue to operate as a District Distributor (A) road, and will continue to provide a frequent bus service to Perth City. However, most people travelling from Perth City to Osborne Park, Innaloo, or Scarborough, are likely to use the train until Glendalough or Stirling Stations, and, depending on the proximity of their destination to these Stations, either transfer onto a bus, or walk from Glendalough or Stirling Stations to their destination. In the longer term, an east-west regional public transport service between Stirling, Edith Cowan University and Morley may be developed. This service is likely to travel along SBR and Green Street.

Upgrade works have been undertaken along SBR, between Eucla Street and Killarney Street, involving reducing the road to a single traffic lane. This included installing pedestrian refuge islands, planting street trees, providing cycle lanes, and improving traffic management through the intersections. Since the traffic calming was installed, traffic volumes have reduced to between 12,000 to 15,000vpd from around 18,000vpd, before the traffic calming. Traffic speeds along this section of SBR are lower than on the other segments, and single lanes of traffic in each direction through the retail centre, makes it easy and safe for pedestrians to cross. There are on-street bicycle lanes along sections of the street, but they are not continuous along its length. They have been terminated prior to the retail area to enable on-street parking to be provided to serve the local shops.

Although initially, road restructuring was proposed between Federation Street and Killarney Street only, this was eventually extended to a point west of Eucla Street, however, the intersection and volume of traffic made it impossible to implement a single lane beyond this point, without significantly impacting upon the level of service of the intersection. Following site analysis, the Main/Green/Brady Streets intersection is considered to be potentially dangerous for drivers, pedestrians and cyclists alike, as the intersection is extremely busy, with high speed traffic from four District Distributor (A) Roads all traversing at this junction, making it extremely difficult and dangerous for cyclists and pedestrians to navigate across any part of this intersection, and potentially causing traffic accidents. However, as Green Street and SBR, west of Main Street, are boundary roads with the City of Stirling, any proposed upgrading will have to be undertaken in collaboration with the City of Stirling and Main Roads.

In general, there is a poor pedestrian environment along the portion of SBR near the

Brady Street intersection, as the footpath is very narrow, and no buffer is provided between pedestrians and traffic. Furthermore, other than the overhead pedestrian bridge that has been provided between Braithwaite Park and the school, there are no pedestrian crossings across SBR, with a lack of median strips making it even more difficult to traverse. However, travelling east toward the school, there is a better pedestrian environment as the footpath is wider. Generally, there is a safe cycling environment along the major length of this portion of SBR, as a cycle lane is present from Eucla Street to Kalgoorlie Street on both sides of SBR.

## Pedestrian Observations

The following pedestrian observations have been identified:

- Little evidence of pedestrians along this portion of SBR until the school (1 Killarney Street, Mount Hawthorn), where a high level of pedestrian activity was observed. Analysis of the area was undertaken at approx. 3.30 pm – 4.30 pm, which would have attributed to children leaving school for the day, parents picking up their children etc.;
- Little evidence of sitting/eating along this portion of SBR until Braithwaite Park (197 SBR, Mount Hawthorn) directly opposite the school, where park benches/picnic tables etc. are available for public use (refer to Figure 1); and
- No evidence of active recreation until Braithwaite Park, where there is opportunity for active recreation.



Figure 1: Evidence of sitting/eating and active recreation at Braithwaite Park

## Quality Analysis

- Poor pedestrian environment near the Brady Street intersection along SBR, as footpath is very narrow, and no buffer is provided between pedestrians and traffic (refer to Figure 2). However, travelling east toward the school, there is a better pedestrian environment as footpath is wider, and more of a buffer is provided between pedestrians and traffic;
- Poor pedestrian crossings on south side of SBR (especially across Buxton Street, Federation Street, and Eucla Street). However, even across Egina Street, where an island is provided, the Street is difficult to traverse;
- Other than the overhead pedestrian bridge between Braithwaite Park and the school (refer to Figure 3), generally, no pedestrian crossings are provided across SBR, with a lack of median strips making it even more difficult to traverse;
- Generally, there is a safe cycling environment along the major length of this portion of SBR, as cycle lane present from Eucla Street to Kalgoorlie Street on both sides of SBR (refer to Figure 4); and
- Limited street furniture (street bins provided and some sheltered bus stops with seating provided. This is limited though, as other bus stops within this Precinct simply consist of a stand/post with the bus timetable on it) (refer to Figures 5 and 6).

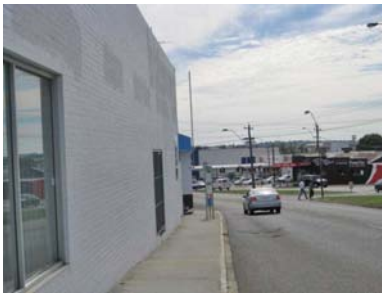


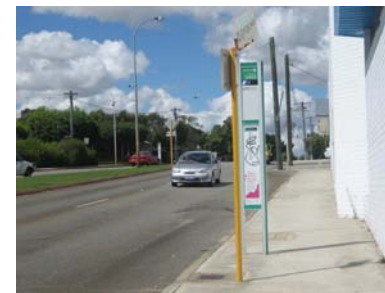
Figure 2: Heading westward along SBR. Very narrow footpath, with no buffer between pedestrians and traffic



Figure 3: Overhead pedestrian bridge between Braithwaite Park and the school



Figure 4: Heading eastward along SBR. Cycle lane present from Eucla Street to Kalgoorlie Street



Figures 5 and 6: Heading eastward, there is limited street furniture along this portion of SBR

## Urban Inter Relationships

There is a strong urban relationship between Braithwaite Park and the school, as an overhead pedestrian crossing connects the two, providing a safe environment for school children to cross SBR, and access one or the other. However, there is a poor urban relationship between the school and the Mount Hawthorn town centre, as although both are located in close proximity to each other, there is no clear relationship between the areas, and neither area addresses the other.

## Opportunity Sites

The following properties have been identified as opportunity sites:

- Car Yard; No. 214 Scarborough Beach Road, Mount Hawthorn (refer to Figure 7); and
- Car Yard; No. 218 Scarborough Beach Road, Mount Hawthorn (refer to Figure 8).



Figure 7: Opportunity site. No. 214 SBR, Mount Hawthorn



Figure 8: Opportunity site. No. 218 SBR, Mount Hawthorn



Location map of opportunity sites: Nos. 214 and 218 SBR, Mount Hawthorn

## Quality of Heritage Sites

The following properties have been identified as heritage sites:

- Mount Hawthorn Junior Primary School; Nos. 204-212 Scarborough Beach Road, Mount Hawthorn or 1 Killarney Street, Mount Hawthorn. This property, owned by the State Government, is listed on the City's MHI as management category B - conservation recommended. It is estimated to have been constructed in 1933, and consists of an Interwar Art Deco architectural style. It is in good condition, and provides a great opportunity for adaptive re-use;
- Factory; No. 139 Buxton Street, Mount Hawthorn. This property is listed on the City's MHI as management category B - conservation recommended. It is estimated to have been constructed in 1932, and consists of an Interwar Functionalist architectural style. It is in good condition, and provides a great opportunity for adaptive re-use;
- Mount Hawthorn Uniting Church; Nos. 115-117 Kalgoorlie Street, Mount Hawthorn. This property is listed on the City's MHI as management category B - conservation recommended. It is estimated to have been constructed in 1938, and consists of an Interwar Austerity architectural style. It is in good condition, and provides a great opportunity for adaptive re-use (refer to Figure 9);



*Figure 9: Heritage site. Nos. 115-117 Kalgoorlie Street, Mount Hawthorn*

- Menzies Park; Nos. 95-117 Egina Street, Mount Hawthorn. This property is listed on the City's MHI as conservation category B - conservation recommended. It is estimated to have been constructed in 1929, and consists of a Postwar Functional physical style. It is in good condition, and provides a great opportunity for use as a public open space; and
- Private Dwelling, Anzac Cottage; No. 38 Kalgoorlie Street, Mount Hawthorn. This property is listed on the State Register, and has been classified as management category A - conservation essential, under the City's MHI. It is estimated to have been constructed in 1916, and consists of a Federation Bungalow architectural style. It is in good condition, and provides a great opportunity for adaptive re-use (refer to Figure 10).



*Figure 10: Heritage site. No. 38 Kalgoorlie Street, Mount Hawthorn*



## PRECINCT G - MOUNT HAWTHORN TOWN CENTRE

- This Precinct mainly comprises of commercial land uses, including offices, retail and eating houses.
- Buildings in this Precinct range from one to three storeys, generally all with a nil setback to SBR, resulting in an active street frontage.
- In general, there are well-kept streetscapes along this portion of SBR, along with shading elements, wide footpaths, pedestrian crossings etc., all resulting in a safe and welcoming pedestrian environment.
- Although there is no evidence of active recreation within this Precinct, there is a medium to high level of pedestrian activity, along with significant evidence of eating and sitting.
- There are wide footpaths, pedestrian crossings, ample provision of street furniture, and landscaping elements within this Precinct, resulting in a safe and welcoming environment.
- There are four heritage listed sites within this Precinct, all of which only have local significance, being listed on the City's MHI.
- Two opportunity sites have been identified. One of these sites is the Pisconeri wine and food importers warehouse, the other is being utilised as a car yard.

### Land Use

This portion of SBR mainly consists of commercial land uses, ranging from retail, to eating houses, to offices. However, other land uses include a pocket reserved as parks and recreation, namely, Axford Park, located along the northern portion of SBR, with a direct vista down Oxford Street.

### Built Form

There is a combination of single, double and three storey developments along this portion of SBR. In general, the majority of development has a nil setback from SBR, contributing to the predominantly active frontage of development within the town centre area.

### Movement/Access

Mount Hawthorn is a fully established inner city area, and it is not anticipated there will be any changes to the road network in the foreseeable future. SBR through Mount Hawthorn is expected to continue to operate as a district distributor (A) road, and will continue to provide a frequent bus service to Perth City.

This section of SBR between The Boulevard and Fairfield Street has been traffic calmed. Since the traffic calming was installed, traffic volumes have reduced to between 12,000 to 15,000vpd from around 18,000vpd before the traffic calming. Traffic speeds along this section of SBR are lower than on the other segments, and single lanes of traffic in each direction through the retail centre, makes it easy and safe for pedestrians to cross. There are on-street bicycle lanes along sections of the street, but they are not

continuous along its length. They have been terminated prior to the retail area to enable on-street parking to be provided to serve the local shops.

In general, there are well-kept streetscape elements along this section of SBR, including good use of lighting, street trees and awnings providing shade, and pedestrian crossings. The introduction of traffic calming initiatives along this portion of SBR, has involved single lanes of traffic, resulting in ease of pedestrian access through the town centre (refer to Figure 1). Convenient on-street parking has also been utilised as a traffic calming measure, ensuring a safer pedestrian environment (refer to Figure 2). In general, there is excellent passive surveillance within the town centre area, and well maintained park areas (refer to Figure 3), and the topography of the area offers significant development potential, with views across Perth and opportunities to integrate more intense development in locations that could otherwise be height sensitive.



*Figure 1: Heading westward along SBR. Considerable amount of pedestrian crossings across this portion of SBR.*



Figure 2: On-street parking utilised as a traffic calming measure



Figure 3: Axford Park. Well maintained park areas within the Mount Hawthorn town centre

### Quality Analysis

- High quality paving treatment, and wide footpaths, with pedestrian crossings across SBR;
- Significant amount of passive surveillance providing a safe pedestrian environment (refer to Figure 4);
- Landscaping elements such as street trees and shade awnings over footpaths, and street barriers providing a buffer between traffic and pedestrians, have resulted in a comfortable pedestrian environment (refer to Figures 5, 6, 7 and 8); and
- Ample provision of street furniture, with benches, street bins, bicycle racks etc. provided (refer to Figures 9 and 10).



Figure 4: Significant amount of passive surveillance within the town centre area

### Pedestrian Observations

The following pedestrian observations have been identified:

- Generally, there is a medium to high level of pedestrian activity along this portion of SBR. Although there is only the occasional walker/medium level of pedestrian activity at the fringes of the town centre (at both east and west ends), this intensifies towards the central part of the town centre area;
- There is significant evidence of sitting/eating along this portion of SBR, although towards the eastern end, directly opposite Axford Park (130 SBR, Mount Hawthorn), there is an evident change, with no opportunity for sitting/eating; and
- There is no evidence of active recreation along this portion of SBR.



Figures 5 and 6: Heading eastward and westward along SBR. Landscaping elements, including shade awnings, have resulted in a comfortable pedestrian environment



Figures 7 and 8: Landscaping elements, including street trees and barriers, have resulted in a comfortable pedestrian environment



Figures 9 and 10: Ample provision of street furniture along the portion of SBR within the town centre area

### Urban Inter Relationships

Although as mentioned above, there is a poor urban relationship between the school and the Mount Hawthorn town centre, the town centre is well connected to the surrounding residential areas, catering to the needs of the residents within the area. In particular, The Mezz, a vibrant community shopping centre within the town centre offers a selection of fashion and specialty stores, plus Woolworths, along with a range of cafes and restaurants for the local community.

### Opportunity Sites

The following properties have been identified as opportunity sites:

- Nos. 104-110 Hobart Street, Mount Hawthorn: the Pisconeri wine and food importers warehouse site is situated on 3343 square metres with a 61 metre frontage

to Hobart Street and side frontages to Edinboro Street and Pisconeri Lane. The property is regarded as a strategic development site, in terms of its location and size, and represents a significant element of the proposed new town centre gateway and focus. Ideally, the site would be suited to a mixed-use arrangement retaining an Italian food and wine shopfront to Hobart Street along with a high calibre restaurant at ground level with outdoor dining overlooking Axford Park and the Oxford Street vista, and apartments incorporated in upper levels; and



Location map of opportunity site: Nos. 104-110 Hobart Street, Mount Hawthorn

- Car Yard; No. 196 Scarborough Beach Road, Mount Hawthorn (refer to Figures 11 and 12).



Figures 11 and 12: Opportunity site. No. 196 SBR, Mount Hawthorn



*Location map of opportunity site: No. 196 SBR, Mount Hawthorn*

- Mount Hawthorn Hospital; Nos. 14-16 Woodstock Street, Mount Hawthorn. This property is listed on the City's MHI as management category B - conservation recommended. It is estimated to have been constructed in 1908, and consists of a Federation Bungalow and Interwar Contemporary architectural style. The property is in good condition, and provides a great opportunity for adaptive re-use;
- Private Dwelling; No. 77 Fairfield Street, Mount Hawthorn. This property is listed on the City's MHI as management category B - conservation recommended. It is estimated to have been constructed in 1924, and consists of a Federation Queen Anne architectural style. The property is in good condition, and has been adapted to suit contemporary accommodation standards; and
- The Oxford Hotel; No. 368 Oxford Street, Leederville. This property is listed on the City's MHI as management category B - conservation recommended. It is estimated to have been constructed in 1900, and consists of an Interwar Stripped Classical architectural style. The property is in good condition, and provides a great opportunity for adaptive re-use (refer to Figure 14).

### Quality of Heritage Sites

The following properties have been identified as heritage sites:

- The Paddington Ale House; No. 141 Scarborough Beach Road, Mount Hawthorn. This privately owned property, is listed on the City's MHI as management category A - conservation essential. It is estimated to have been constructed in 1932, and consists of an Inter-war Free Classical Late 20th Century Post Modern architectural style. The property is in good condition, and provides a great opportunity for adaptive re-use (refer to Figure 13);



*Figure 13: Heritage site. No. 141 SBR, Mount Hawthorn*



*Figure 14: Heritage site. No. 368 Oxford Street, Leederville*

## PRECINCT H - AREA BETWEEN THE MOUNT HAWTHORN TOWN CENTRE AND CHARLES STREET

- This Precinct is predominantly characterised by residential land uses.
- The majority of developments within this Precinct are single storey, although there are a number of large two or three storey developments.
- In general, pedestrian footpaths are badly maintained along this portion of SBR. The footpath is very narrow, and a lack of pedestrian crossings and cycle lane has resulted in an overall unpleasant pedestrian/cyclist experience.
- Other than a portion towards the eastern end of this Precinct, there is generally little evidence of eating and sitting, and little evidence of active recreation.
- The quality of the environment, in terms of street furniture, footpaths, signage and pedestrian crossings is poor, further adding to the hostile pedestrian environment.
- There are seven heritage listed sites within this Precinct, the majority of which only have local significance, being listed on the City's MHI.
- Five opportunity sites have been identified in this Precinct. Other than the former Midland Brick site, the remainder of these sites consist of car yards and mechanical workshops.

### Land Use

Predominantly, residential land uses are located along this portion of SBR. However, other land uses include a local centre along the southern portion of SBR, comprising of retail, directly abutting London Street, as well as a commercial centre along both sides of SBR, comprising of retail, an eating house, a fast food outlet, and some offices, predominantly located between Sydney Street and Charles Street.

### Built Form

Although there are a number of large two or three storey developments along this portion of SBR, the majority of developments are single storey. Developments within this Precinct predominantly consist of setbacks greater than 5 metres, with a small scattering of developments consisting of either nil setbacks, or setbacks less than 5 metres. It is noted that the generally large setbacks of developments, along with the predominantly residential land use character within this area, has contributed to a mainly non-active street frontage.

### Movement/Access

In general, pedestrian footpaths are badly maintained along this portion of SBR. The footpaths are very narrow, and are located within close proximity to the busy road, with no buffer between pedestrians and oncoming traffic. Furthermore, the fact that the narrow footpath is not dual use, and no cycle lane is provided, this may result in conflict between pedestrians and cyclists, or alternately, cyclists and drivers. To the east of Oxford Street, SBR remains a four lane undivided road, and traffic speeds are higher through the traffic calmed section, making it more difficult to cross this section as a

pedestrian, particularly because of a lack of pedestrian crossings. However, in line with the upgrades that occurred between Eucla Street and Killarney Street, which involved the reduction of SBR to a single lane, there is a possibility to reduce SBR from between the Mount Hawthorn town centre to the Charles Street intersection to a single lane, sometime in the future.

### Pedestrian Observations

The following pedestrian observations have been identified:

- Generally, there is little evidence of pedestrians along this portion of SBR. However, towards the eastern end of the Precinct (close to the Charles Street intersection), there is the occasional walker around the Service Station and various shops/offices, however, this is minimal;
- There is little evidence of sitting/eating along this portion of SBR, as the majority of properties are residential. However, close to the Charles Street intersection, there is some evidence of sitting/eating, as there are a couple of restaurant/takeaway places (directly opposite the Service Station located on the corner of SBR and Charles Street), with one having an alfresco area directly abutting SBR; and
- Other than the Scarborough/Anzac Road Reserve (No. 53 SBR, North Perth), where there is opportunity for some active recreation, there is no evidence of active recreation along this portion of SBR (refer to Figure 1).



Figure 1: Opportunity for active recreation within the Scarborough/Anzac Road Reserve

### Quality Analysis

- Although there are some good examples of pedestrian crossings across certain side streets on either side of SBR, namely Pennant Street and Coronation Street, where islands have been incorporated (refer to Figure 2), in general, the pedestrian crossings are unsafe (e.g. Shakespeare Street, Dunedin Street etc.), as there are very few median strips/islands provided (refer to Figures 3 and 4);
- Generally bad pedestrian and cycling environment along certain parts of this portion of SBR, as no buffer is provided between the footpath and traffic (refer to Figure 5);
- Narrow footpath, not dual use, and no cycle lane provided, so conflict between pedestrians and cyclists, or alternately, cyclists and drivers; and
- Limited street furniture is provided. Although there are some street bins and sheltered bus stops with seating available (refer to Figures 6 and 7), there is a mix of new and older furniture, inconsistent along the length of this portion of SBR.



Figure 2: Some good examples of pedestrian crossings across certain side streets



Figures 3 and 4: Poor pedestrian crossings across most side streets



Figure 5: Heading eastward, bad pedestrian/cycling environment along this portion of SBR, as there is no buffer between the footpath and traffic



Figures 6 and 7: Limited street furniture provided, with an inconsistent mix of old and new furniture along this length of SBR

## Urban Inter Relationships

This portion of SBR generally does not have strong urban inter relationships. Although the Scarborough/Anzac Road Reserve (No. 53 SBR, North Perth) provides some open space for the surrounding local residents, it is not well connected in relation to residential properties located across SBR, as a lack of pedestrian crossings makes it difficult to traverse across the road. However, it is noted that the Service Station situated on the corner of SBR and Charles Street (No. 349 Charles Street, North Perth), is strategically located within the Precinct and the greater locality in general.

## Opportunity Sites

The following properties have been identified as opportunity sites:

- Former Midland Brick Site; No. 6 London Street, corner Scarborough Beach Road, North Perth (refer to Figure 8);
- Car Yard; Nos. 110-112 Scarborough Beach Road, Mount Hawthorn (refer to Figure 9);
- Mechanic Workshop; Nos. 92-94 Scarborough Beach Road, Mount Hawthorn (refer to Figure 10);
- Motorcycle Tyres and Repairs; No. 64 Scarborough Beach Road, North Perth (refer to Figure 11); and
- Mechanic Workshop; No. 29 Scarborough Beach Road, North Perth (refer to Figure 12).



Figure 8: Opportunity site. No. 6 London Street, North Perth, and location map



Figure 9: Opportunity site. Nos. 110-112 SBR, Mount Hawthorn



Figure 10: Opportunity site. Nos. 92-94 SBR, Mount Hawthorn



Location map of opportunity sites: Nos. 110-112 and 92-94 SBR, Mount Hawthorn



Figure 11: Opportunity site. No. 64 SBR, North Perth



Figure 12: Opportunity site. No. 29 SBR, North Perth



Location map of opportunity sites: Nos. 64 and 29 SBR, North Perth

## Quality of Heritage Sites

The following properties have been identified as heritage sites:

- Mount Hawthorn Baptist Church; Nos. 94-98 Hobart Street, Mount Hawthorn. This property is listed on the City's MHI as management category B - conservation recommended. It is estimated to have been constructed in 1912, and consists of a Federation Gothic architectural style. The property is in good condition, and provides a great opportunity for adaptive re-use (refer to Figure 13);



Figure 13: Heritage site. Nos. 94-98 Hobart Street, Mount Hawthorn

- Private Dwelling; No. 50 Shakespeare Street, Mount Hawthorn. This property is listed on the City's MHI as management category B - conservation recommended. It is estimated to have been constructed in 1905, and consists of a Federation Bungalow architectural style. The property is in good condition, and provides a great opportunity for adaptive re-use (refer to Figure 14);



Figure 14: Heritage site. No. 50 Shakespeare Street, Mount Hawthorn



- Mount Hawthorn Masonic Hall; No. 86 Hobart Street, Mount Hawthorn. This property is listed on the City's MHI as management category B - conservation recommended. It is estimated to have been constructed in 1920, and consists of an Interwar Austerity architectural style. The property is in good condition, and provides a great opportunity for adaptive re-use;
- Private Dwelling; No. 40 Anzac Road, Mount Hawthorn. This property is listed on the City's MHI as management category B - conservation recommended. It is estimated to have been constructed in 1925, and consists of an Interwar Arts and Crafts architectural style. The property is in good condition, and provides a great opportunity for adaptive re-use (refer to Figure 15);



*Figure 15: Heritage site. No. 40 Anzac Road, Mount Hawthorn*

- Shop and House; Nos. 45-45A Hobart Street, North Perth. This property is listed on the City's MHI as management category B - conservation recommended. It is estimated to have been constructed in 1935, and consists of an Interwar Art Deco-retail architectural style. The property is in good condition, and continues to operate as a deli;
- Aranmore Catholic College; Nos. 30-42 Franklin Street, Leederville. This property is listed on the State Register, and has been classified as management category A - conservation essential, under the City's MHI. It is estimated to have been constructed in 1923, and consists of an Interwar Gothic (Church), Interwar Romanesque (Presbytery), and Interwar Romanesque (convent) architectural style. The property is in good condition, and continues to be utilised as a venue for lower school social functions, graduation ceremonies, and meetings among other things (refer to Figure 16); and



*Figure 16: Heritage site. Nos. 30-42 Franklin Street, Leederville*

- Macedonian Orthodox Church; No. 8 Macedonia Place, North Perth. This property is listed on the City's MHI as management category B - conservation recommended. It is estimated to have been constructed in 1976, and consists of a late twentieth century Immigrant nostalgic architectural style. The property is in good condition, and continues to be utilised as a church by the Macedonian Community (refer to Figure 17).



*Figure 17: Heritage site. No. 8 Macedonia Place, North Perth*



## APPENDIX A - MAPS

### Maps showing Land Use, Levels, Setbacks and Ground Floor Activity:

- Precinct E - Glendalough Train Station Area
- Precinct F - Area Between the newly acquired City of Stirling Portion and the Town Centre
- Precinct G - Mount Hawthorn Town Centre
- Precinct H - Area between the Town Centre and Charles Street



**Legend**

-  cadastre
-  manufacturing; processing; fabrication
-  storage; distribution
-  service industry
-  shop; retail
-  other retail
-  office; business
-  health; welfare; community services
-  entertainment; recreation; culture
-  residential low
-  residential medium
-  residential high
-  utilities; communication
-  vacant floor area
-  vacant land area
-  mixed use
-  short-term stay

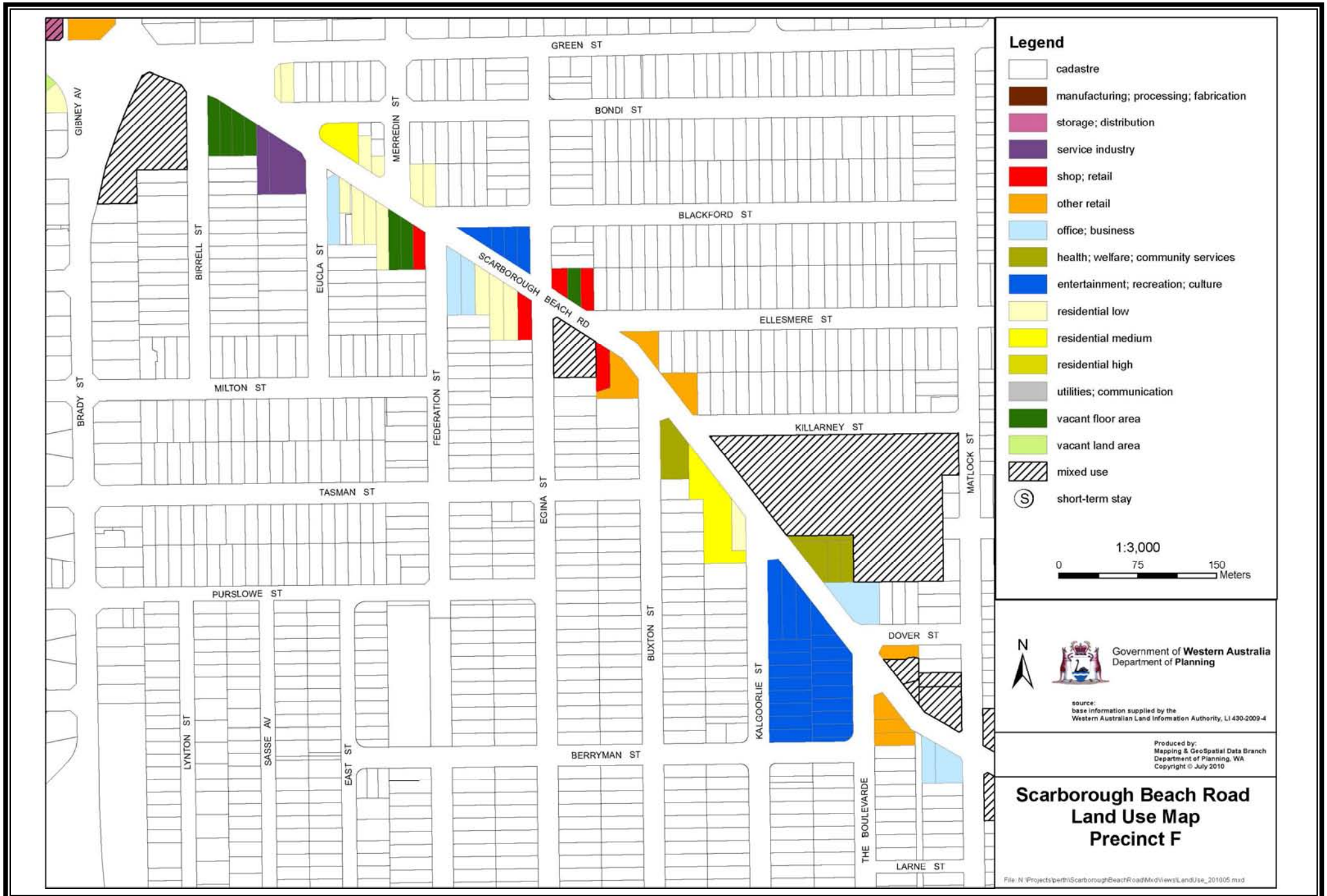


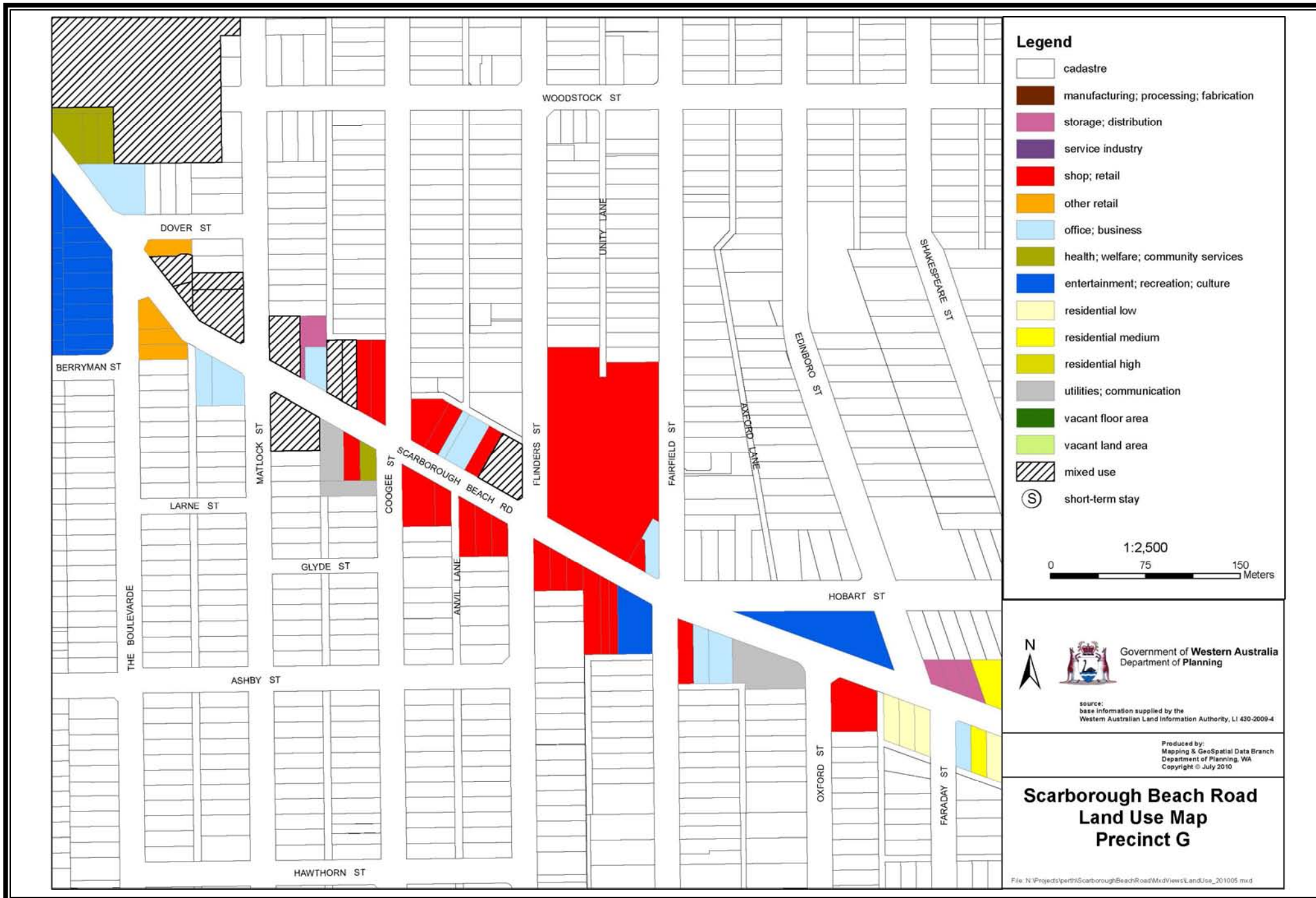
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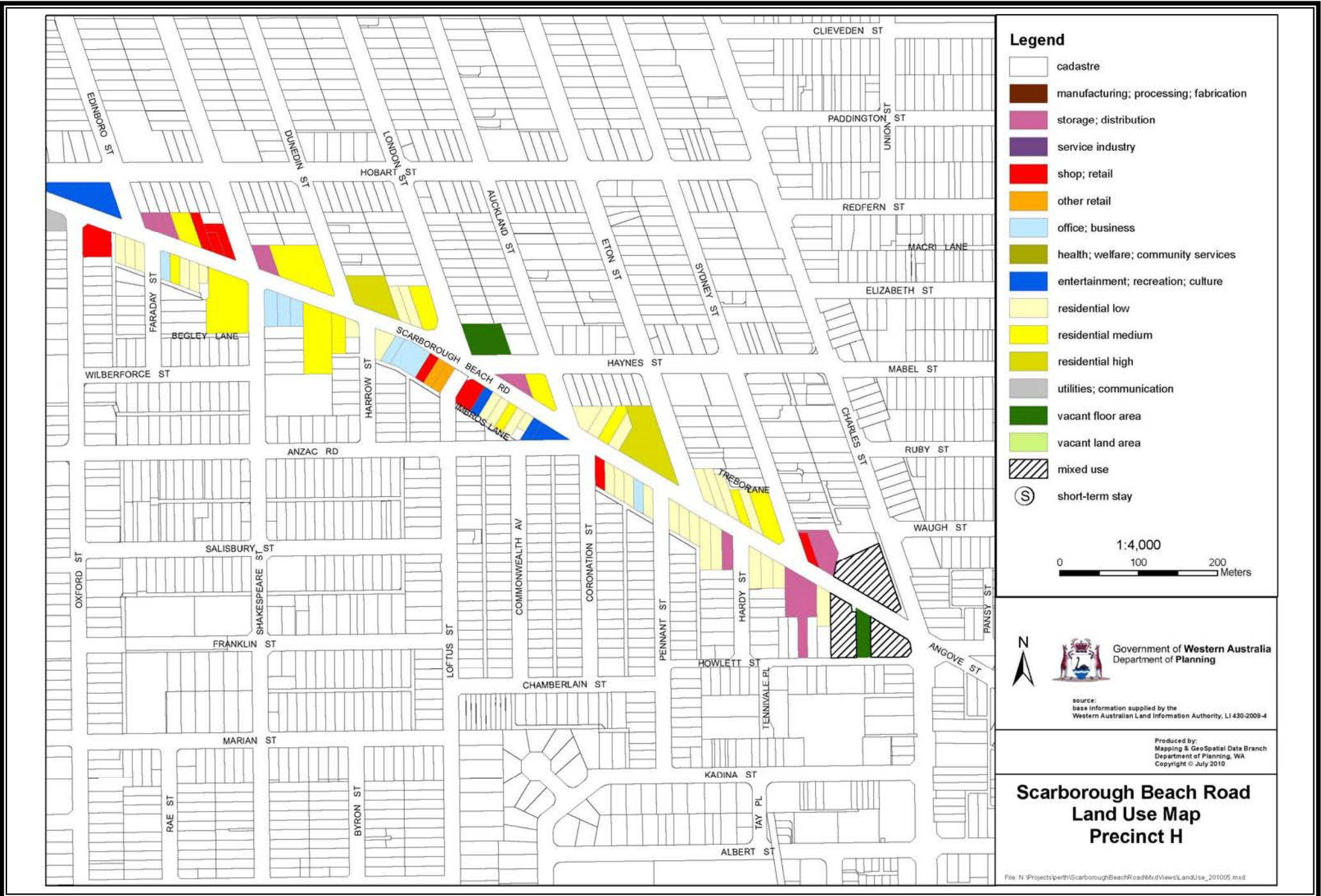
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Precinct E2**

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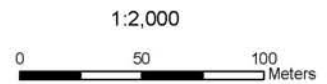






**Legend**

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- 2 - 3 storeys
- > 3 storeys
- not applicable



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**Scarborough Beach Road  
Levels Map  
Precinct E2**

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**Legend**

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- 2 - 3 storeys
- > 3 storeys
- not applicable

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**Scarborough Beach Road  
Levels Map  
Precinct F**


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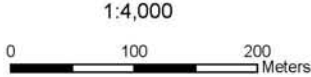






**Legend**

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-  > 3 storeys
-  not applicable



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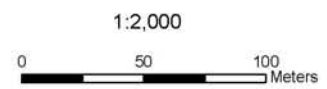
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Levels Map  
Precinct H**

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**Legend**

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- setback 1-5m
- setback > 5m
- not applicable
- × hard edge on road boundary



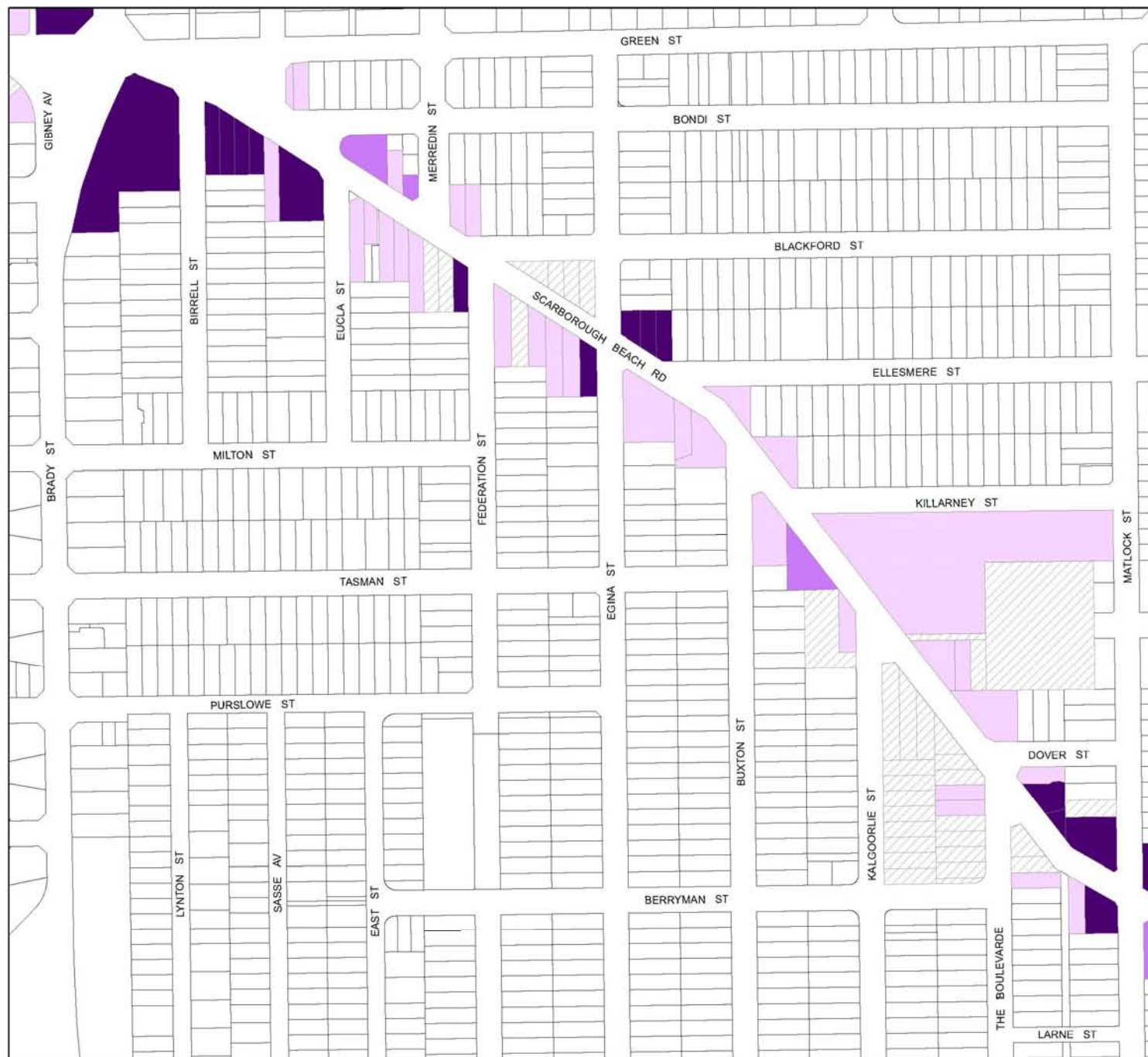
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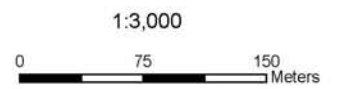
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-  setback 1-5m
-  setback > 5m
-  not applicable
-  hard edge on road boundary



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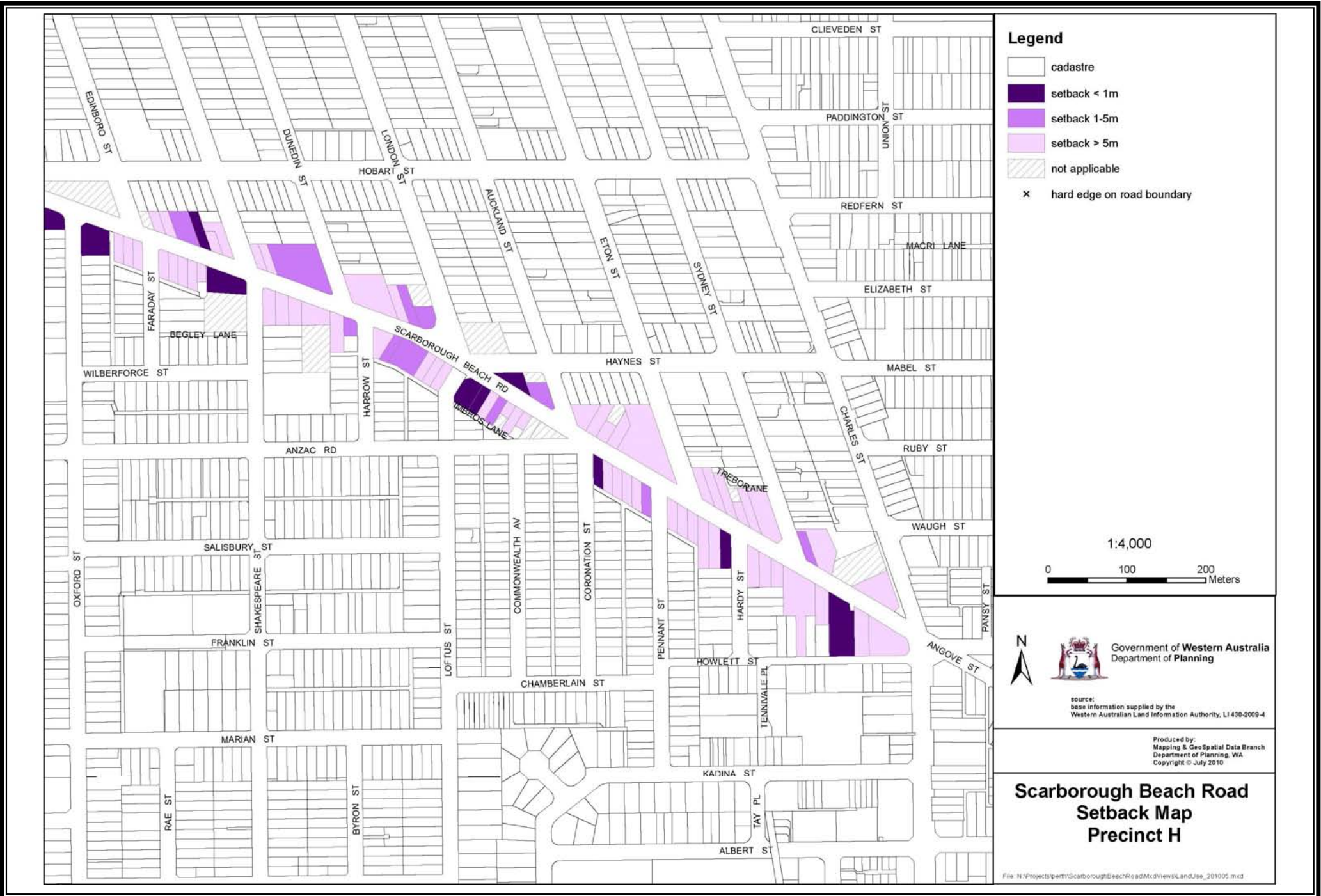
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**Scarborough Beach Road  
Setback Map  
Precinct F**

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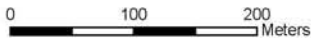




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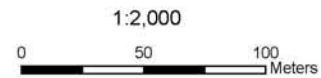
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**Scarborough Beach Road  
Setback Map  
Precinct H**

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- Legend**
- cadastre
  - active
  - non-active
  - not applicable
  - furniture
  - plantings



**N**

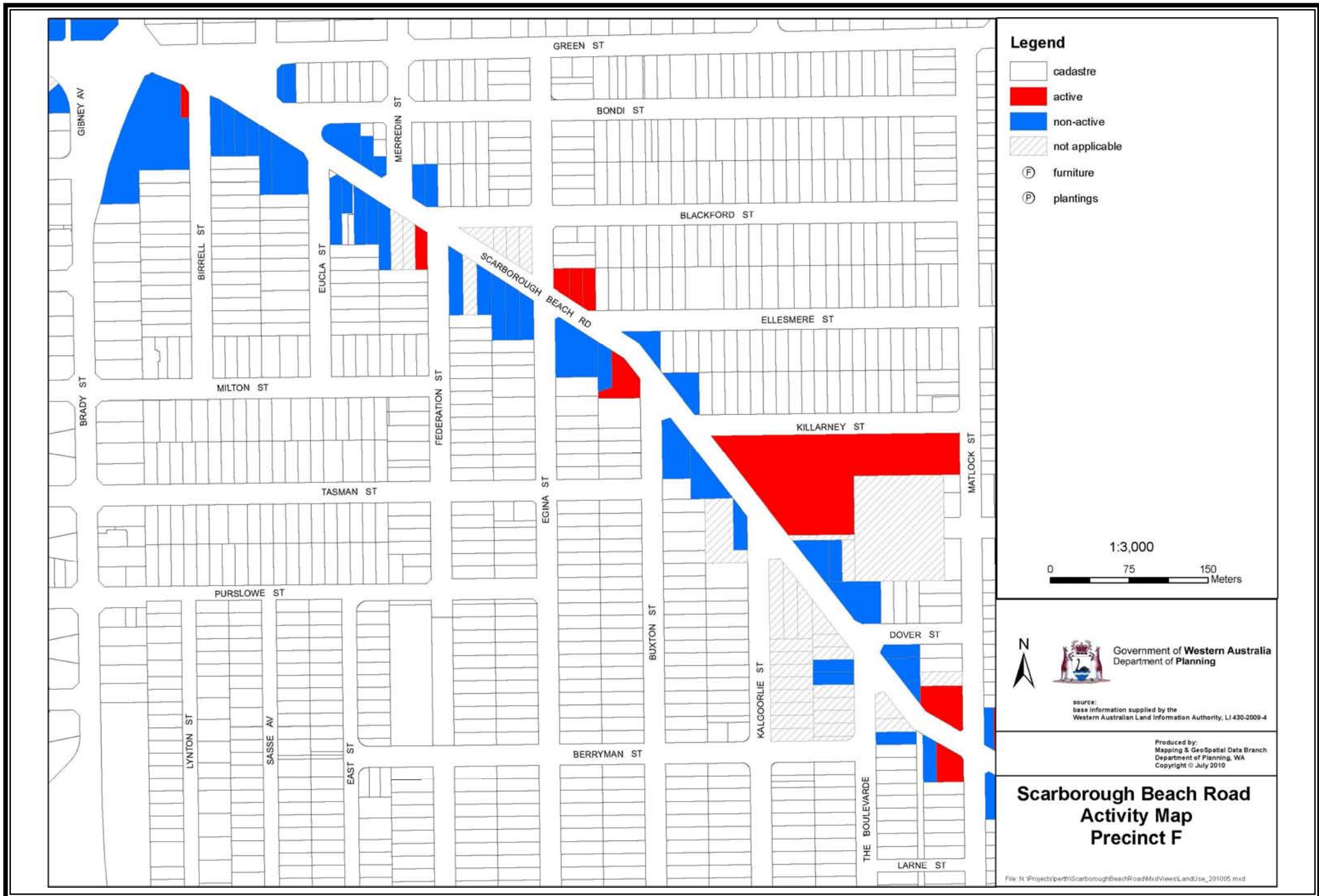
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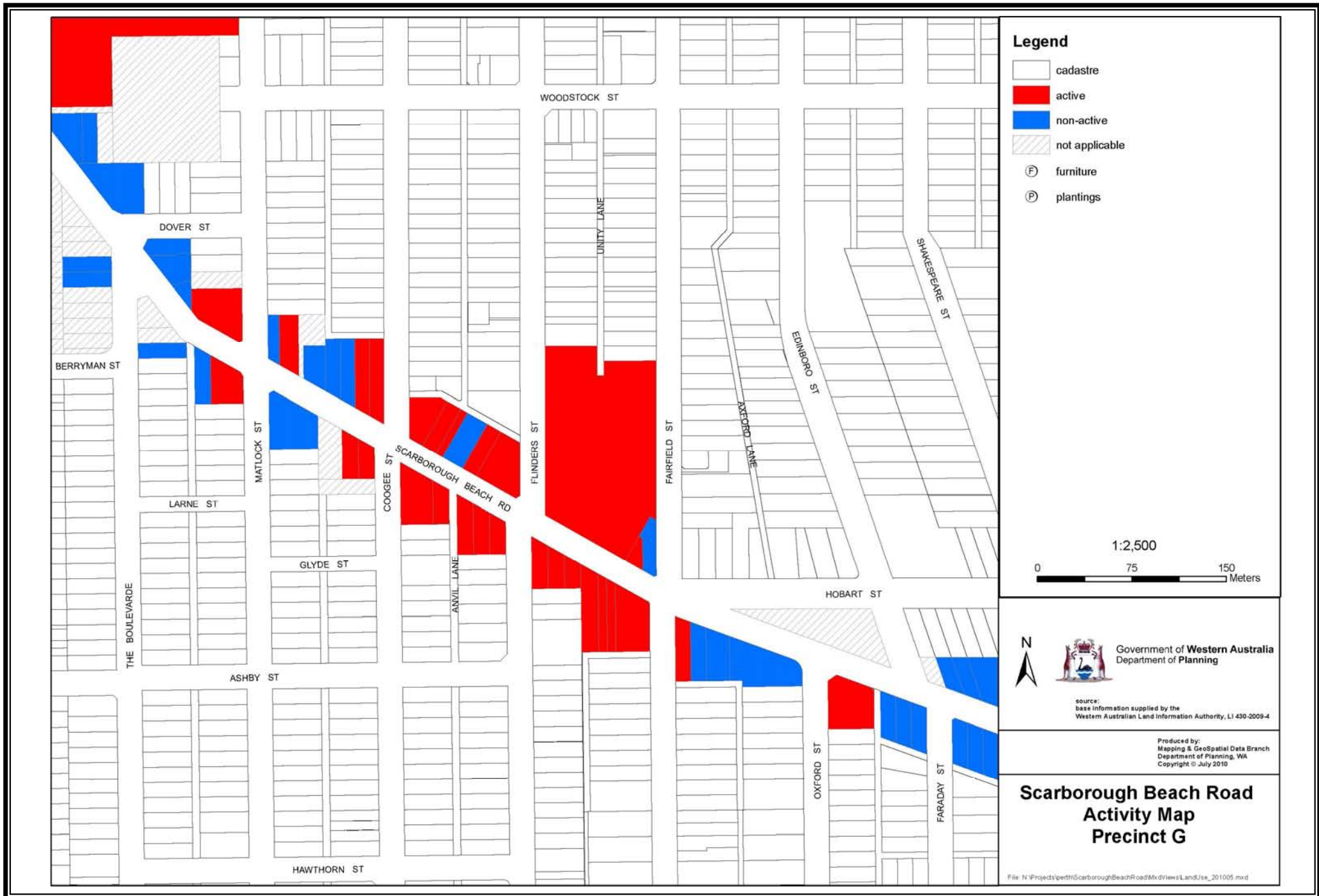
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**Scarborough Beach Road  
Activity Map  
Precinct E2**







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**Legend**

-  cadastre
-  active
-  non-active
-  not applicable
-  furniture
-  plantings



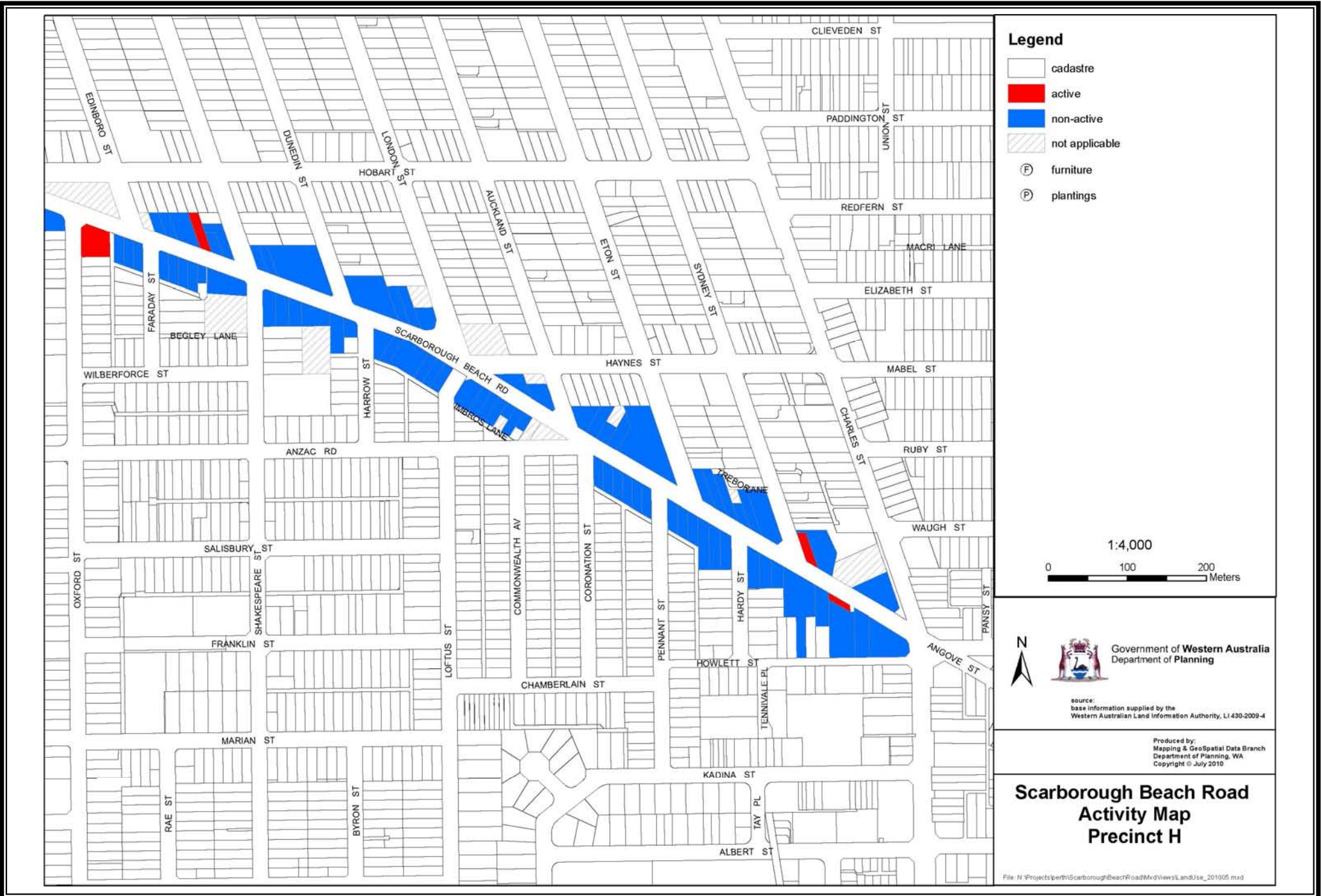
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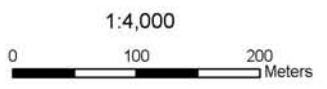
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Precinct G**

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**Legend**

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-  not applicable
-  furniture
-  plantings



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**Scarborough Beach Road  
Activity Map  
Precinct H**

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**APPENDIX B - COMMON BUILDING SYLES**

## Common Building Styles: Residential

The built form along SBR demonstrates an incremental pattern of residential development consisting of original single storey dwellings dating from the late 19th and early-mid 20th centuries, and later infill development, with the most concentrated contemporary infill being within the Mount Hawthorn Town Centre Precinct. In particular, there is evidence of the following housing styles along and within the surrounding areas of the portion of SBR within the City of Vincent:

- Federation Bungalows (refer to Figure 1): 1890-1915. Usually tuck pointed brick. Simple hipped roofs, often with a projecting gable. Roofs covered with terracotta tiles or painted corrugated metal, usually steeply-sloped with wide eaves. Gable ends ornamented with roughcast and battens painted in dark colours. Verandahs ornamented with turned timber or cast iron columns, balustrades and a frieze. Round bullseye to multi-paned and coloured casement sash windows, often with leadlights featuring Australian flora or fauna.
- Inter-war Californian Bungalows (refer to Figure 2): 1920s-1945. Freestanding single-storey houses with informal lawns and gardens. Homely, earthy character often embracing natural materials and finishes. Low-pitched roofs emphasising horizontal lines covered with terracotta tiles. Exposed rafters and purlins project from the roof. Brown brick, roughcast or pebble dash render or weatherboard walls. Rendered walls painted in off-white, beige or cream. Verandah roofs contained within walls and the overhang roof. Heavily built verandah posts. Verandah posts often pylon-shaped and tapered upwards from a wide base. Windows either double-hung or casement, with panes in small rectangles or diamonds or featuring Art Nouveau or Arts and Crafts patterned stained glass.
- Post-war Bungalows (refer to Figure 3): 1945-1960s. Hipped/gable roofs with a low-lying gable of around 30 degrees. Flat roofs introduced in more contemporary designs. Marseilles pattern tiles in conservative designs. Plain brick walls and chimneys with minimal exterior decorative elements. Double or triple room frontages. Plain timber or aluminium windows. Prominent window-walls.



*Figure 1: Federation Bungalow*



*Figure 2: Inter-war Bungalow*



*Figure 3: Post-war Bungalow*

- Contemporary Infill (refer to Figures 4 and 5): 1960s onwards. Infill residential development generally ranges from single and two-storey dwellings, to higher density grouped dwellings. The buildings are usually constructed from brickwork, and sometimes have rendered wall finishes. Buildings generally consist of simple geometric shapes, with low-pitched skillion roofs, open plan interiors with gyprock cladding, and steel framed windows. Open patios are generally an integral part of the living area.



*Figure 4: Contemporary Infill*



*Figure 5: Contemporary Infill*

## Common Building Styles: Commercial

Commercial style development located primarily along SBR mainly consists of a Post-war Commercial architectural style, featuring simple horizontal roof forms with concealed roofs and car parking in side and front setbacks. Other than the Mount Hawthorn Town Centre Precinct, there are few active building edges at human scale along SBR, offering limited pedestrian amenity. In addition, there is a general inconsistency in street setback and building envelopes along SBR, providing an inefficient use of space and poor visual amenity along its length. There is evidence of the following commercial development styles along the portion of SBR within the City of Vincent:

Inter-war Free Classical Late 20th Century Post Modern (refer to Figure 1): 1920s-1945. Two storey hotel with decorated parapet walls, framing cantilevered eaves to bedrooms and verandahs. The ground floor windows and doorways are arched, with keystones, and the arches have stucco surrounds. In 1987 the hotel was refurbished, keeping its side and corner façade intact, however, the main facade to SBR was opened up, in keeping with the contemporary needs for transparency and openness to alfresco areas. The SBR entrance includes spectacular coloured leadlight in the arches.



*Figure 1: Inter-war Free Classical*

Inter-war Art Deco (refer to Figure 2): 1920s-1945. The single storey buildings has Art Deco influences, particularly evident in the entrance porch. This is reached by a flight of steps with curved metal rails, which projects forward of the building. The entry has a flat roof and a moulded entry with deco decoration. The buildings have large hipped roofs, the facades are rendered above the window sills and red ace brick below, and the casement windows are multi-paned (4 squares per sash).



*Figure 2: Inter-war Art Deco*

Inter-war and Post-war Retail/Commercial (refer to Figure 3): 1920s-1960s. Separate retail premises, small corner shops and strip shopping built to street frontages. Conveniently located close to residential development, often with associated residential development. Architectural style was often simple, often parapeted and generally with verandahs or awnings over the footpath. The buildings were intended to be highly visible.



*Figure 3: Post-war Retail/Commercial*

Contemporary Commercial (refer to Figure 4): 1960s onwards. Buildings usually have a nil setback to the street, flush walls, flat or hidden roofs, and rendered wall finishes, generally with a horizontal banding of windows.

